

Type I or II Categorical Exclusion Action Classification Form

TIP Project No.	<u>BR-0019</u>
WBS Element	<u>67019.1.1</u>
Federal Project No.	<u>N/A</u>

A. Project Description:

Structures Management Unit (SMU) Bridge Program Project BR-0019 proposes to replace Bridge No. 56 on NC 275 over South Fork Catawba River near the Town of Dallas in Gaston County, NC (see Figure1). This is a State-funded project but utilizing a Federal CE.

The project will remove the existing bridge and replace it with a new bridge in its existing location. The replacement structure will be approximately 370 feet long with a 40-foot clear deck width. The bridge will include two 12-foot vehicular lanes and 8-foot shoulders on each side. The length of the improvement project, including approaches, is approximately 1,800 feet. The approaches will be widened to provide two 12-foot vehicular lanes and 10-foot shoulders on both sides (including 4-foot paved shoulders). The roadway will be designed as a Minor Arterial with a 60-mph design speed.

B. Description of Need and Purpose:

Bridge No. 56 was built in 1953 and is 69 years old. With both a superstructure and substructure rating of 4 out of 9, the bridge has become structurally deficient and warrants replacement.

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:

Public Involvement

On April 28, 2020, a newsletter was sent to all property owners in the project study area in addition to officials from the Town of Dallas. One comment was received from the owner of the property where Riverside House of Prayer operates; they had no concerns but wanted to verify that they properly understood the potential impacts to the property.

Alternative Selection

No Build – The No Build alternative would eventually result in closing NC 275 which is unacceptable given the volume of traffic served by the road (AADT 11,000 [2019]).

Build Alternatives – Four build alternatives were considered:

- Alternative 1 - Onsite Detour North,
- Alternative 2 - Onsite Detour South,
- Alternative 3 - New Alignment North, and
- Alternative 4 - New Alignment South.

Table 1. Cost Estimates for Build Alternatives

Build Alternative	Right of Way Estimate	Construction Estimate	Total Estimate
Alt 1	\$ 238,965	\$ 5,800,000	\$ 6,038,965
Alt 2	\$ 248,863	\$ 5,900,000	\$ 6,148,863
Alt 3	\$ 738,314	\$ 4,800,000	\$ 5,538,314
Alt 4	\$ 566,162	\$ 5,200,000	\$ 5,766,162

Note: These estimates above are based on 25% plans. There is a more recent 65% estimate (3/11/22) but it only updates the construction costs on the preferred Alternate 2 (\$7,700,000).

NCDOT held an alternative selection meeting on February 28, 2020, to discuss the four build alternatives. NCDOT selected Alternative 2 based on maintaining the straight alignment, no relocations and limited right-of-way impact. While Alternative 2 is the most expensive alternative, it costs only 11% more than the least expensive alternative (Alt. 3).

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)				
<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)? Source: In September 2022, the USFWS updated the range for the NLEB. This project is no longer included in the range for this project. Previous considerations and conclusions are no longer required.	<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)? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement? Source: One inquiry resulted from distribution of Newsletters in April 2020. (No substantial concerns.)	<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? Source: Direct and Indirect Screening Tool	<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? Source: Roadway Design Plans – No relocations are anticipated with Alt 2-Onsite Detour South.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval? N/A –This project is not federally funded; no 4(f) properties are affected by the design.	<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)? Source: Archaeology and Historic Architecture Forms (forms attached)	<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 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)? Source: NRTR – This segment of the river is classified as Water Supply Watershed Critical Area.	<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? Project is not located in a designated mountain trout county.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? Source: NRTR	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? Spencer Mountain Dam is two miles south of the project	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		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? Source: Section 106 No Effect forms (attached)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? Source: GeoEnvironmental Report	<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? State Floodplain Compliance Type B is anticipated per HEC-RAS Analysis.	<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)? Project is not located in a CAMA county.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? No Permit Required.	<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? Project is not located in a county containing Wild and Scenic Rivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources? Project is not located in a CBRA county.	<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? Source: Coordination with Tribes – Letters were sent 1/29/21. Only the Catawba Tribe responded and had no concerns but noted they are to be notified if Native American Artifacts or human remains are located during ground disturbance phase of project.	<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? There was no control of access originally and no control of access is anticipated.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? Source: Direct and Indirect Screening Tool	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption? All alternatives considered include maintenance of traffic onsite.	<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)? <i>N/A – This project is funded through the bridge program, not the STIP.</i>	<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? <i>Source: Final Surveys – There is only one public property, the Dallas pump station, located in the SE corner of the bridge. The design avoids impacts to the property.</i>	<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)? <i>Source: Final Surveys – There are no affected public properties purchased with FEMA resources.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)? <i>Source: Final Surveys – There are no affected public properties and the historic properties have been avoided.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? <i>This project is state funded, so a noise analysis is not required. If funding changes, a future noise analysis may be needed.</i>	<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)? <i>Source: NRCS Farmland Conversion Impact Rating Form AD-1006, Part VI; FPPA does not apply since this is a state funded project; however, the NRCS form was completed. Results are provided below.</i>	<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"/>

Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

Question 10: Water Supply Watershed

The project will also incorporate Design Standards for Sensitive Watersheds.

