

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

STIP Project No.	BR-0043
WBS Element	67043.1.1
Federal Project No.	N/A

### A. Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to replace bridge 780151, on US 158 over US 29 in Rockingham County. A new bridge will be constructed on the same location as the existing bridge using staged construction to maintain traffic on-site throughout construction. The proposed action is listed in NCDOT's Bridge Program as project BR-0043.

Bridge number 780151 is located in Rockingham County just east of Reidsville and within its extra territorial jurisdiction and is part of the interchange that carries US 158 over US 29. In the immediate vicinity of the proposed project, the land is largely rural residential, agricultural, or undeveloped.

The existing bridge includes four 12-foot travel lanes, variable width left turn lanes, and shoulders. The bridge is approximately 170 feet long with four spans. The proposed replacement bridge would be constructed would be approximately 165 feet long with four 12-foot travel lanes and dedicated left-turn lanes for the interchange ramps. Existing US 158/NC 14 west of the bridge is four lanes. Existing US 158/NC 14 east of the bridge tapers down to two lanes. The proposed project improvements would begin approximately 450 feet west of the bridge and extend approximately 1,050 feet east of the bridge.

### B. Description of Need and Purpose:

The purpose of the proposed project is to replace a structurally deficient bridge. In 2016, Bridge No. 780151 had a sufficiency rating of 38 out of 100. The current sufficiency rating is 67 out of 100 due to completion of maintenance repairs; however, these repairs are temporary and the bridge is still considered structurally deficient. Being structurally deficient does not mean that the bridge is unsafe, but does mean the bridge is in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance eventually necessitate the need for replacement. The current bridge was constructed in 1968 and is reaching the end of its useful life.

### 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:****Estimated Costs for Alternative 2 (Preferred)**

Right of Way	\$0
Utility Estimates	\$314,736
<u>Construction</u>	<u>\$9,000,000</u>
<b>Total</b>	<b>\$9,314,736</b>

**Traffic**

Current (2017)	15,510 vpd
Future (2040)	16,900 vpd
TTST	2%
Dual	4%

**Alternatives Discussion**

No-Build – There would be no changes to the existing bridge and would not address the need to replace the structurally deficient bridge.

Build Alternative 1 – Alternative 1 would construct a new bridge north of the existing bridge; the existing bridge would remain open to traffic during construction and then be removed when traffic is moved to the new bridge. Alternative 1 was not selected because it would be substantially more expensive to construct (approximately \$4 million dollars more than Alternative 2). It would also require additional right of way, whereas Alternative 2 is entirely within existing right of way.

Alternative 2 (Preferred) - Alternative 2 would construct a new bridge on the same location as the existing bridge using staged construction to maintain traffic on-site throughout construction (see Figure 2). Alternative 2 was selected as the preferred alternative due to lower costs. Alternative 2 would begin approximately 450 feet west of the bridge, just west of the interchange ramps, and extend east of the bridge approximately 1,050 feet to tie into the existing two lane section of US 158.

**Pedestrian and Bicycle Accommodations**

The existing bridge does not include pedestrian or bicycle accommodations, and pedestrian and bicycle traffic does not utilize this roadway. As such, no additional accommodations are proposed. A minimum 4-foot outside paved shoulder would be used in each direction on the bridge.

**Jurisdictional Resources**

Five jurisdictional streams and one jurisdictional wetland were identified in the study area. All jurisdictional features in the study area are located within the Roanoke River Basin (U.S. Geological Survey Hydrologic Unit 03010104). The proposed project would not impact jurisdictional resources in the project study area.

**Protected Species**

The following species are listed for Rockingham County: Roanoke logperch (*Percina rex*), James spiny mussel (*Pleurobema collina*), and smooth cone snail (*Echinacea laevigata*). Habitat for smooth cone snail is present in the study area, but no individuals were found in the study area during field surveys and the project would have no effect on this species. A review of the North Carolina Natural Heritage Program records, accessed on August 17, 2018, indicated no known occurrences of Roanoke logperch or James spiny mussel within one mile of the study area.

