

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-5666
WBS Element	45621.1.1
Federal Project No.	N/A

A. Project Description:

The proposed project involves replacing Bridge No. 47 on US 117 over Seaboard Coast Line (SCL) Railroad in Wilson County. A Vicinity Map is attached. Right-of-way acquisition and construction are scheduled for state fiscal years 2019 and 2020, respectively.

Bridge No. 47 will be replaced on the existing alignment. The replacement structure will have a minimum clear roadway width of 34 feet. The bridge will include two twelve-foot lanes and five-foot shoulders on each side. The proposed bridge length of 171 feet is based on preliminary design information. The proposed bridge will consist of three spans. The roadway grade of the new structure will be approximately the same as the existing structure. Coordination with the NCDOT Rail Division will continue during project design to ensure that future rail operations are considered.

The approach roadway will extend approximately 650 feet from the south end of the proposed bridge and 707 feet from the north end of the bridge. The approach roadway will consist of two 12-foot lanes with 8-foot graded shoulders (11-foot with guardrail) with 4-feet paved. The existing right-of-way is 100 feet, and the proposed right-of-way would be 200 feet. It is anticipated that Permanent Drainage Easement (PDE) and Temporary Construction Easement (TCE) are needed to build the project.

Due to available nearby routes, traffic will be detoured off-site during the construction period (see Figure 1) The anticipated detour would divert traffic along Frank Price Church Road to Black Creek Road, to US 264, and then back to US 117, a distance of approximately 7-miles. There are several access driveways or roads that serve agricultural activities in the immediate project area. There may be temporary impacts to agricultural access during construction. Agricultural operations that currently use the bridge, may need to utilize the detour routes during construction.

B. Description of Need and Purpose:

The structure length of the Bridge No. 47 is 126 feet long with a deck width of 36 feet. The NCDOT Bridge Management Unit records indicate the existing structure has a sufficiency rating of 40.56 out of a possible 100 for a new structure. It is considered structurally deficient due to deck and superstructure ratings of 4 out of a possible 9 for each category. It was built in 1923 and has reached the end of its useful life. 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:	\$34,120
Utilities:	\$93,500
Construction	\$6,300,000
Total:	\$6,427,620

Anticipated Permit or Consultation Requirements: No jurisdictional wetlands or streams occur within the study area and as a result, no Section 404 or 401 permitting is anticipated for the project.

Estimated Traffic:

Current Year (2020):	5,070 vpd
Design Year (2040):	6,200 vpd
TTST:	2%
Dual:	2%
Design Speed:	55 MPH
Posted Speed:	50 MPH

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. No archeological or historic architecture surveys were required (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: A design exception is needed due to a proposed Stopping Sight Distance (SSD) that does not meet NCDOT’s standard for Crest and Sag Vertical Curves.

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 US 117.

Rehabilitation – The superstructure of the bridge is prestressed concrete channel with steel piles. The bridge was built in 1923. The bridge structure is 126 feet long with three spans. The concrete and steel joists within the bridge are reaching the end of their useful life. Rehabilitation would require replacing the joists which constitutes effectively replacing the bridge.

Off-site Detour (Recommended) - The Bridge No. 47 will be replaced on its existing alignment. Traffic will be detoured offsite during the construction period. NCDOT Guidelines for Evaluation of Offsite Detours for Bridge Replacement Projects considers multiple project variables beginning with the additional time traveled by the average road user resulting from the offsite detour. The detour includes Frank Price Church Road (SR 1613)/Black Creek Road (SR 1606)/US 264. The detour for the average road user would result in between five to ten minutes of additional travel time. Up to a 12-month duration of construction is expected on this project. The Evaluation (E) range suggests that an offsite detour is justifiable from a traffic operations standpoint but must be weighed with other project factors to determine if it is appropriate.

Wilson County Emergency Services has indicated moderate impacts to emergency services. In order to minimize disruptions to EMS services, NCDOT will notify Wilson County Emergency Services 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. The off-site detour was found to be acceptable.

On-site Detour – An on-site detour was not evaluated due to available nearby alternative 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 for US 117 is acceptable, a new alignment was not considered as an alternative.