Question 30: Prime or Important Farmland Soil

The proposed project will require right of way from areas with prime and important farmland soils. A preliminary screening of farmland conversion impacts in the project area was completed (Natural Resources Conservation Service [NRCS] Farmland Conversion Impact Rating Form AD-1006, Part VI only) and a score of 54 out of 160 points was calculated for the project site. Because the total site assessment score does not exceed the 60-point threshold established by NRCS, farmland conversion impacts may be anticipated, but are not considered notable.

G. Project Commitments:

NCDOT PROJECT COMMITMENTS

Gaston County
TIP Project No. **BR-0019**
Replace Bridge 56 on NC 275 over South Fork Catawba River
Federal Aid Project No. N/A
WBS Element 67019.1.1

NCDOT Division 12 Construction, NCDOT Roadside Environmental Unit Design Standards in Sensitive Watersheds

Since the Best Usage Classification for this section of the South Fork Catawba River is Water-Supply IV Critical Area (WS-IV; CA), sedimentation and erosion control measures will adhere to the Design Standards in Sensitive Watersheds.

Hydraulic Unit – FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division Construction-FEMA

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Structure Management Unit Bicycle Safe Rails

This project will include bicycle safe rails as part of the bridge design.

NCDOT Structure Management Unit, NCDOT Division 12 Carolina Thread Trail Accommodation

Based on coordination between NCDOT and NC Thread Trails, the design and construction of this project includes a graded 10-foot wide path for a future Carolina Thread Trail under either end of the new bridge.

H. Categorical Exclusion Approval:

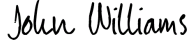
TIP Project No. BR-0019
WBS Element 67019.1.1
Federal Project No. N/A

Prepared By:

10/26/2022

Date

DocuSigned by:



John Williams, P.E., Project Manager
RK&K

Prepared For:

NCDOT Structure Management Unit

Reviewed By:

11/13/2022

Date

DocuSigned by:



John Jamison, Unit Head
NCDOT Environmental Policy Unit



Approved

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



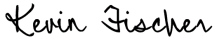
Certified

- 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.

11/14/2022

Date

DocuSigned by:



Kevin Fischer, P.E., Assistant State Structures Engineer
North Carolina Department of Transportation

