

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<b>B-5655</b>
WBS Element	<b>45610.1.1</b>
Federal Project No.	<b>NA</b>

A. Project Description:

The proposed project involves replacing Bridge No. 11 on NC 111/NC 122 over Town Creek in Edgecombe County (see Figure 1). The right of way acquisition and construction are scheduled for state fiscal years 2019 and 2020.

Bridge No. 11 will be replaced on the existing alignment. The replacement structure will have a minimum clear roadway width of 32 feet. The bridge will include two twelve-foot lanes and four-foot shoulders on each side. The proposed bridge length of 215 feet is based on preliminary design information and is set by hydraulic requirements. The proposed bridge will have three spans. The roadway grade of the new structure will be approximately the same as the existing structure.

The approach roadway will extend approximately 360' to the north and 550' to the south of the proposed bridge. The project will also improve the skewed NC 122 and NC 111 intersection located adjacent to the bridge. The approach roadway will consist of two twelve-foot lanes, eight-foot shoulders with two-foot paved (eleven-foot with guardrail) on each side. The existing right-of-way is 60 feet wide and the width of the proposed right-of-way is 100 feet. It is anticipated that Permanent Drainage Easement (PDE) and Temporary Construction Easement (TCE) are needed to build the project.

Due to moderate traffic volumes caused by different transportation users for this major collector, traffic will be detoured off-site during the construction period (see Vicinity Map). There are no residential or business accesses in the immediate project area. Local access to existing properties in the immediate vicinity of the bridge replacement can be maintained during construction.

B. Description of Need and Purpose:

Bridge No. 11 is 195 feet long with a deck width of 33 feet. The NCDOT Bridge Management Unit records indicate the existing structure has a sufficiency rating of 49.33 out of a possible 100 for a new structure. It was built in 1957 and has reached the end of its useful life. The bridge is considered structurally deficient due to a superstructure condition ratings of 4 out of a possible 9. Replacement of the bridge is needed to provide safe access and mobility in the study area.

C. Categorical Exclusion Action Classification:



TYPE I A

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:

**Project Cost**

The latest estimated costs are as follows:

Right of Way Acquisition:	\$3,000
Utilities:	\$6,520
Construction:	\$1,950,000
<b>Total:</b>	<b>\$1,959,520</b>

**Anticipated Permit or Consultation Requirements:** A Nationwide Permit (NWP) will likely be applicable. The USACE 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 (WQC) from the NCDWR will be needed.

**Estimated Traffic:**

Current Year (2020):	5,075 vpd
Design Year (2040):	6,900 vpd
TTST:	2%
Dual:	2%
Design Speed:	60 MPH
Posted Speed:	55 MPH

**Crash Rates:**

The crash rate at this bridge is approximately 1.53 crashes per million vehicle miles traveled (MVMT).

**Cultural Resources:** This project was reviewed and cleared by NCDOT’s cultural resources staff under the Programmatic Agreement for Minor Transportation Projects in North Carolina among the Federal Highway Administration, North Carolina Department of Transportation, North Carolina State Historic Preservation Office, North Carolina Office of State Archaeology, and Advisory Council on Historic Preservation. An *Archaeological Survey Required Form* was completed by NCDOT’s Archaeology Team followed by a *No National Register of Historic Places Eligible or Listed Archaeological Sites Present Form* on September 29, 2016. On January 8, 2016, NCDOT’s Historic Architecture Team completed a *No Survey Required Form* for Historic Architecture and Landscapes (see Attachment 1).

**Bicycle and Pedestrian Accommodations:** There is no presence of bicycle, pedestrian, greenway, or transit facilities; therefore, no bicycle or pedestrian accommodations are proposed for the project.

**Design Exceptions:** There are no anticipated design exceptions for this project.

**Alternatives Considered:**

*No Build* – The no-build alternative would result in eventually closing the road, which is anticipated to cause considerable disruption to transportation users due to high traffic volumes served by NC 111/NC 122.

*Rehabilitation* – The superstructure of the bridge is composed of prestressed concrete channel with steel piles. The bridge was built in 1957. The steel joists within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the joists which would constitute effectively replacing the bridge.

