

## Categorical Exclusion Action Classification Form

|                     |                  |
|---------------------|------------------|
| STIP Project No.    | <b>BR-0122</b>   |
| WBS Element         | <b>67122.1.1</b> |
| Federal Project No. | <b>N/A</b>       |

A. Project Description:

This project replaces Sampson County Bridge No. 348 on SR 1703 over Beaverdam Creek. The bridge will be replaced on the existing alignment while detouring traffic offsite (see Figure 1).

B. Description of Need and Purpose:

NCDOT Bridge Management Unit records indicate Bridge No. 348 has a sufficiency rating of 73.86 out of a possible 100 for a new structure. Priority maintenance was recently performed including repairs to Bent 1.

The superstructure and substructure of Bridge No. 348 have timber elements that are fifty-seven years old. Timber components have a typical life expectancy between 40 to 50 years due to the natural deterioration rate of wood. Rehabilitation of a timber structure is generally practical only when a few elements are damaged or prematurely deteriorated. However, past a certain degree of deterioration, most timber elements become impractical to maintain and upon eligibility are programmed for replacement. Timber components of Bridge No. 348 are experiencing an increasing degree of deterioration that can no longer be addressed by reasonable maintenance activities, therefore the bridge is approaching the end of its useful life.

The replacement of Bridge No. 348 is part of the *Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC)* Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 348 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 2.0 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal loads and will make accommodations for broadband installation in order to support economic competitiveness.

C. Categorical Exclusion Action Classification:

Type IA

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:

**Offsite Detour (Preferred):** Traffic will be detoured offsite during the construction period. The offsite detour includes SR 1704 and US 13. Sampson County Schools Transportation responded that the offsite detour route would have a moderate impact on their operations. Sampson County Emergency Services did not respond to a request for comment. The condition of all roads, bridges, and intersections are acceptable without improvement and Division 3 concurs with the use of the detour.

**Design Issues:**

Traffic Current – 110 vpd, TTST - 3%, Dual – 3%  
Rural Local Route – Sub Regional Tier Guidelines  
Design Speed – 55 mph  
No Design Exceptions Required

**Estimated Costs:**

The estimated costs are as follows:

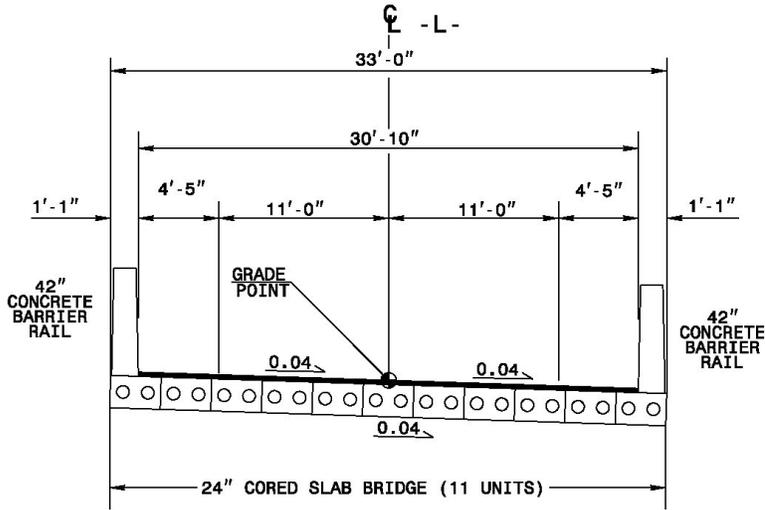
R/W: \$ 3,000  
Const: \$ 775,000  
Total: \$ 778,000

**Pedestrian and Bicycle Accommodations:** This portion of SR 1703 is a part of the Mountains-to-Sea-Trail. It is not listed in the Transportation Improvement Program (TIP) as a bicycle project. The Town of Newton Grove nor Sampson County do not have current plans to improve the facility. Per recommendation from the NCDOT Bicycle and Pedestrian Division and concurrence from NCDOT Division Three a minimum 4' shoulder on the bridge and a minimum 4' paved shoulder on the approaches will be implemented to accommodate bicycles.

**Anticipated Permit or Consultation Requirements:**

A Nationwide permit 3 will likely be required for impacts to "Waters of the United States" resulting from this project. Other permits that may apply include a NWP No. 12 for utility relocations. In addition, an NCDWQ Section 401 Water Quality General Certification (GC) may be required prior to the issuance of a Section 404 Permit. Other required 401 certifications may include a GC 4133 for utility relocations. The USACE holds the final discretion as to what permit will be required to authorize project construction.

**Typical Section for Bridge:**



**Public Involvement:**

A newsletter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

**F. Project Impact Criteria Checklists:**

| <u>Type I &amp; II - Ground Disturbing Actions</u>   |   | Yes                      | No                                  |
|--|---|--------------------------|-------------------------------------|
| <b><u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u></b><br><b><u>(FHWA Signature Required If "Yes" Selected)</u></b>   |   |                          |                                     |
| If the proposed improvement (identified above in Sections C & D) is a: <ul style="list-style-type: none"> <li>• Type I Action for #s 2, 3, 6, 7, 8, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or</li> <li>• Type II Action</li> </ul> then answer the threshold criteria questions (below) and questions 8 - 31 for ground disturbing actions. |   |                          |                                     |
| In addition, if any of questions 1-7 are marked "yes" then the CE will require FHWA approval.  |   |                          |                                     |
| 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" or less for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 9  | Does the project impact anadromous fish?   | <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? Are there project commitments identified?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <u>Other Considerations (continued)</u>  |  | Yes                                 | No                                  |
| 15   | Does the project involve hazardous materials and 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 checked="" type="checkbox"/> | <input 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), 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's Noise Policy?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 30 | Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 31 | Are there other issues that arose during the project development process that affected the project decision?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

G. Additional Documentation as Required from Section F

**Question 1 – Endangered Species:** 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. 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 Sampson County, where BR-0122 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

**Question 16 – Floodplain:** This project is located in a FEMA Limited Detail study. The project will result in a decrease of 0.1' in the 100 year Base Flood Elevation and will be processed as a Type 2d MOA through North Carolina Floodplain Mapping.

H. Project Commitments

See attached Project Commitments Greensheet.

I. Categorical Exclusion Approval

|                     |                  |
|---------------------|------------------|
| STIP Project No.    | <u>BR-0122</u>   |
| WBS Element         | <u>67122.1.1</u> |
| Federal Project No. | <u>N/A</u>       |

**Prepared By:**

7/15/2019  
Date

DocuSigned by:  
*Greg S. Purvis*  
-----  
Greg S. Purvis, PE, Project Manager  
Wetherill Engineering



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

**Reviewed By:**

7/18/2019  
Date

DocuSigned by:  
*Kevin Fischer*  
-----  
Kevin Fischer, PE Assistant State Structures Engineer – Program Management and Field Operations, Structures Management Unit North Carolina Department of Transportation

7/18/2019  
Date

DocuSigned by:  
*Phil Harris*  
-----  
Philip S. Harris, III, PE Unit Head – Environmental Analysis Unit North Carolina Department of Transportation



**Approved**

- If Type I (Non-Ground Disturbing) Categorical Exclusion with an answer of “no” to question 3.
- If Type I or Type II (Ground Disturbing) Categorical Exclusions with an answer of “no” to all of the threshold questions (1 through 7) of Section F.



**Certified**

- If Type I (Non-Ground Disturbing) Categorical Exclusion with an answer of “yes” to question 3.
- If Type I or Type II (Ground Disturbing) Categorical Exclusions with an answer of “yes” to any of the threshold questions (1 through 7) of Section F.
- If classified as Type III Categorical Exclusion.

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

\_\_\_\_\_  
Date

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

**PROJECT COMMITMENTS:**

**Sampson County  
Bridge No. 348 on SR 1703  
Over Beaverdam Creek  
W.B.S. No. 67122.1.1  
T.I.P. No. BR-0122**

**NCDOT Division Three – Offsite Detour**

In order to have time to adequately reroute school busses, Sampson County Schools will be contacted at least one month prior to road closure. Contact person is Vicki Westbrook – Director of Transportation at (910)-592-3191.

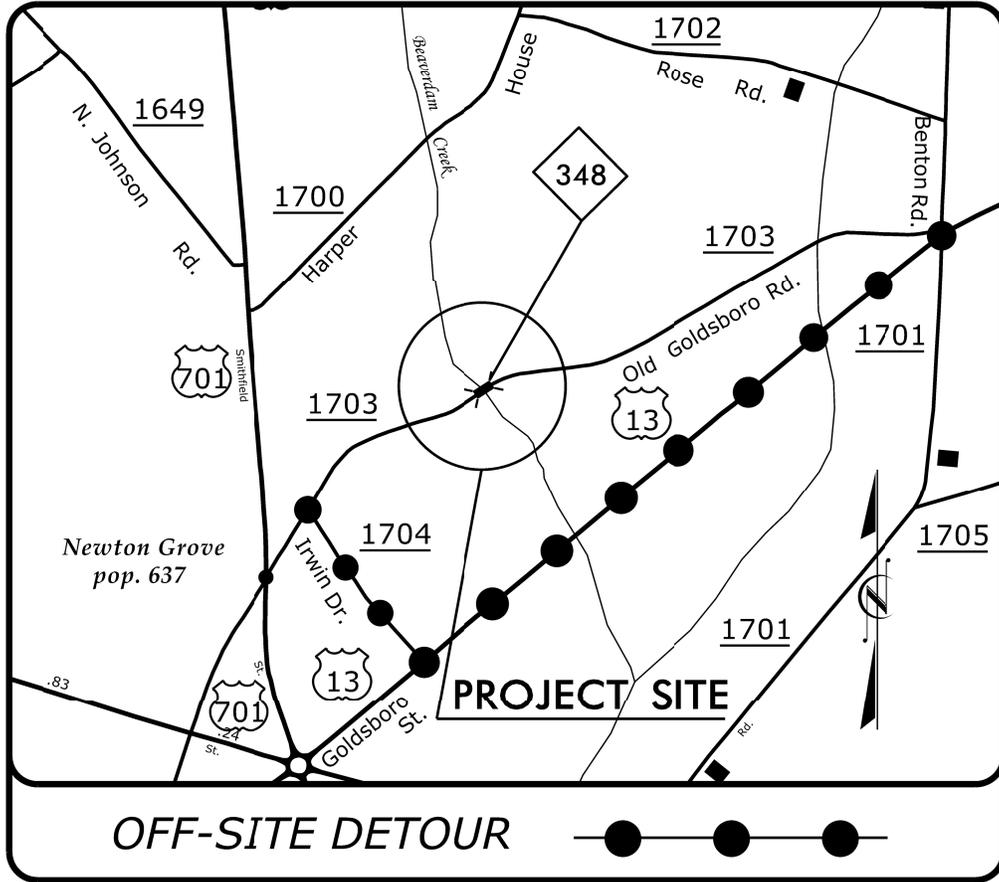
Sampson County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units. Contact person is Ronald Bass – Emergency Services Director at (910)-592-8996.

**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 Three Construction, Resident Engineer's Office -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.



**BR-0122**

REPLACE BRIDGE NO. 810348  
OVER BEAVERDAM CREEK  
ON SR 1703  
(OLD GOLDSBORO RD.)  
SAMPSON COUNTY

WBS 67122.1.1

NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION 3

VICINITY MAP – FIGURE 1



18-09-0080



## 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-0122                           | <b>County:</b>         | Sampson            |
| <b>WBS No.:</b>   | 67122.1.1                         | <b>Document Type:</b>  |                    |
| <b>Fed. Aid No:</b>   |                                   | <b>Funding:</b>        | X State    Federal |
| <b>Federal Permit(s):</b>   | X Yes <input type="checkbox"/> No | <b>Permit Type(s):</b> | USACE              |
| <b>Project Description:</b> Replace Bridge No. 348 on SR 1703 (Old Goldsboro Road) over Beaverdam Creek (no off-site detour specified in review request). |                                   |                        |                    |

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**DESCRIPTION OF REVIEW ACTIVITIES, RESULTS, AND CONCLUSIONS:** HPOWeb reviewed on 23 October 2018 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Sampson County current GIS mapping, aerial photography, and tax information indicate an APE of cultivated fields and woodland, with several resources dating from the 1930s to the 1990s, all unexceptional examples of their types (viewed 23 October 2018). Constructed in 1966, Bridge No. 348 is not eligible for the National Register as it is neither aesthetically nor technologically significant. Also not NR eligible is the Lee Family Cemetery (PIN: 11011781501), which should be afforded the usual protections during construction. Google Maps "Street View" confirmed the absence of critical architectural or landscape resources in APE (23 October 2018).

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

**WHY THE AVAILABLE INFORMATION PROVIDES A RELIABLE BASIS FOR REASONABLY PREDICTING THAT THERE ARE NO UNIDENTIFIED SIGNIFICANT HISTORIC ARCHITECTURAL OR LANDSCAPE RESOURCES IN THE PROJECT AREA:** APE equates with the study area provided in the review request (see attached). The comprehensive architectural survey of the county (1979; Tom Butchko, *An Inventory of Historic Architecture, Sampson County, North Carolina* (Clinton: City of Clinton, 1981)) and later additions record no properties in the APE, apart from the White Oak School, now no longer standing. County GIS/tax materials and other visuals illustrate the absence of significant architectural and landscape resources in the APE. No National Register-listed or -eligible properties are located within the APE.

**Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.**

### SUPPORT DOCUMENTATION

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

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Vanessa C. Patrick*

NCDOT Architectural Historian

*30 April 2019*

Date



18-09-0080

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

The APE has a low potential for the recovery of archaeological remains based on soil data (wetlands) and agricultural impacts. It is unlikely to contain significant, intact, and preserved archaeological deposits eligible for NRHP inclusion. The documented cemetery, situated in the northwestern project quadrant, should be avoided during construction activities. As currently proposed as a state-funded project with federal permit interaction, no further consultation is advocated. A finding of "no archaeological survey required" is considered appropriate.

**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**

*Gloff Eric Halverson*  
NCDOT

*10-1-2018*