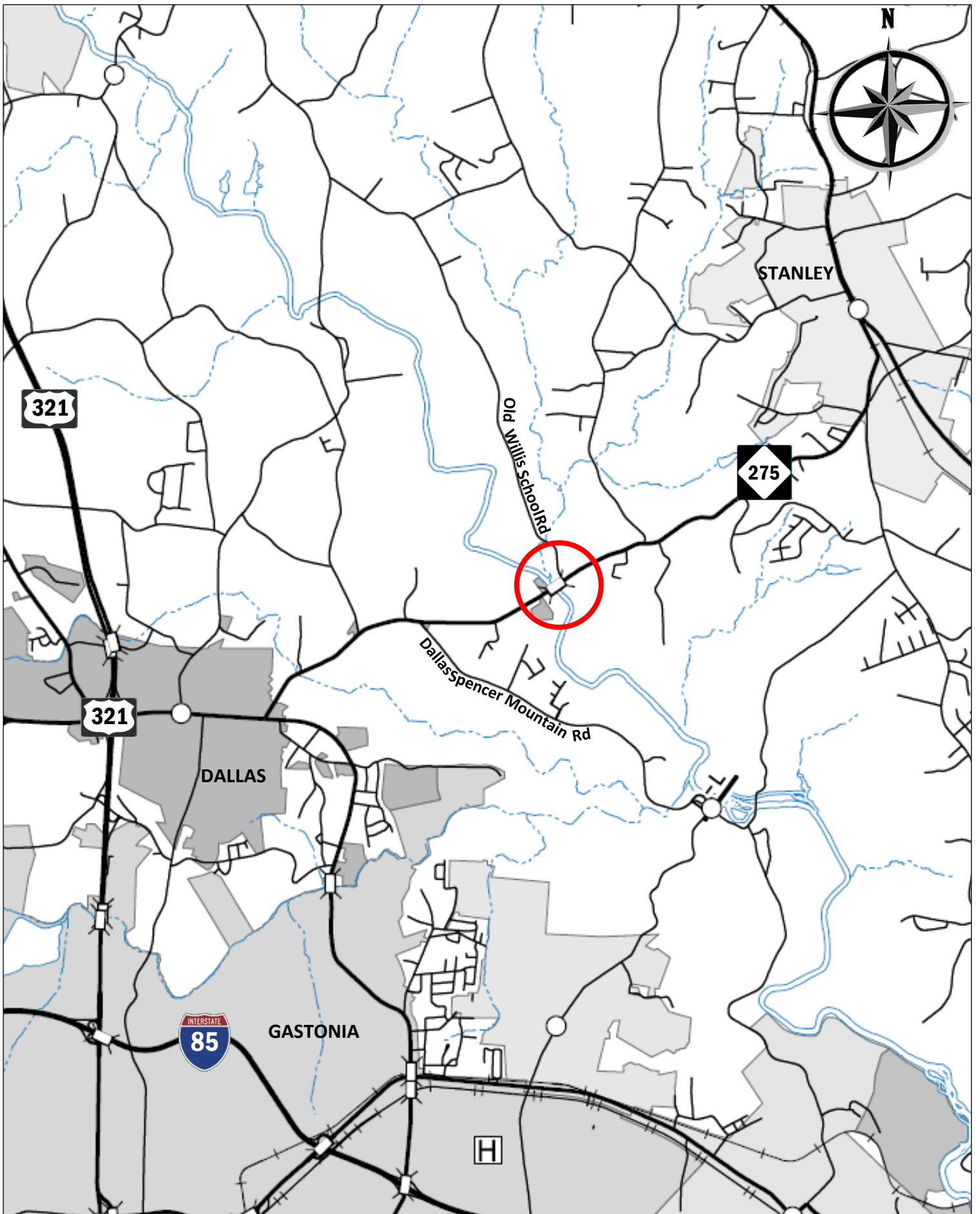
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Not Applicable

Date

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

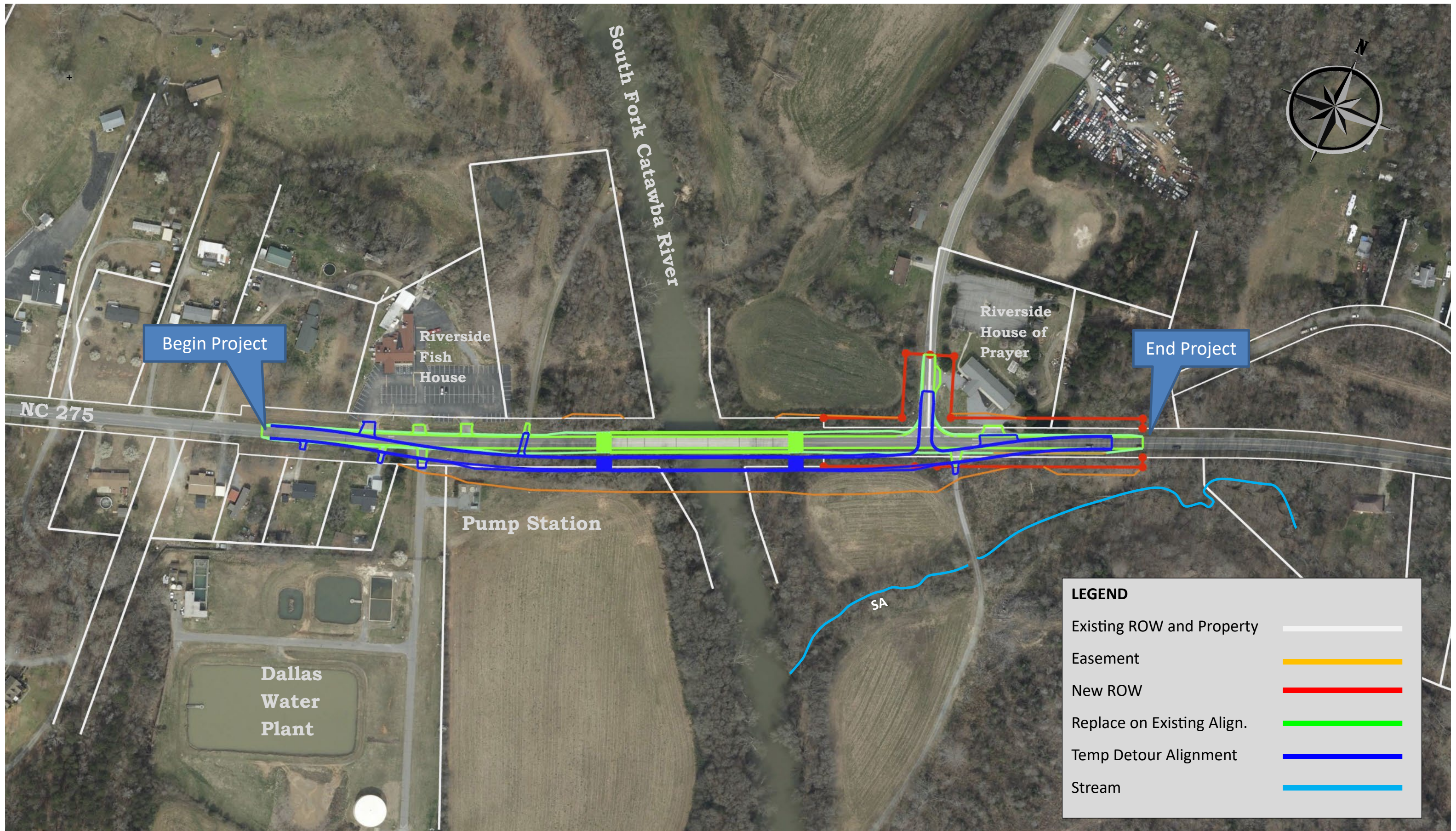
Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).