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 & 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 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 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 Wilson County, where TIP B-5666 is located.

H. Project Commitments

**Wilson County
Bridge No. 47 on US 117 over SCL Railroad
Federal Project No. N/A
WBS No. 45621.1.1
TIP No. B-5666**

Division of Highways Construction, Resident Engineer's Office

There are agricultural operations in the project study area, both north, and south of the Bridge No. 47. Farmland impacts may include temporary disruption in access during construction. NCDOT will work to minimize impacts to agricultural operations during the construction period.

NCDOT Division 4

Due to the possible disruption of access for school buses and EMS response delays for the Black Creek Community and adjacent areas, NCDOT will notify Wilson County Emergency Services ((252) 237-0789) and the County Schools ((252) 399-7700) at least one month prior to construction. NCDOT will also coordinate with SCL to minimize potential impacts on rail road operations before and during the construction phase.

I. Categorical Exclusion Approval

STIP Project No.	<u>B-5666</u>
WBS Element	<u>45621.1.1</u>
Federal Project No.	<u>N/A</u>

Prepared By: DocuSigned by:
 9/5/2019 Dewayne Sykes
 Date 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: DocuSigned by:
 9/6/2019 Philip S. Harris, III
 Date 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.

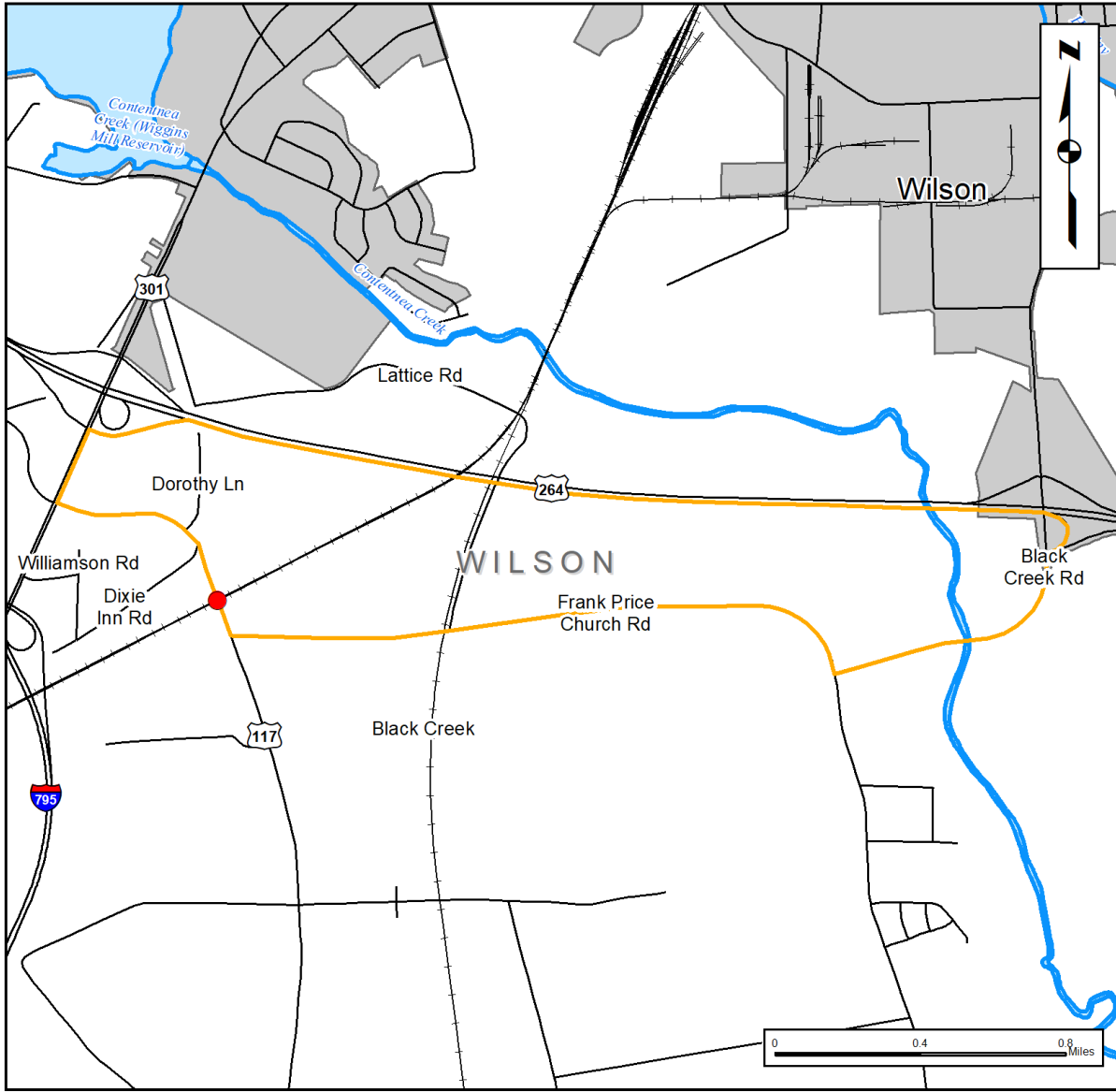
Certified If any of the threshold questions (1 through 7) of Section F are answered “yes,” NCDOT certifies this Categorical Exclusion.

