

Type I Categorical Exclusion Action Classification Form

STIP Project No.	
WBS Element	BP5.R119.1
Federal Project No.	N/A

A. Project Description:

The proposed project involves the replacement of Bridge No. 200 on SR 1325 (Faulkner Road) over Powells Creek in Person County. Faulkner Road will be closed at Powells Creek and the bridge will be replaced in-place. The bridge location is shown on Figure 1.

The proposed bridge will be 105 feet long with two spans (30-foot and 75-foot) with a 30-degree skew. The bridge will be either a 24-inch cored slab or 39-inch box beam. Per the Bridge Approach Speed Investigation, the reasonable bridge approach speed is 25 mph. No design exceptions are required for the project.

The project was included in the bridge replacement program as project BP5.R119.1. However, due to information presented on the bridge inspection report dated 4/22/2022, the bridge is no longer considered temporary shored and has been removed from the bridge replacement program until the inspection rating decreases. When Bridge No. 200 is again programmed for replacement, project and environmental information presented in this environmental documentation will be reviewed and updated and documented in a consultation prior to right of way acquisition and construction.

The total estimated cost for the project is \$1,907,301. Right of way is not anticipated for this project, but temporary construction easements will be required. There is only one utility to be relocated, the cost of which will be covered by the utility owner.

Note that although the proposed project was previously state-funded, a Federal Categorical Exclusion is being completed in the event federal funding is available for the project.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace the aging bridge carrying SR 1325 (Faulkner Road) over Powells Creek.

The existing bridge was built in 1967 and has a sufficiency rating of 46.67. The bridge is three spans with a total length of 106 feet. The bridge is not currently posted. The deck width is 24.2 feet with 11-foot unmarked lanes. SR 1325 is unpaved. The approach roadway is 29 feet wide including shoulders with nine-foot unmarked lanes. The ADT in 2018 was 270 vehicles, of which 6% were trucks. The predicted ADT for 2040 is 540 vehicles.

C. Categorical Exclusion Action Classification:

Type I(A) - Ground Disturbing Action

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:

Potential Project Effects

The proposed project is not anticipated to require additional right of way. Temporary construction easements will be required. The project will not impact any homes or businesses. The proposed project is expected to impact approximately 0.01 acre of wetlands and approximately 50 linear feet of stream channel. The project is not expected to impact any regulated floodplains.

Complete Streets

Bicycle, pedestrian, and public transit accommodations were evaluated for the project. There are no bicycle, pedestrian, or transit facilities within or adjacent to the project study area. Stage 1IM1 of the Integrated Project Delivery Process (IPD) has been completed and the NCDOT Integrated Mobility Division recommended a shared roadway with shared lane markings and signs. However, based on coordination with the Person County Planning Department and the Kerr-Tar RPO, shared lane markings and signs were determined to not be necessary or desired for this location and have not been included in the project. This coordination was included in Stage 2IM1 of the IPD, which has been completed and the NCDOT Integrated Mobility Division has concurred with not including dedicated multimodal facilities with the proposed bridge replacement.

Utilities

An overhead telephone line will be relocated for the project. The telephone line is owned by Lumen Communications (formerly Centurylink). Lumen will relocate the line by directional bore, eliminating the creek crossing.

Public Involvement

Landowners surrounding the project study area were notified of the project by letter in March 2022.

Community Impacts

A Direct and Indirect Screening Tool (DIST) was completed by RKA in August 2022. The DIST identified that 29 people live within a one-mile radius of the project study area. It is reported that 28% of the population living within the one-mile radius are minority. It is reported that 17% of the households within the one-mile radius have a household income below \$15,000. It is reported that 2% of the population living within the one-mile radius speak English "less than very well."

The DIST determined there would be one direct impact and no indirect impacts. The direct impact relates to the detour route, which would be approximately 20 miles if the bridge was closed for construction. Notable impacts would be to the Person County Schools and emergency response. Additional information regarding the proposed detour and its effects are provided below.

Detour

Faulkner Road at Powells Creek will be closed and the existing bridge will be replaced in-place. The proposed detour route is approximately 20 miles and follows SR 1323 (John Merritt Road) to SR 1322 (McGhees Mill Road) to SR 1322 (Edwin Roberts Road) to SR 1326 (Woodsdale Road) to (VA) SR 714 (Woodsdale Road) to (VA) SR 711 (Harmony Road) to (VA) SR 796 (Dabney Warren Road) to SR 1399 (Drumwright Road). The proposed detour route crosses the following bridges: Person County Bridge Numbers 56, 86, 59, 60, 197, and VA Bridge 9313. The proposed detour route is shown on Figure 1.

The Person County Schools Transportation Department and the Person County Department of Emergency Services were contacted to determine the impact of the bridge closure.