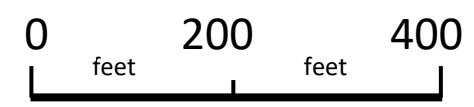
0 0.5 1.0 miles

Replace Gaston Bridge No. 56
on NC 275
over South Fork Catawba River

BR-0019
VICINITY MAP



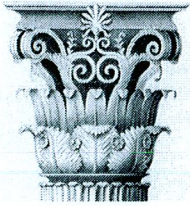
**BR-0019, Build Temporary Detour on South Side,
Then Replace on Existing Location**



Alt 2



17-12-0049



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS 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.:	BR-0019	County:	Gaston
WBS No.:	67019.1.1	Document Type:	MCC
Fed. Aid No.:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Replace Bridge No 56 on NC 275 over Catawba River			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><u>Description of review activities, results, and conclusions:</u> On January 22, 2018 a search of NC HPOWEB GIS Service map reveal that the Area of Potential Effects intersects with National Register listed property known as the Hoyle House (GS0022).</p>

ASSESSMENT OF EFFECTS

Property Name:	Hoyle House	Status:	NR
Survey Site No.:	GS0022	PIN:	
Effects <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Effects Determination</u> The project limits of all 4 Alternatives are never closer than 400 feet from the northeast corner of the NR boundary of the Hoyle House.			

List of Environmental Commitments:

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Shelby Repp

NCDOT Architectural Historian

1/28/2020

Date

Renee Medhill-Easley

State Historic Preservation Office Representative

1/28/2020

Date

Representative, Federal Agency

Date

FHWA Intends to use the NC-HPO's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):

Pages 1 and 11 of this form are included here to demonstrate No Sites Present outcome and signature. Remainder of form can be found on NCDOTConnect

Project Tracking No.: 17-12-0049



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: BR-00119 (STRUCTURE 350056) County: Gaston
WBS No: 67019.1.1 Document: State MCC
F.A. No: N/A Funding: [X] State [] Federal

Federal Permit Required? [X] Yes [] No Permit Type: USACE (not specified)

Project Description: NCDOT's Division 12 proposes to replace Bridge No. 56 on NC 275 (Dallas-Stanley Highway) over the South Fork of the Catawba River near the Town of Dallas in Gaston County. Bridge No. 56 was constructed in 1953 and is considered to be structurally deficient; therefore, it has been scheduled to be replaced. Since Preliminary Design Plans have not been developed yet, a Study Area for the project has been generated in order to facilitate environmental planning purposes at this stage. The Study Area will be centered on the bridge and measure about 500 feet wide and about 2,000 feet from either end of the bridge along NC 275. Overall, the Study Area encompasses about 50.6 acres, inclusive of the existing roadway, structure to be replaced, and any modern development.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