9/6/2019 DocuSigned by:
 Date Kevin Fischer
ED19A18D98EC496...
 Kevin Fischer, PE
 Structures Management Unit
 North Carolina Department of Transportation

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

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

Figure 1: Vicinity Map



— Detour Route




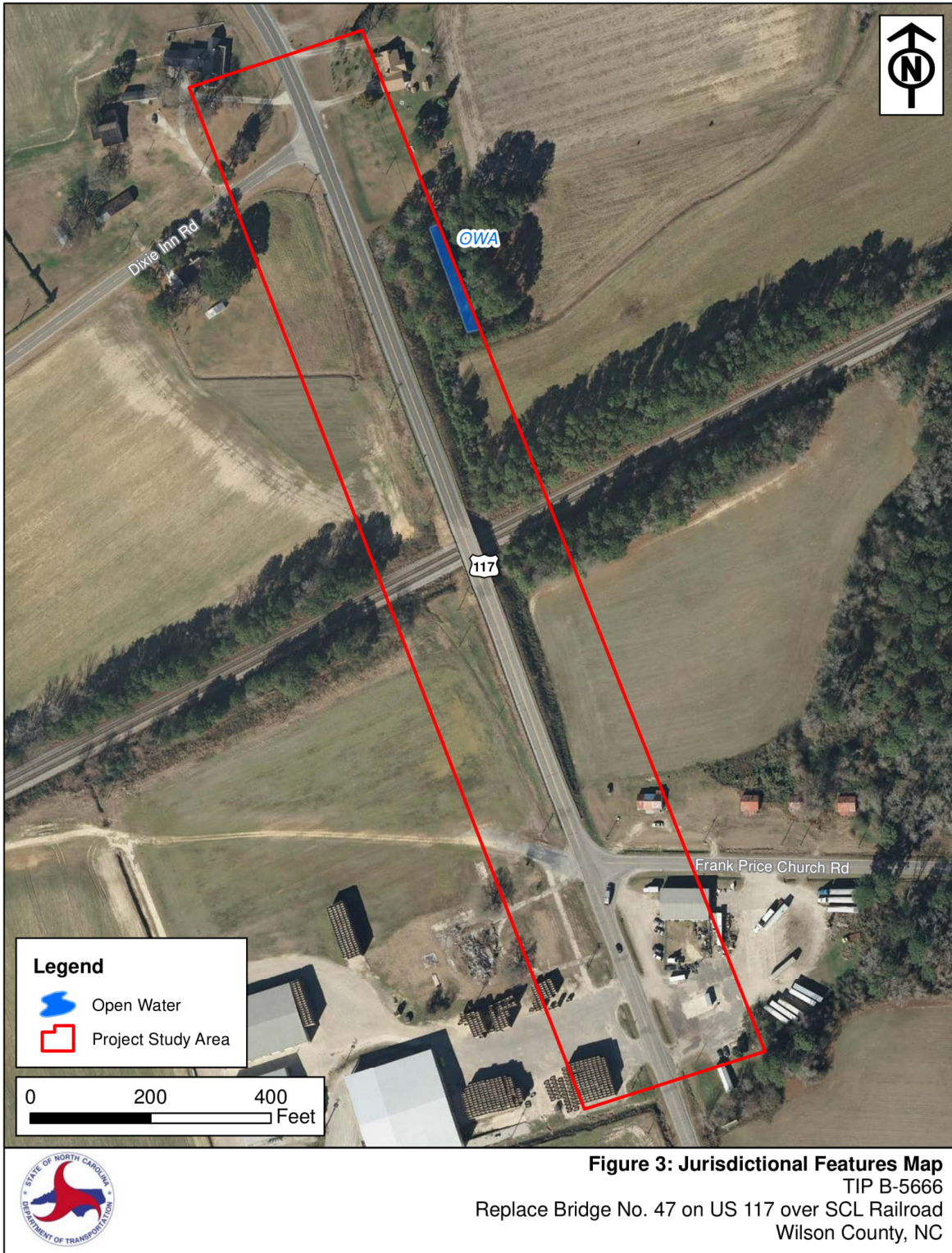
	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT
	WILSON COUNTY REPLACE BRIDGE NO. 47 ON US 117 OVER SCL RAILROAD
DETOUR MAP	