*Offsite Detour (Recommended)* - Bridge No. 11 will be replaced on its existing alignment. Traffic will be detoured offsite (see Figure 1) during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects consider multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The detour route includes NC 111/NC 122 to Davistown-Mercer Rd (SR 1003) to NC 43 and back to NC 111. The majority of traffic on NC 111/NC 122 is through traffic. The detour for the average road user would result in approximately four miles of additional travel, which is an acceptable delay based on NCDOT Guidelines for Offsite Detours. This detour route has previously been used for a bridge replacement on NC 43. Up to a 12-month duration of construction is expected on this project.

Based on the Offsite Detour Guidelines, the criteria above indicate that on the basis of delay alone, the proposed offsite detour is acceptable. Edgecombe County Emergency Services and Edgecombe County Schools have indicated moderate impacts to emergency services and school bus routes. In order to minimize disruptions to these services, NCDOT will notify Edgecombe County Emergency Services and Edgecombe County Schools at least one month prior to construction. A project commitment for this has been included in this document. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement.

*On-site Detour* – An on-site detour was not evaluated due to available nearby routes.

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

*New Alignment* – Given that the existing alignment is acceptable, a new alignment was not considered.

**Public Involvement:** A landowner notification letter was sent to all property owners affected directly by this project on February 16, 2016, and property owners were invited to comment. No comments have been received to date.

F. Project Impact Criteria Checklists:

<u>Type I &amp; 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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

**Question 1:** 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) 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 Edgecombe County, where TIP B-5655 is located.

**Question 9:** Town Creek is designated by the North Carolina Wildlife Resources Commission (NCWRC) as an anadromous fish habitat. No fish monitoring data or benthic monitoring data is available for any streams in the study area or within 1.0 mile of the study area. A construction moratorium will be in effect from February 15 to June 30.

**Question 10:** Streamside riparian zones within the study area are protected under provisions of the TarPamlico River Buffer Rules administered by NCDWR. Potential impacts to protected stream buffers will be determined once a final alignment and design have been determined.

H. Project Commitments

**Edgecombe County  
Bridge No. 11 on NC 111/NC 122 over Town Creek  
WBS No. 45610.1.1  
TIP No. B-5655**

**NCDOT Division Four**

A detour will increase ride times for school buses and emergency services. In order to minimize disruptions to these services, NCDOT will notify Edgecombe County Emergency Services ((252) 641-7835) and Edgecombe County Schools ((252) 641-2660) at least one month prior to construction

**NCDOT Division Four**

Streamside riparian zones within the study area are protected under provisions of the Tar Pamlico River Buffer Rules administered by NCDWR. Potential impacts to protected stream buffers will be determined once a final alignment and design have been determined.

**NCDOT Division Four**

An in-water work moratorium is in effect from February 15 to June 30 to avoid potential impacts to anadromous fish habitat.

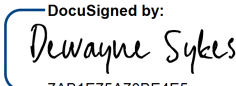
I. Categorical Exclusion Approval

STIP Project No.	<u>B-5655</u>
WBS Element	<u>45610.1.1</u>
Federal Project No.	<u>N/A</u>

**Prepared By:**

8/28/2019

Date

DocuSigned by:  
  
7AB1E75A70BE4E5...

Dewayne L. Sykes, P.E. Roadway Practice Lead  
 KCI Associates of NC, PA

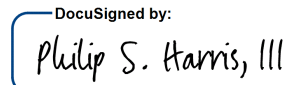
**Prepared For:**

North Carolina Department of Transportation Structures Management Unit

**Reviewed By:**

9/4/2019

Date

DocuSigned by:  
  
8C1643F6874A457...

Philip Harris III, PE, CPM – Environmental Analysis Unit Head  
 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.

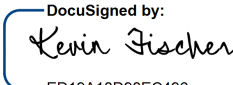


**Certified**

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

9/5/2019

Date

DocuSigned by:  
  
ED19A18D98EC496...

Kevin Fischer, PE  
 Structures Management Unit  
 North Carolina Department of Transportation

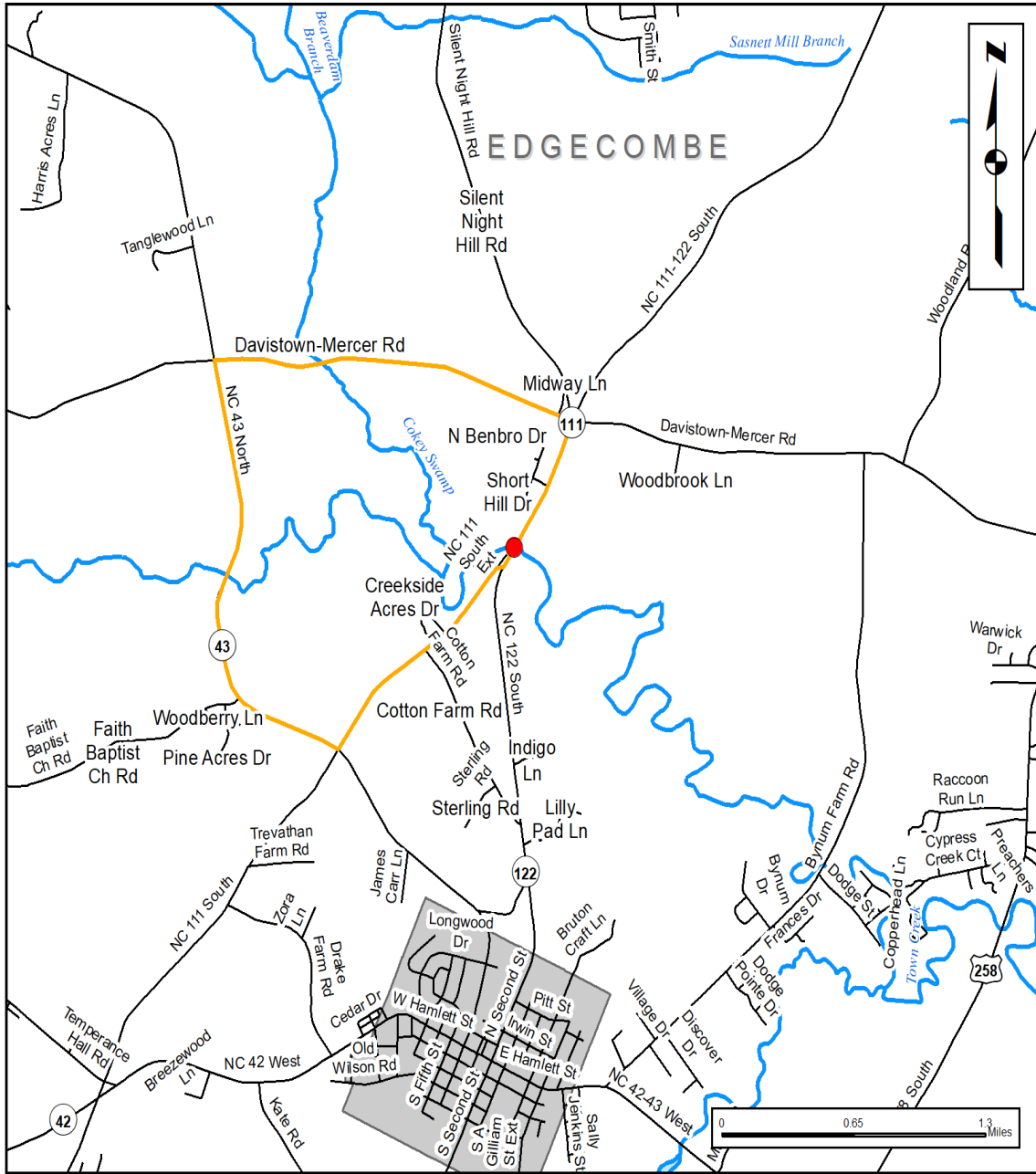
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date

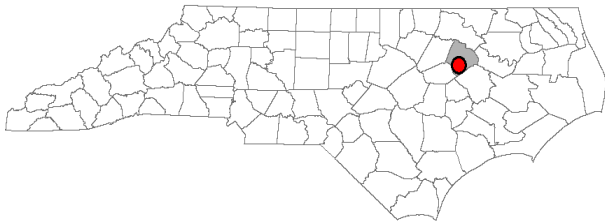
N/A  
 John F. Sullivan, III, PE, Division Administrator  
 Federal Highway Administration



Figure 1: Vicinity Map



— Detour Route




	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT
<b>EDGECOMBE COUNTY REPLACE BRIDGE NO. 11 ON NC 111 &amp; NC 122 OVER TOWN CREEK</b>	
VICINITY MAP	

Figure 2: Jurisdictional Features Map

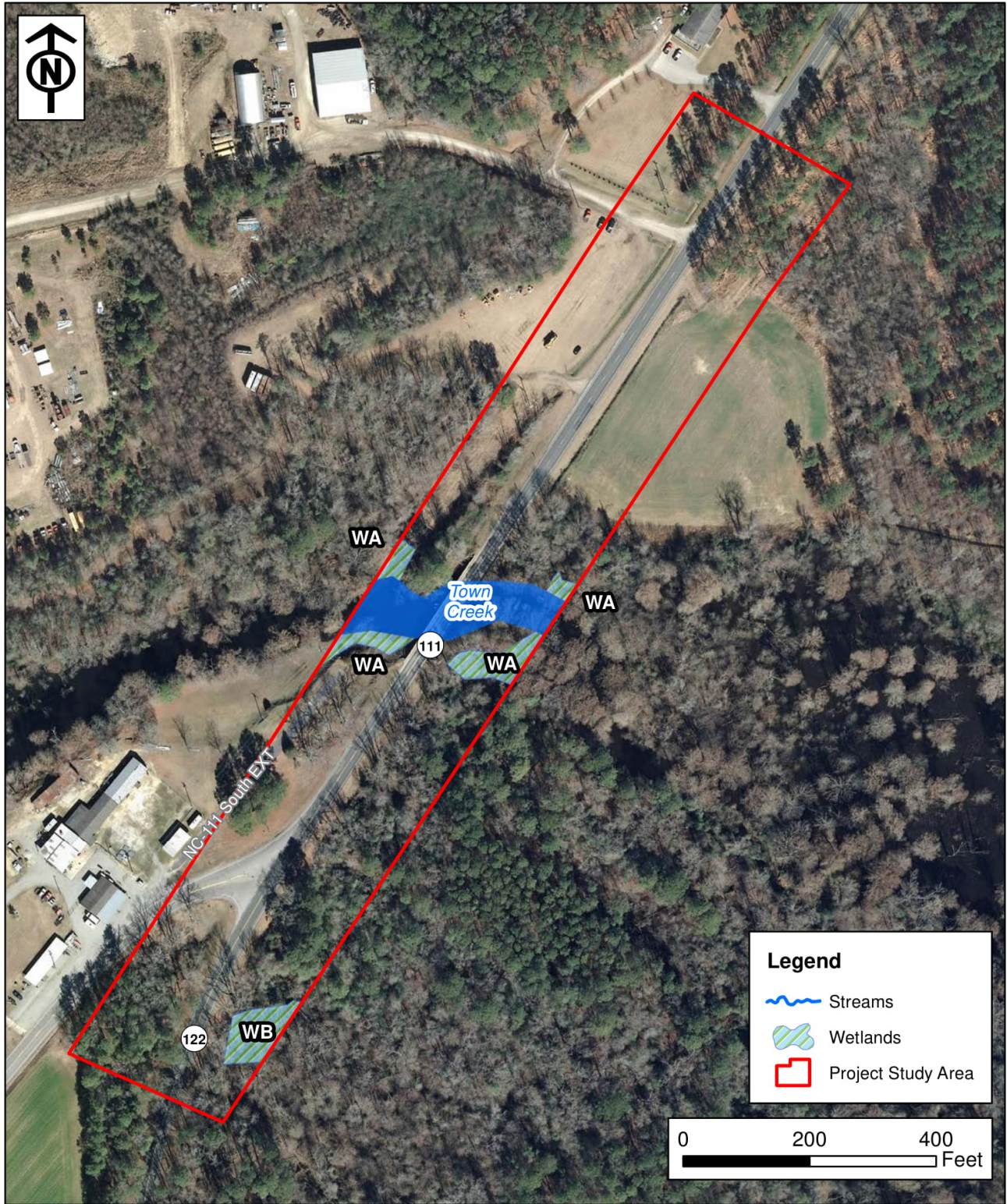


Figure 3: Jurisdictional Features Map

TIP B-5655  
Replace Bridge No. 11 on NC 111 and 122 over Town Creek  
Edgecombe County, NC

**Attachments:**

- 1. Cultural Resources**
- 2. Design Sheet**

16-01-0019



**NO NATIONAL REGISTER OF HISTORIC PLACES  
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES  
PRESENT 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-5655                      *County:* Edgecombe  
*WBS No:* 45610.1.1                      *Document:* Minimum Criteria Checklist  
*F.A. No:*                                      *Funding:*       State       Federal

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

***Project Description:*** Replace Bridge No. 11 on NC 111/NC 122 over Town Creek. Area of Potential Effects (A.P.E.) is 549 meters (1,800 ft.) long and 84 meters (275 ft.) wide. No design plans provided.

**SUMMARY OF ARCHAEOLOGICAL FINDINGS**

***The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:***

- There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

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

See attached report

**SUPPORT DOCUMENTATION**

See attached:     Map(s)       Previous Survey Info       Photos       Correspondence

Other: Survey report

Signed:

**CALEB SMITH**

**9/29/2016**

---

NCDOT ARCHAEOLOGIST

Date

16-01-0019



## 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

<b>Project No:</b>	B-5655	<b>County:</b>	Edgecombe
<b>WBS No.:</b>	45610.1.1	<b>Document Type:</b>	SMC
<b>Fed. Aid No:</b>	N/A	<b>Funding:</b>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	NWP
<b>Project Description:</b> Replace Bridge No. 11 on NC 111 & 122 over Town Creek.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:**

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 8, 2016. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is 900' from each end of the bridge and 150' from the centerline each way. All properties within the APE are under fifty years of age based on Edgecombe County GIS/Tax Information. Bridge No. 11, built 1957, is not eligible for National Register listing based on the NCDOT Historic Bridge Inventory. There are no National Register listed or eligible properties, and no survey is required. If design plans change, additional review may be required.

**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:**

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Edgecombe County survey, Edgecombe County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

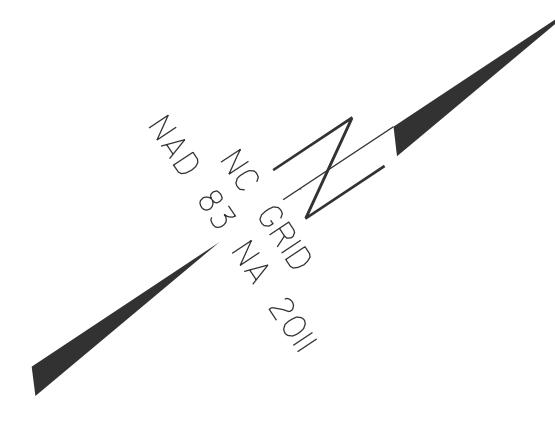
*Kate Angus*

NCDOT Architectural Historian

*1/8/2016*

Date

PROJECT REFERENCE NO. B-5655		SHEET NO. 4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
<b>INCOMPLETE PLANS</b> DO NOT USE FOR R/W ACQUISITION			
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED			
		KCI Engineers • Planners • Scientists • Construction Managers 4505 Falls of Neuse Road, Suite 400 Raleigh, NC 27609 Phone (919) 783-9214 • Fax (919) 783-9266	



-Y-

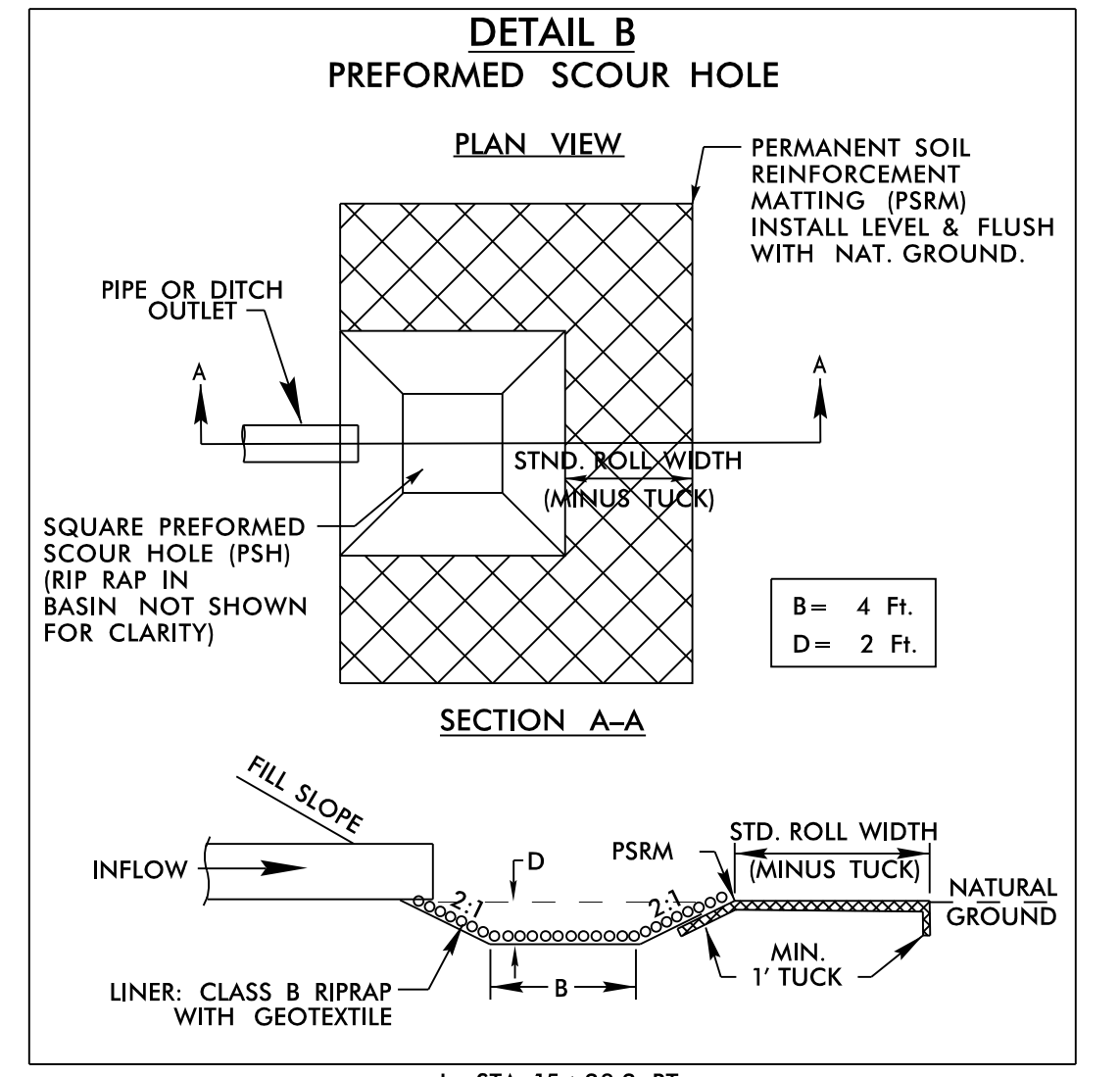
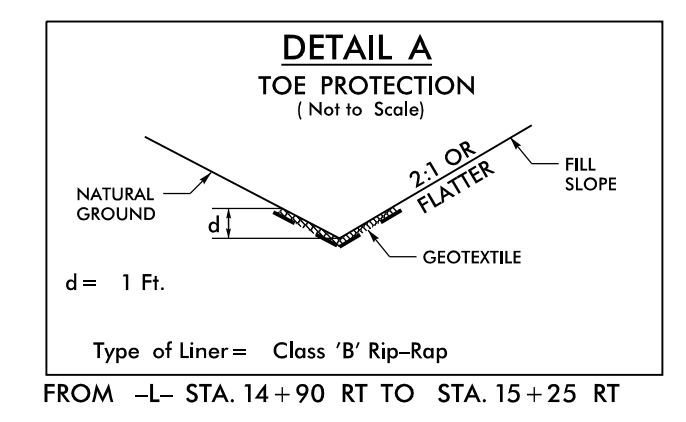
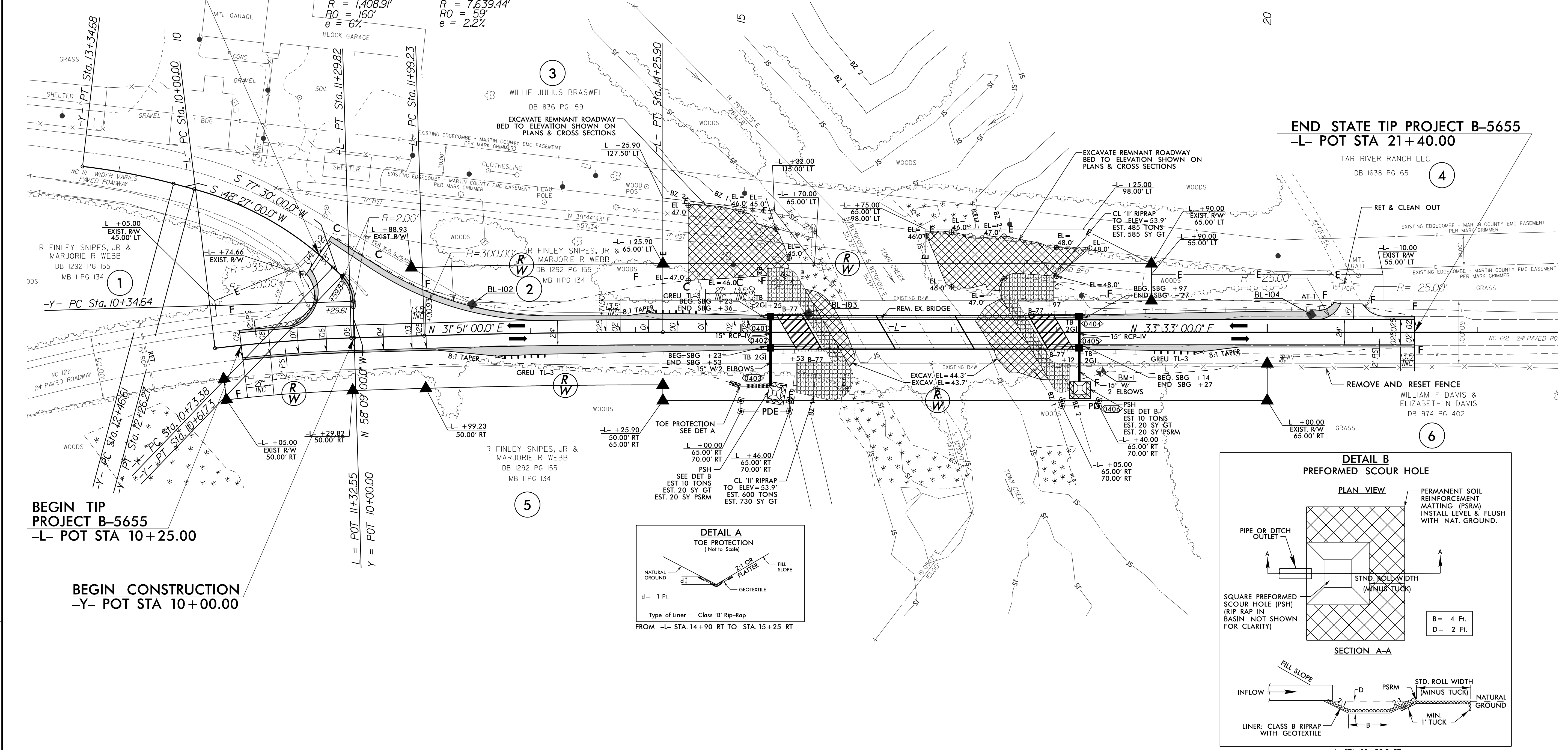
PI Sta 12+90.72 Δ = 8° 22' 00.0" (LT) D = 9° 30' 00.0" L = 88.07' T = 44.11' R = 603.11'	PI Sta 11+51.51 Δ = 29° 03' 00.0" (LT) D = 19° 00' 00.0" L = 152.89' T = 78.13' R = 301.56'	PI Sta 10+48.90 Δ = 44° 21' 00.0" (LT) D = 163° 42' 08.0" L = 27.09' T = 14.27' R = 35.00'
---	--	---

-L-

PI Sta 10+64.96 Δ = 5° 16' 45.7" (RT) D = 4° 04' 00.0" L = 129.82' T = 64.96' R = 1,408.91' e = 6%	PI Sta 13+12.57 Δ = 1° 42' 00.0" (RT) D = 0° 45' 00.0" L = 226.67' T = 113.34' R = 7,639.44' e = 2.2%
--	---

**END CONSTRUCTION**  
-Y- POT STA 10+91.18

**END STATE TIP PROJECT B-5655**  
-L- POT STA 21+40.00



-L- STA 15+28.2 RT  
-L- STA 18+21.4 RT  
FOR -L- PROFILE SEE SHEET 5  
FOR -Y- PROFILE SEE SHEET 5

REVISIONS

27-JUN-2019 16:44  
M:\2018\20180619\4520 B-5655\Roadway\Proj\AB-5495\_Rdy\psh.dgn  
8/17/19