INTRODUCTION

On behalf of NCDOT, Louis Berger completed an intensive archaeological survey and evaluation in association with the proposed replacement of Bridge No. 56 on NC 275 (Dallas-Stanley Highway) over the South Fork of the Catawba River near the Town of Dallas in Gaston County (Figure 1). Bridge No. 56 was constructed in 1953 and is considered to be structurally deficient; therefore, it has been scheduled for replacement. The purpose of this archaeological investigation was to identify and evaluate the eligibility of all archaeological sites in the Study Area for inclusion in the NRHP through the application of 36 CFR Part 60.4 criterion {a-d}. Evaluation of archaeological sites typically consists of establishing site integrity; integrity is defined by the National Park Service (NPS) as "The ability of a property to convey its significance" (Little et al. 2000; Shrimpton and Andrus 1991). In the case of archaeological resources evaluated under 36 CFR Part 60.4 criterion {a-d}, characteristics that convey significance include location, design, materials, and association.

For the purposes of this survey, the Study Area was considered to be the Area of Potential Effects (APE). It centered on the bridge and measured about 500 feet wide and extended about 2,000 feet from either end of the bridge along NC 275. Overall, the Study Area encompassed about 50.6 acres, inclusive of the existing roadway, structure to be replaced, and any modern development. (Figure 2). Within the APE, six (6) discrete survey areas (4a through 4f) were delineated based on results of historic mapping, topography and soil types, visual inspection, previous surveys, and locations of recent development/construction (Figure 3).

The APE consisted of residential and commercial properties, undeveloped areas, and agricultural fields within an upland-like setting overlooking the floodplain of the South Fork of the Catawba River. Despite

side of the homestead as one approaches NC 275. Therefore, Louis Berger recommends that portion of the site as not eligible for listing in the NRHP. This does not preclude there being archaeological deposits in more sensitive areas within the NRHP boundary of the Hoyle House Property (i.e., around the house and any outbuildings and throughout the surrounding 9 acres to the south and east).

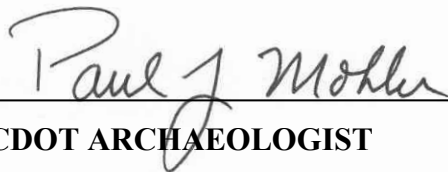
I concur with these findings. It is recommended that the proposed project be allowed to proceed without concern for impacts to significant archaeological resources. Additional fieldwork within the Study Area is unlikely to provide any significant or substantial amounts of archaeological data. Therefore, it is recommended that additional archaeological work should not be required. Based on the recommendation put forth (see above), a finding of "No NRHP-Eligible or -Listed Archaeological Sites Present" is considered appropriate for the proposed project. However, should the description of this project or designs plans change prior to construction, then additional consultation regarding archaeology may be required. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

To understand the reasoning for the timeframe between when survey occurred and the completion of this form, please know that in order to complete this project (and, thus, the form), a review of preliminary design plans was necessary given the presence of the Hoyle House Property within the Study Area. The Hoyle House Property was listed on the NRHP in 1993. While preliminary design plans were being developed, this project was then placed internally on the Suspension List. Work on this project is just now being restarted in January 2020. At this time, four (4) alternatives have been developed for this project, with the closest being 400 feet east of the Hoyle House Property. Based on the results presented above, there are no archaeological concerns regarding that portion of the Hoyle House Property within the Study Area.

**This project falls within a North Carolina County in which the following federally recognized Tribe(s) has expressed an interest: 1) Cherokee Nation of Oklahoma, 2) Eastern Band of Cherokee Indians, 3) United Keetoowah Band of Cherokee Indians, and 4) Catawba Indian Nation. It is recommended that you contact each federal agency involved with your project, if applicable, to determine their Section 106 Tribal consultation requirements. Please know that no State-recognized tribes have expressed interest in activities within this county.

SUPPORT DOCUMENTATION

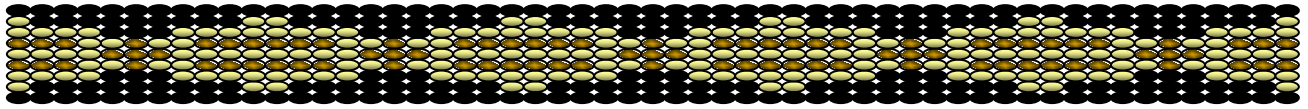
See attached: Map(s) Previous Survey Info Photos Correspondence
Signed:



January 21, 2020

NCDOT ARCHAEOLOGIST

Date



Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791

March 15, 2021

Attention: David Stutts
NC Department of Transportation
1581 Mail Service Center
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2021-193-55		Replacement of Gaston County Bridge No. 56 on NC 275 over Catawba River BR-0019

Dear Mr. Stutts,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed 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.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer