

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-5913
WBS Element	17BP.14.R.187
Federal Project No.	BRZ-1108(018)

A. Project Description:

Replace Bridge Number 100 on SR 1108 (Rock Creek Road) over Rock Creek in Henderson County. The existing bridge is 106 feet long, with a deck width of 20 feet. The proposed replacement structure is a single-span 120-foot long bridge with a reinforced concrete deck width of 29 feet, which will accommodate two 11-ft lanes. The bridge will be replaced to the upstream side of the existing bridge, utilizing phased construction. A cast-in-place retaining wall is proposed on the northeast corner of the bridge to minimize impacts to Rock Creek. See attached vicinity and study area maps.



Bridge Number 100

B. Description of Need and Purpose:

The purpose of the project is to address a structurally deficient 52-year-old bridge with a narrow deck and low posted weight. Bridge Number 100 has a sufficiency rating of 11.18 out of a possible 100 for a new structure.

The bridge is considered structurally deficient due to its structural evaluation and deck geometry being rated 3 out of 9, and substructure condition being rated 4 out of 9, based on Federal Highway Administration (FHWA) standards. Bridge Number 100 is approaching the end of its useful life. Additionally, the structural evaluation and 20-ft wide deck are substandard, and replacement of the bridge will result in safer traffic operations.

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:

Alternatives Discussion:

No-Build: The No-Build Alternative was not selected because it would have resulted in the closure of Bridge Number 100, which is unacceptable because Rock Creek Road and Raven Rock Road end just north of the bridge with no detour route available.

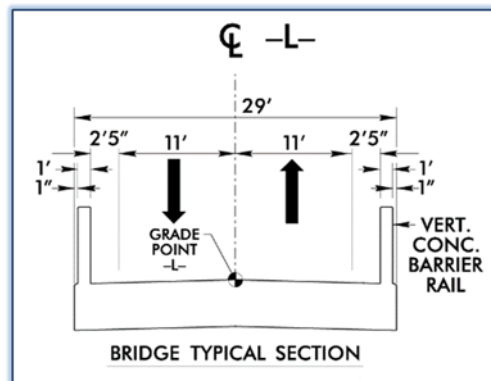
Offsite Detour: An offsite detour was not selected because Rock Creek Road and Raven Rock Road are dead-end roads with no available detour route for residences and properties north of the bridge.

Phased Construction: The phased construction option was chosen because it will result in replacement of the bridge and allow at least one lane of traffic to be maintained during construction.

Estimated Costs:

Structure Costs	\$ 597,998
Roadway Costs	\$ 209,025
Misc. & Mob.	\$ 177,977
Eng. & Contingencies	\$ 165,000
Total Construction Cost	\$ 1,150,000
Right-of-Way Cost	\$ 69,625
Total Project Cost	\$1,219,625

Typical Section for Bridge:



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 checked="" type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input 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

8. While there are no Northern long-eared bat (NLEB) hibernacula within 0.25 mile of the project study area and no known NLEB roost trees within 150 feet of the project study area, NCDOT has agreed to commitments in order to prevent incidental takes.

For the proposed action, NCDOT has committed to the conservation measures listed below:

- 1) No alterations of a known hibernaculum's entrance or interior environment if it impairs an essential behavioral pattern, including sheltering Northern long-eared bats (January 1 through December 31);
- 2) No tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31); and
- 3) No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.

NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. §17.40(o) and effective February 16, 2016. Section 7 responsibilities are therefore considered fulfilled.

10. Rock Creek has been designated a High Quality Water (HQW) from its source to Green River. Sediment and erosion control measures will adhere to the *Design Standards for Sensitive Watersheds*.
11. The N.C. Wildlife Resources Commission has identified Rock Creek in the study area as trout waters. A mandatory trout moratorium is required from October 15 to April 15.

H. Project Commitments

**Henderson County
Replacement of Bridge Number 100 on SR 1108 (Rock Creek Road)
Over Rock Creek
Federal Project No. BRZ-1108(018)
WBS No. 17BP.14.R.187
TIP No. B-5913**

Division 14 Construction

1. The following conservation measures will be enacted in relation to the protection of the Northern long-eared bat:
 - No alterations of a known hibernacula entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31)
 - No tree removal within a 0.25 mile radius of a known hibernacula (January 1 through December 31)
 - No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.
2. No in-water work will occur between October 15 and April 15, due to a recommended trout moratorium.
3. Sediment and erosion control measures will adhere to the *Design Standards for Sensitive Watersheds*.

I. Categorical Exclusion Approval

STIP Project No.	B-5913
WBS Element	17BP.14.R.187
Federal Project No.	BRZ-1108(018)

Prepared By:

12/6/2018

Date

DocuSigned by:

Colista Freeman

Colista Freeman, PE, Planning Senior Project Manager
CALYX Engineers and Consultants, an NV5 Company

Prepared For:

North Carolina Department of Transportation

Reviewed By:

12/6/2018

Date

DocuSigned by:

Adam Dockery

Adam Dockery, Division 14 Bridge Program 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.

12/6/2018

Date

DocuSigned by:

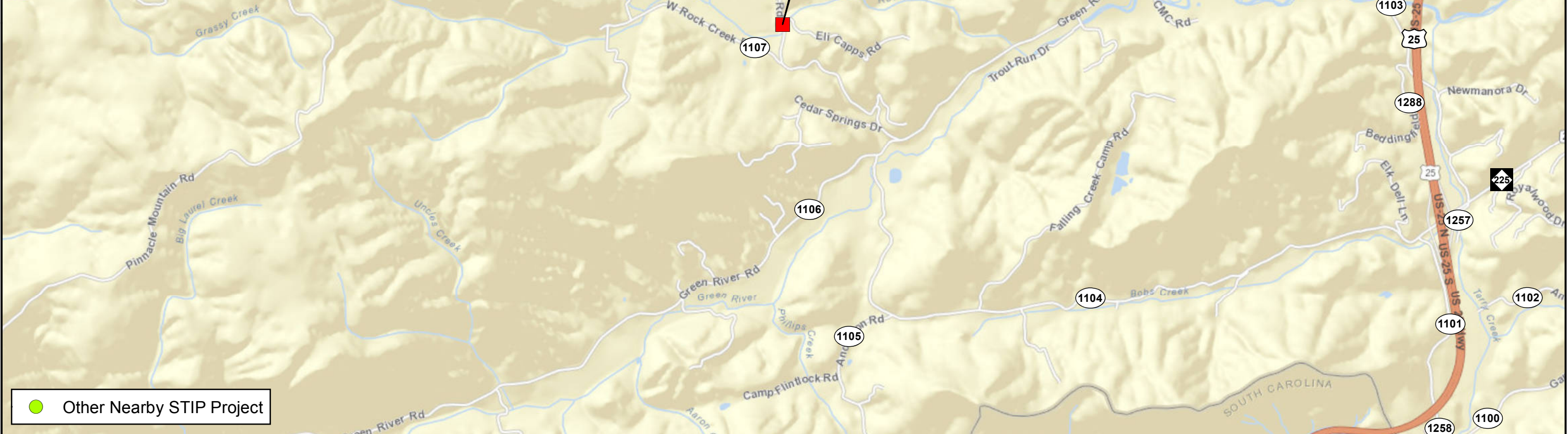
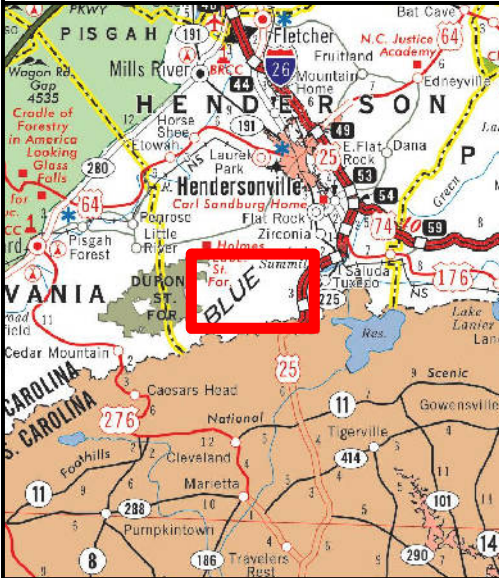
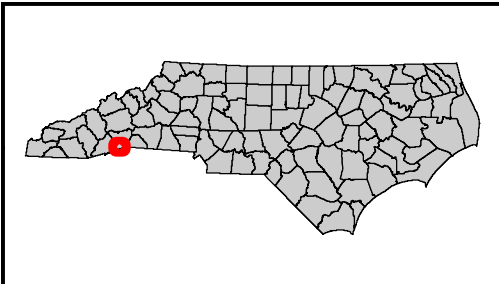
Brian Burch

Brian Burch, Division 14 Engineer
North Carolina Department of Transportation

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

Date

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



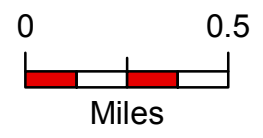
● Other Nearby STIP Project



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

VICINITY MAP
Replace Bridge No. 100 on SR 1108
over Rock Creek in Henderson County

TIP Project B-5913



Div: 14 TIP# B-5913
Date: DECEMBER 2015

Figure
1

16-01-0122



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-5913	County:	Henderson
WBS No.:	48045.1.1	Document Type:	CE
Fed. Aid No:	BRZ-1108(018)	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):	NWP
Project Description: Replace Bridge No. 100 on SR 1108 (Rock Creek Road) over Rock 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 February 3, 2016. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is 650' from each end of the bridge and 100' from the centerline each way. All properties within the APE are under fifty years of age; outbuildings associated with a modern campground are situated southwest of the bridge. Bridge No. 100, built 1966, is not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will 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 Henderson County survey, Henderson 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 Hubbard

2/3/2016

NCDOT Architectural Historian

Date



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-5913	County:	HENDERSON
WBS No:	48045.1.1	Document:	CATEGORICAL EXCLUSION
F.A. No:	BRZ-1108 (018)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal

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

Project Description:

REPLACE BRIDGE 100 ON SR 1108 OVER ROCK CREEK IN HENDERSON COUNTY. AREA OF POTENTIAL EFFECTS (A.P.E.) IS APPROXIMATELY 427 METERS (1,400 FT.) LONG AND 76 METERS (250 FT.) WIDE. THE A.P.E. INCLUDES THE AREA WITHIN 214 METERS (700 FT.) FROM EACH END OF THE BRIDGE AND 38 METERS (125 FT.) ON EACH SIDE OF THE ROAD.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

SEE ATTACHED REPORT

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

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present 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

Signed:

Caleb Smith

8/5/2016

NCDOT ARCHAEOLOGIST

Date