Figure 2: Jurisdictional Features Map



Attachments:

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

16-01-0023



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-5666 *County:* Wilson
WBS No: 45621.1.1 *Document:* State Minimum Criteria Checklist
Federal Aid No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* N/A

Project Description: Replace Bridge 47 on US 117 over the Seaboard Coast Line Railroad in Wilson County. Area of Potential Effects (A.P.E.) is approximately 549 meters (1,800 ft.) long and 92 meters (300 ft.) wide. This A.P.E. includes the area within 275 meters (900 ft.) from each end of the bridge and 46 meters (150 ft.) from centerline on each side of the road. No design plans were provided.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

The review included an examination of a topographic map, an aerial photograph, and listings of previously recorded sites, previous archaeological surveys, and previous environmental reviews at the Office of State Archaeology (O.S.A.). The bridge is oriented northwest to southeast but is considered north/south for this review.

The topographic map (Wilson, N.C.) shows the A.P.E. is located on an upland. There are no stream crossings.

The aerial photograph shows that the landuse in the A.P.E. is a mix of developed and undeveloped. The northwest quadrant is cleared. There are two residences and a road intersection (SR 1671) at the north end. The northeast quadrant is undeveloped, and there is a residence at the north end. The southeast quadrant is cleared, and there is a road intersection (SR 1613) and a commercial (?) development at the south end. The southwest quadrant is an agricultural field (?) in the north end, and a commercial development at the south end.

A review of information at the O.S.A. shows the A.P.E. is within an area that has already been surveyed for archaeological sites. It was included in the north end of Hargrove's (1990) survey of proposed changes to US 117 in Wilson and Wayne Counties. That survey recorded two archaeological sites within or adjacent to the A.P.E., sites 31WL117 and 31WL131. Both sites are the former locations of early 20th-century houses, and both were recommended ineligible for the National Register of Historic Places (NRHP) (Hargrove 1990:26, 33). Another site, 31WL285, is located along the east edge of the A.P.E. Site 31WL285 was recorded as an isolated find (historic button) during the survey for the Wilson Southern Loop Pipeline (Tibbetts 2003:20). It was recommended ineligible for the NRHP.

16-01-0023

Hargrove, Thomas

1990 An Archaeological Survey of Proposed Changes to US 117, Wilson to Goldsboro, Wilson and Wayne Counties, North Carolina. NCDOT TIP R-1030; CH 90-E-4220-0200. Report submitted to TAMS, Inc. Archaeological Research Consultants, Inc., Raleigh, North Carolina.

Tibbetts, Rachel

2003 Archaeological Survey of the Wilson Southern Loop Pipeline, Wilson County, North Carolina. Report prepared for Rummel, Klepper & Kahl, LLP Engineers, Concord, North Carolina. Brockington and Associates, Inc., Raleigh, North Carolina.

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

The A.P.E. is within an area that has already been surveyed for archaeological sites. There are three previously recorded sites within or adjacent to the A.P.E., all of which were recommended ineligible for the NRHP.

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

Caleb Smith

3/3/2016

NCDOT ARCHAEOLOGIST II

Date

16-01-0023**Revised 2**

HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form supercedes that dated 7 June 2019

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-5666	County:	Wilson
WBS No.:	45621.1.1	Document Type:	CE
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	Yes X No	Permit Type(s):	
Project Description: Replace Bridge No. 47 on US 117 over SCL Railroad (off-site detour, no improvements planned).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS: HPOWeb reviewed on 28 January 2016 and 5 August 2019 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Wilson County current GIS mapping, aerial photography, and tax information indicated an APE of mostly cultivated fields and cleared residential parcels (viewed 28 January 2016 and 5 August 2019). Several resources north of the railroad date from the 1930s to the 1950s and are unexceptional (and most are also altered) examples of their types. South of the railroad are two resources dating to the 1970s and 2010s, as well as a row of four, circa-1925 tenant houses (Parcel #3710300382), about 360 feet south of the existing bridge and 110 feet east of the US 117 centerline) beyond likely project impact. The southernmost end of the APE intersects a large parcel to the east of US 117 on which stands a small farmstead dating to the early-twentieth century but beyond likely project impact, as well as an altered store and house to the west of US 117 requiring no further investigation. Constructed in 1923 and reconstructed in 1940, Bridge No. 47 is not eligible for the National Register according to the NCDOT Historic Bridge Survey as it is neither aesthetically nor technologically significant. **This revised form reflects the recent change in the document type (to a CE, June 2019) and confirms that the project is reviewed to federal standards. Expansion of study area discovered in draft CE (August 2019) and prompted this second revision of the review form.**

No architectural survey is required for the project as currently defined.

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: APE extends 1700 feet from either end of the existing bridge (N-S) and 200 feet to either side of the US 117 centerline (E-W) to encompass proposed construction activities. The comprehensive county architectural survey (1981) and related publication (Kate Ohno, *Wilson County's Architectural Heritage*, [Raleigh]: North Carolina Department of Cultural Resources, 1981), as well as later studies record no resources in the APE. No National Register-listed properties are located in the APE. Google Maps "Street View" and other graphics confirm

the absence of architectural and landscape resources in the APE subject to both GS 121-12(a) and Section 106 compliance.

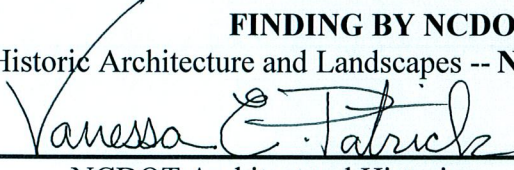
Should the project limits or any other aspect of the design, the funding, or permitting of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- **NO SURVEY REQUIRED**

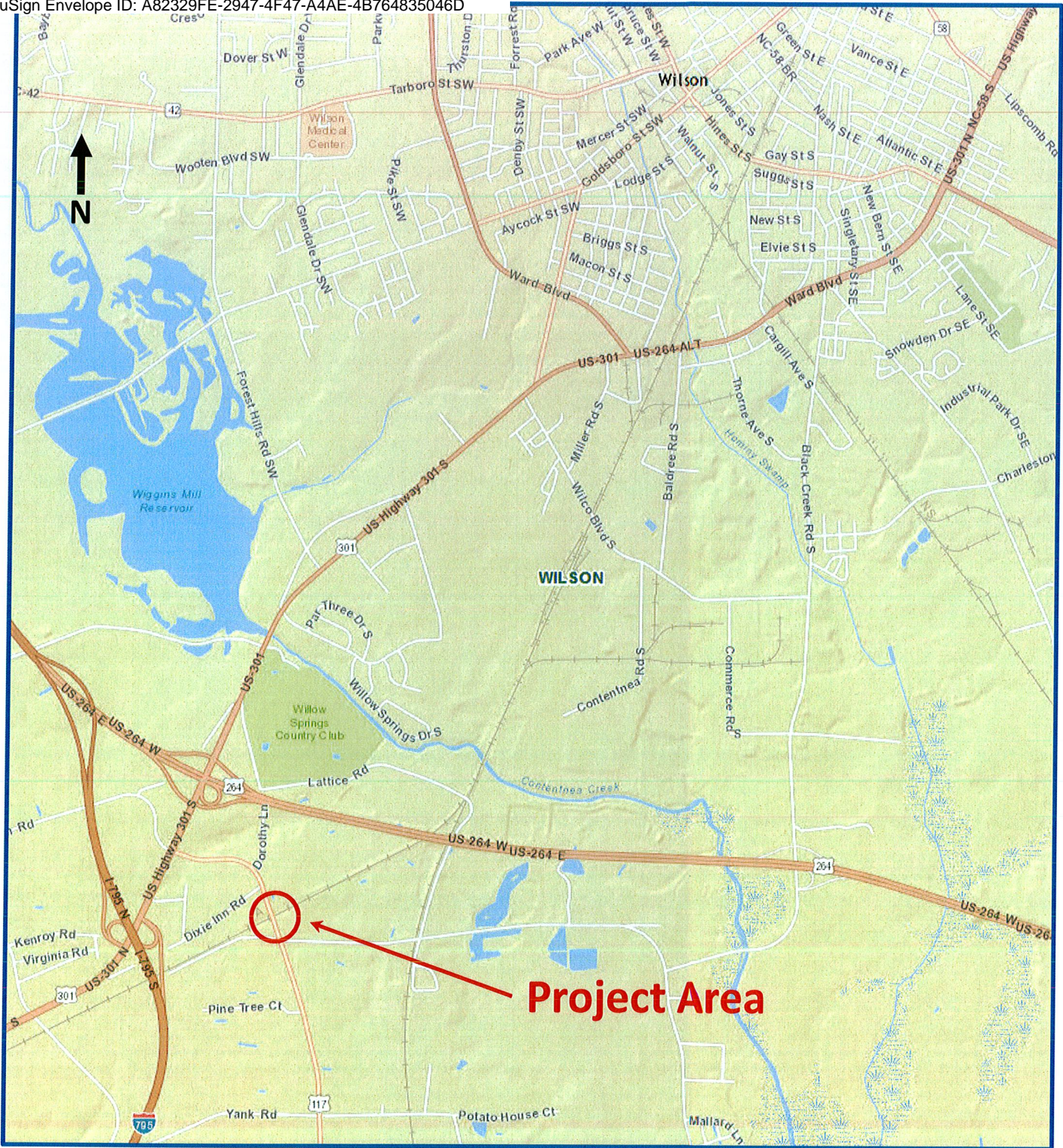


NCDOT Architectural Historian



Date

B-5666, Wilson County
WBS No. 45621.1.1
PA Tracking No. 16-01-0023 Revised 2



B-5666

Bridge No. 47 Replacement

Wilson County

WBS No. 45621.1.1

Base map: HPOWeb, nts

8/17/99

REVISIONS

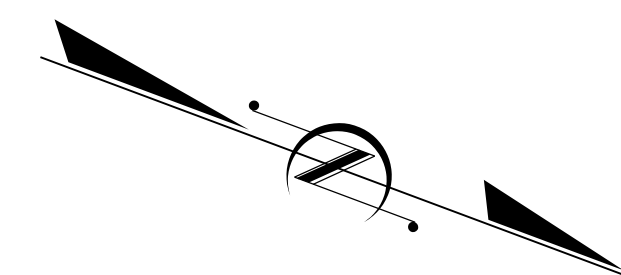
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\$\$\$\$\$USER\$

B-5666 WILSON COUNTY

REPLACE BRIDGE NO. 47 OVER SCL RAILROAD ON US 117

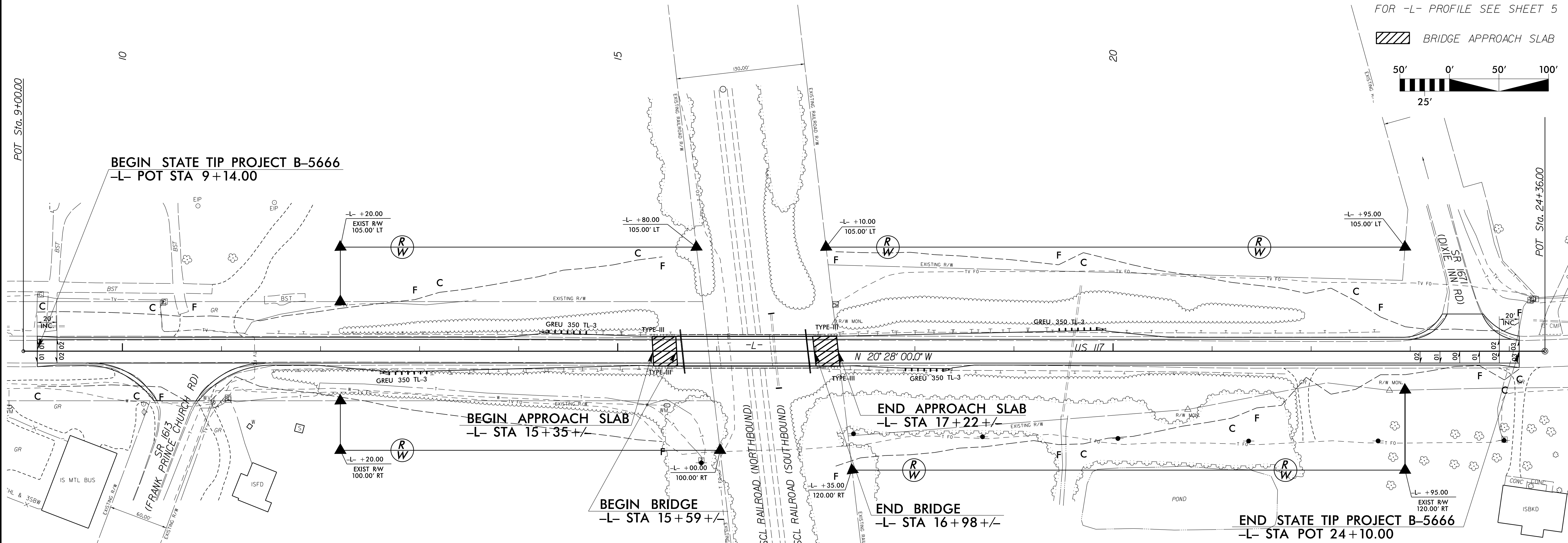
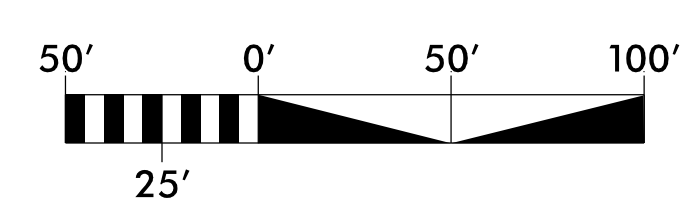
REPLACE IN PLACE WITH OFFSITE DETOUR

PROJECT REFERENCE NO. B-5666		SHEET NO. 4	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION		PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION	



FOR -L- PROFILE SEE SHEET 5

BRIDGE APPROACH SLAB



ANTICIPATED DESIGN DATA

DESIGN STANDARDS	=	AASHTO
DESIGN SPEED	=	55 MPH
POSTED SPEED	=	50 MPH
ADT 2017	=	5,000
ADT 2040	=	6,200
K	=	8%
D	=	55%
DUAL	=	2%
TTST	=	2%
MIN. RADIUS	=	1060'
MAX. GRADE	=	5%
K sag	=	115
K crest	=	114
SE MAX.	=	0.06
CLASSIFICATION	=	COLLECTOR /REGIONAL TIER
TERRAIN	=	ROLLING
DESIGN EXCEPTION	=	CREST AND SAG VERTICAL CURVES AND SSD