Person County School Transportation determined the bridge closure would have a low impact on school transportation services. Two buses travel across Bridge Number 200, which adds up to four daily school bus trips across the bridge. Person County Schools noted the detour was very long, and they would need to travel into Virginia to access one family that lives on the east side of Bridge Number 200.

Person County Department of Emergency Services determined the bridge closure would have a high impact on emergency services. The biggest concern is response time. The detour would likely add 12 to 15 minutes to the current response time for people on the east side of Bridge Number 200. There are nine residences east of the bridge. Person County does not currently have a mutual-aid agreement with any of the nearby emergency services departments in Virginia. An agreement with the nearby local EMS department in Virginia will likely be pursued to help cover the area east of the bridge, although there is no guarantee the Virginia EMS will be willing or able to help.

Prior to project construction, NCDOT will provide the Person County Department of Emergency Services with the schedule and duration of the road closure and will request the County contact nearby emergency service agencies in Virginia regarding providing services to residents along Faulkner Road and SR 1399 (Drumwright Road) east of Bridge Number 200 within Person County.

Cultural Resources

NCDOT architectural historians reviewed State Historic Preservation Office data on March 10, 2022 and found no existing National Register of Historic Places-listed or eligible properties in the project's area of potential effects (APE). There are no structures over 50 years of age in the APE other than Bridge Number 200. Built in 1967, the structure does not exemplify a distinctive engineering or aesthetic type and is not eligible for the National Register. No historic architectural survey is required. The "Historic Architecture and Landscapes No Survey Required Form" was signed on March 10, 2022.

NCDOT archaeologists conducted an on-line map review and site file search of data provided by the Office of State Archaeology on March 28, 2022 and found no National Register-eligible archaeological sites or any other archaeological resources in the project's APE. Land within the APE is mostly low relief or frequently flooded. Historic and prehistoric occupation would have been focused on higher and drier lands. The APE is therefore unlikely to contain undisturbed, deeply buried cultural features or components. It was determined no archaeological survey is required for the project. The "No Archaeological Survey Required Form" was signed on March 28, 2022.

In an email dated March 31, 2022, the Program Manager for the Monacan Indian Nation stated the Monacan do not wish to actively participate in consultation regarding the project because the project's impacts are expected to be minimal. However, the Monacan Nation requested to be contacted if sites associated with native history may be impacted, adverse effects associated with this project are identified, human remains are encountered, unanticipated native cultural remains are encountered, other tribes consulting on this project cease consultation, or if the project size or scope becomes larger or more potentially destructive than currently described.

In a letter dated April 11, 2022, the Tribal Historic Preservation Officer for the Catawba Indian Nation stated the Catawba have no concerns regarding traditional cultural properties, sacred sites, or Native American archaeological sites within the project area. However, the Catawba are to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of this project.

Protected Species

As of September 13, 2022 the US Fish and Wildlife Service Information for Planning and Consultation (IPaC) website (ecos.fws.gov/ipac/) shows no federally-protected species as potentially occurring in the project study area.

A review of protected species was completed in the Natural Resources Technical Report (NRTR) completed by NV5 Engineers and Consultants, Inc. (NV5) in October 2022. A review of NC Natural

Heritage Program records on October 3, 2022 did not identify any known occurrences of bald eagle within one-mile of the project study area. There are no large bodies of water within a one-mile radius of the project study area, however Hyco Lake is just over a mile away to the southwest of the study area. Due to the proximity of Hyco Lake, a survey of the study area and the area within 660 feet of the study area was conducted on March 23, 2022. No large trees sufficient for an eagle's nest were observed. Due to the lack of habitat, no known occurrences, and minimal impact anticipated for this project, it has been determined this project will not affect the bald eagle.

The US Fish and Wildlife Service has revised the previous 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) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in eight additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time and are not applicable to any projects located in Division 5. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Person County, where the subject project is located.

Streams, Buffers, and Wetlands

Biologists with NV5 conducted a site review on March 23, 2022. This review is documented in the NRTR, which is a part of the project files. The project location is within the Roanoke River Basin where no buffer rules apply. There are two streams within the study area; Powells Creek and an unnamed tributary to Powells Creek. Neither stream within the study area is designated as an Outstanding Resource Water, High-Quality Waters or water supply watershed. NCDOT proposes to install approximately 50 linear feet of Class II rip rap along the streambanks to provide long-term stabilization. This rip rap will extend below the ordinary high-water mark, resulting in impacts to Waters of the United States.

During the site review, NV5 documented the location of wetlands within the project study area. Riparian wetlands were observed within the study area. The project may impact approximately .01 acre of wetlands (based on an area 25 feet beyond the slope stakes) resulting in impacts to Waters of the United States.