In addition, 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) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities in Division 7 where this project is located.

### **Cultural Resources**

NCDOT Cultural Resources staff determined there are no existing historic architecture or archaeological resources within the area of potential effects, and therefore additional surveys would not be required (see Attachment A).

### **GeoEnvironmental**

The GeoEnvironmental Planning Report (November 2018) identified one site of concern (the Citgo Stop and Shop Gas Station) located east of the interchange and within the project study area. The report determined there would likely be low monetary and scheduling impacts resulting from this site. The property would not be impacted by the proposed project.

### **Resource Agency Input**

NCDOT sought input from resource and regulatory agencies via a start of study scoping letter distributed in September 2018. Letters were sent to the following agencies. Agencies that responded with comments are marked with an asterisk (\*). Agency comments received were minor and did not affect the project design nor commitments.

- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)\*
- US Department of Transportation (US DOT)
- US Environmental Protection Agency (USEPA)
- NC Division of Parks and Recreation
- NC Wildlife Resources Commission (NCWRC)\*
- NC Division of Water Resources (NCDWR)
- NCDOT Bicycle and Pedestrian Division\*
- NCDOT Highway Division 7\*

### **Public Involvement**

Landowners were notified of the proposed project prior to field studies being conducted. Postcards will be distributed to property owners in the vicinity of the project to update them on the project status, preferred alternative, and project schedule.

### **Impact Summary**

Impacts summarized below were estimated using functional design slope-stake limits plus a 40-foot buffer and/or functional design right of way limits.

Project Length: 1,650 feet  
Streams: 0 feet  
Wetlands: 0 feet  
100-year floodplain: N/A  
Floodway: N/A  
Parcels: 0  
Relocations: 0

F. Project Impact Criteria Checklists:

<u>Type I &amp; II - Ground Disturbing Actions</u>				
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>				
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input 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"/>	
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 8 – Protected Species**

Although not individually listed for Rockingham County, the USFWS 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 programmatic determination for NLEB for the NCDOT program in Divisions 1 through 8 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 Rockingham County, where BR-0043 is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

H. Project Commitments

**Rockingham County**  
**Replace Bridge No. 780151 on US 158 over US 29**  
**Federal Project No. N/A**  
**WBS No. 67043.1.1**  
**STIP No. BR-0043**

**NCDOT Division 7 Construction – Northern long-eared Bat**

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with Federal Highway Administration (FHWA), the 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 Rockingham County, where BR-0043 is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres. This information should be submitted to the NCDOT Biological Surveys group.

I. Categorical Exclusion Approval

STIP Project No.	BR-0043
WBS Element	67043.1.1
Federal Project No.	N/A

**Prepared By:**   
 6/26/2019  
 \_\_\_\_\_  
 Date Christy Shumate, AICP  
 AECOM

**Prepared For:** North Carolina Department of Transportation, Structures Management Unit

**Reviewed By:**   
 6/26/2019  
 \_\_\_\_\_  
 Date John Jamison, PWS  
 North Carolina Department of Transportation, Environmental Policy Unit

**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.

7/1/2019  
 \_\_\_\_\_  
 Date   
 Kevin Fischer, P.E.  
 North Carolina Department of Transportation, Structures Management Unit

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

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

## **FIGURES**



Figure I. Vicinity Map

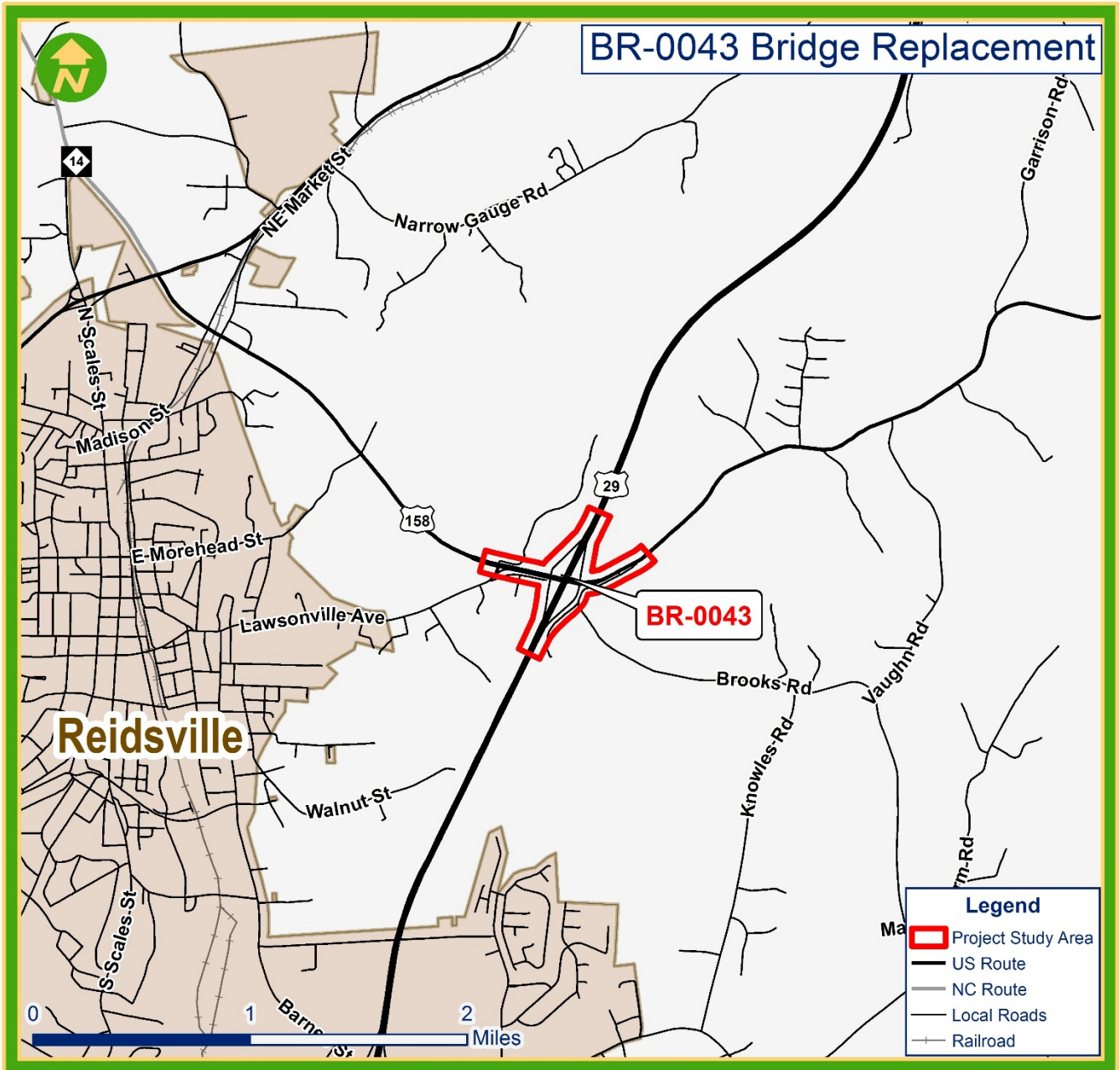
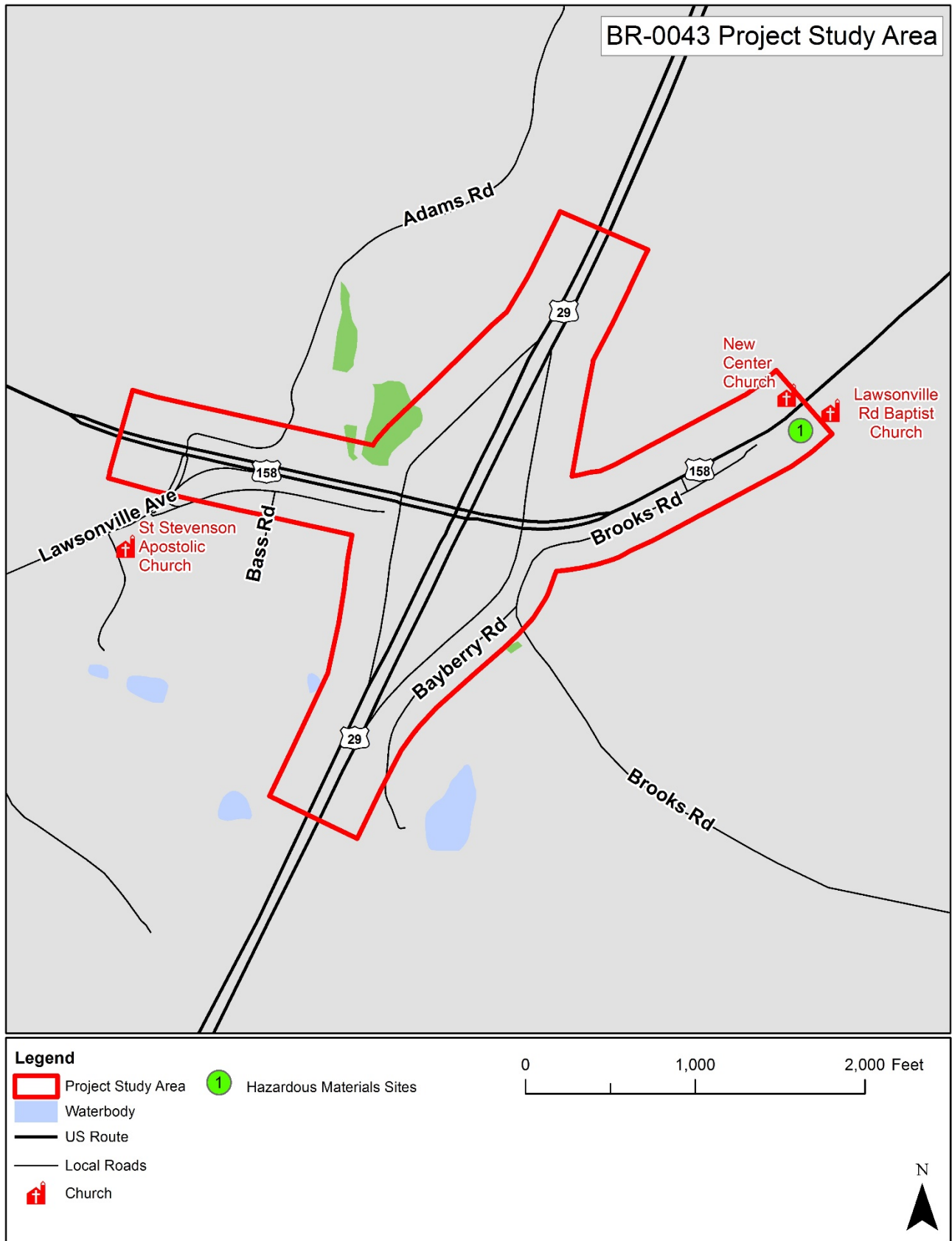


Figure 2. Project Study Area



**Figure 3. Alternative 2 (Preferred)**



# **ATTACHMENT A**

## **Cultural Resources Screening**

**17-12-0075****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:*            **Structure 780151 (BR-0043)**    *County:*            **Rockingham**  
*WBS No:*             **67043.1.1**    *Document:*        **State MCC**  
*F.A. No:*             **N/A**    *Funding:*          State         Federal

*Federal Permit Required?*                             Yes     No    *Permit Type:*    **USACE (not specified)**

***Project Description:*** NCDOT's Division 7 proposes to replace Bridge No. 151 on US 158/NC 14 over US 29 Bypass near Reidsville in Rockingham County. Bridge No. 151 was constructed in 1968 and is considered to be structurally deficient; therefore, it is 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 interchange at US 158/NC 14 and US 29 Bypass and measure about 500 to 600 feet wide and about 2,000 feet from either side and either end of the bridge location along the intersecting roads. Overall, the Study Area will encompass about 108.4 acres, inclusive of the existing roadways, structure to be replaced, and any modern development.

**SUMMARY OF CULTURAL RESOURCES REVIEW*****Brief description of review activities, results of review, and conclusions:***

This project was accepted on Monday, January 22, 2018. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, January 25, 2018. An archaeological survey has never been conducted at this particular location, and no archaeological sites have been recorded within one (1) mile of the project area. Digital copies of HPO's maps (Reidsville and Williamsburg Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Tuesday, January 30, 2018. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

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

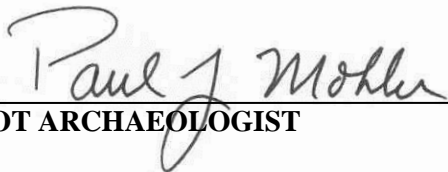
Although this is a State-funded project, a Federal permit is said to be necessary. A permanent/temporary drainage or utility easement will also be necessary; however, the need for additional ROW was not conveyed. The size and shape of the Study Area have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW along US 158/NC 14 and US 29 Bypass. At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. Based

**17-12-0075**

on the description of the proposed project, activities may take place beyond the NCDOT's existing ROW; however, the exact location cannot be determined at this time. From an environmental perspective, the Study Area falls within an interchange location near the Town of Reidsville in the north-central Piedmont physiographic region of North Carolina, and consists of various soil types, most of which have either been heavily disturbed by residential development or are considered too sloped and eroded for intact archaeological materials to be present (e.g. Cecil-Urban land complex, 2-10% slopes [CeC], Cecil sandy clay loam, 2-8% slopes, eroded [CdB2]). Based on the poor soil conditions and level of development surrounding the interchange, the preservation of intact archaeological resources would not be anticipated. The Office of State Archaeology (OSA) has reviewed several projects within the vicinity of the Study Area for environmental compliance, including industrial development (ERs 94-0441 and 95-0686), a borrow pit (ER 99-7594), and transportation improvements along US 158 (ER 03-2793 [MA07318R]). Stating a low probability for intact and significant archaeological sites to be present, OSA did not require an archaeological survey for any of these projects. In fact, the Cross Pointe Center Mine, located in the southwest quadrant of the Study Area was reviewed and cleared by OSA in 1998. As part of NCDOT's Moving Ahead! program (MA07318R), US 158 was to be widened through the Study Area; three intersections beyond the Study Area were to be realigned as well. In 2003, OSA reviewed and agreed that no archaeological survey was warranted for the widening project. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed only one (1) transportation-related project (PA 15-04-0016) for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). An archaeological survey was not recommended for this bridge replacement project, based on the presence of modified soils and poorly drained conditions. Based on the conditions present within the Study Area and the results of previously reviewed projects in the immediate vicinity, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. 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.

**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**

**NCDOT ARCHAEOLOGIST**

January 30, 2018

**Date**

17-12-0075



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	BR-0043	<b>County:</b>	Rockingham
<b>WBS No.:</b>	67043.3.1	<b>Document Type:</b>	MCC
<b>Fed. Aid No:</b>	N/A	<b>Funding:</b>	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 780151 on US 158 over US 29.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

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

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 11, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as the study area on the following maps. All structures within the APE were assessed through Google Street View; the area consists of mostly one and one-and-a-half story frame and brick houses from the early to mid-20<sup>th</sup> century. All are unremarkable and 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 Rockingham County survey, Rockingham 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 Hubbal*

NCDOT Architectural Historian

*1/11/2018*

Date