Powells Creek at Bridge Number 200 is not in a detailed flood study area.

Permits Required

Given that the project may affect streams and wetlands, it is anticipated a Section 404 permit may be required for the project. A Nationwide Permit 14 or a Regional General Permit 50 may be pursued for this project due to the wetland impacts.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> • If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. • If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G. 				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			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 (BGEPA)?	<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 question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<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 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"/>	

Other Considerations for Type I and II Ground Disturbing Actions (continued)		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<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 or the modification or construction of an interchange on an interstate?	<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, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<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), Tribal Lands, 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 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 checked="" type="checkbox"/>	<input 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 (ONLY for questions marked 'Yes'):

Response to Question 8:

The US Fish and Wildlife Service has revised the previous 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) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic covers Divisions 1-8, NLEBs are currently only known in 22 counties, but may potentially occur in eight additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30 current known/potential counties shown on Figure 2 of the PBO at this time and are not applicable to any projects located in Division 5. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO will ensure compliance with Section 7 of the Endangered Species Act for ten years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Person County, where the subject project is located.

Response to Question 30:

Prime and important farmland soils exist in the project study area. However, no additional right of way will be required for the project. All prime and important farmland soils affected by the project have already been converted to non-farm use.

H. Project Commitments:

NCDOT PROJECT COMMITMENTS

Replacement of Bridge 200 on SR 1325 (Faulkner Road) over Powells Creek
Person County
Federal Aid Project No. N/A
WBS Element BP5.R119.1

NCDOT Division Five

Prior to project construction, NCDOT will provide the Person County Department of Emergency Services with the schedule and duration of the road closure and will request the County contact nearby emergency service agencies in Virginia regarding providing services to residents along SR 1325 (Faulkner Road) and SR 1399 (Drumwright Road) east of Bridge Number 200 within Person County during the road closure.

NCDOT will coordinate with the Virginia Department of Transportation regarding the use of roadways within Virginia as a part of the detour during project construction.

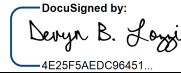
I. Categorical Exclusion Approval:

STIP Project No.	_____
WBS Element	BP5.R119.1
Federal Project No.	N/A

Prepared By:

11/15/2022

Date

DocuSigned by:

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 Devyn Lozzi, PE
 Ramey Kemp Associates, Inc.

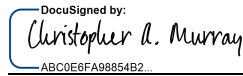
Prepared For:

Lisa Bullard-Gilchrist, EI
 NCDOT Division Five

Reviewed By:

11/15/2022

Date

DocuSigned by:

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 Chris Murray, SPWS
 NCDOT Project Engineer for Planning and Environmental Studies



Approved

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.




Certified

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

11/15/2022

Date

DocuSigned by:

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 Ben Upshaw, PE, Division Project Development Engineer
 For Brandon Jones, PE, Division Five Engineer
 North Carolina Department of Transportation

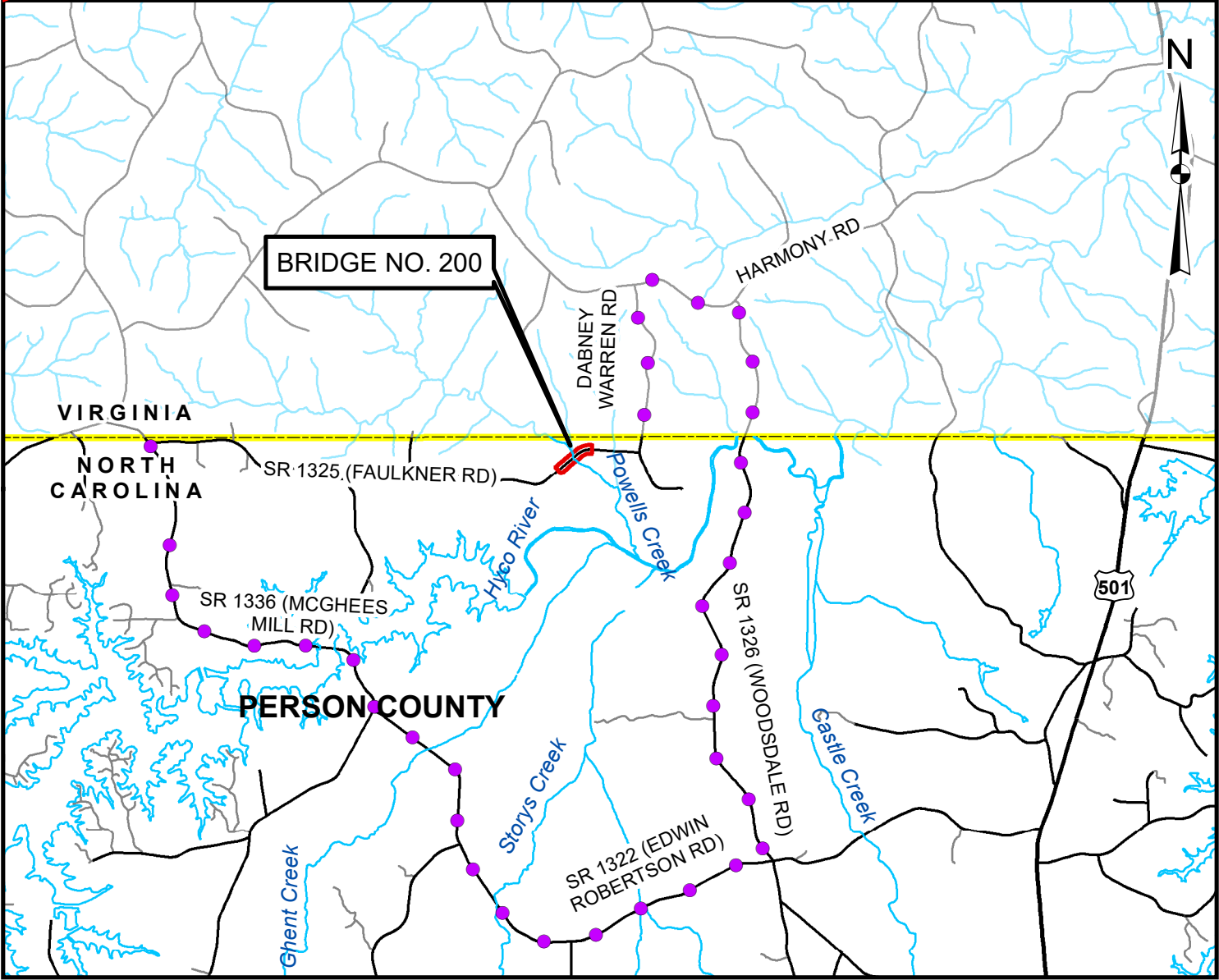
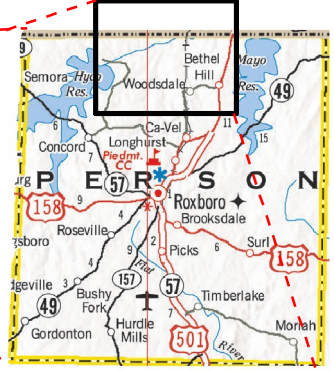
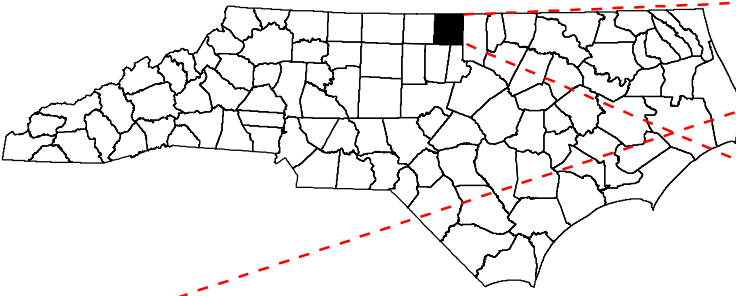
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date

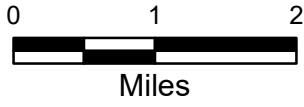
N/A

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

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



- DETOUR
- STUDY AREA



NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
DIVISION OF HIGHWAYS
RAMEY KEMP ASSOCIATES

**BRIDGE NO. 200
ON SR 1325 (FAULKNER RD)
OVER POWELLS CREEK
PERSON COUNTY
BP5.R119.1**

VICINITY

FIGURE 1





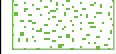
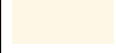



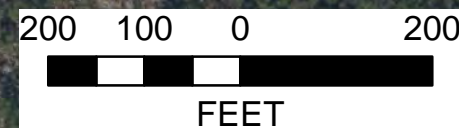
PERSON COUNTY

Powells Creek

SR 1325 (FAULKNER RD)

LEGEND

-  STUDY AREA
-  PROPOSED ROADWAY IMPROVEMENTS
-  PROPOSED BRIDGE
-  STREAM
-  DELINEATED WETLANDS
-  PRIME OR IMPORTANT FARMLAND SOILS
-  COUNTY BOUNDARY



NORTH CAROLINA
DEPARTMENT OF
TRANSPORTATION

RAMEY KEMP ASSOCIATES

BRIDGE NO. 200
ON SR 1325 (FAULKNER RD)
OVER POWELLS CREEK
PERSON COUNTY
BP5.R119.1

ENVIRONMENTAL FEATURES FIGURE 3