

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<u>I-5877</u>
WBS Element	<u>53077.1.1</u>
Federal Project No.	<u>NHPP-0095(32)69</u>

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to improve I-95 Interchanges at SR 1811 (Bud Hawkins Rd.) (Exit 70) and SR 1001 (Long Branch Rd.) (Exit 71).

B. Description of Need and Purpose:

Need

The existing, historic bridge (#420037) on Bud Hawkins Rd. was constructed in 1958 when I-95 was a two-lane road. The bridge is structurally deficient due to poor deck condition and functionally obsolete due to poor vertical and horizontal underclearance. The vertical clearance under the bridge is 14'7". The length of the bridge constricts the lengths of the north- and southbound exit ramps, which do not meet current AASHTO standards for the length of acceleration and deceleration lanes. In addition, SR 1839/1850 (Wood Road) has a direct connection to the I-95 southbound on-ramp, which does not meet American Association of State Highway and Transportation Officials (AASHTO) safety standards for control of access at interchanges.

The existing bridge (#420057) on Long Branch Rd. was constructed in 1955. The bridge is functionally obsolete due to poor deck geometry and vertical and horizontal underclearance. The posted vertical clearance under the bridge is 14'2". The ramps do not meet neither current AASHTO standards for the length of acceleration and deceleration lanes nor safety standards for control of access at interchanges.

Purpose

The purpose of STIP project I-5877 is to improve interchanges and associated bridges at I-95 and SR 1811 (Bud Hawkins Rd.) and at I-95 and SR 1002 (Long Branch Rd.) to meet current AASHTO and NCDOT standards and allow for future I-95 widening projects.

C. Categorical Exclusion Action Classification: Type III.B

D. Proposed Improvements:

NCDOT STIP project I-5877 proposes to improve I-95 interchanges with Bud Hawkins Road at Exit 70 and with Long Branch Road at Exit 71. Both interchanges are located in Harnett County southeast of Dunn, NC (See Figure 1).

At each interchange, the bridges (#420037 and #420057) over I-95 will be replaced, the on- and off-ramps will be realigned to meet current AASHTO standards, and access roads will be realigned to sever direct connections to the ramps and make room for ramp realignments (See Figure 2). Access road realignments will impact Wood Road, Old Oak Lane, SR 1839 (Glen Eagle Road), SR 1872 (Dixieland Road), and SR 1785 (Elm Street Extension). SR 1838 (Copart Lane) will be eliminated. Four-foot, paved shoulders will be added to accommodate bicycle and pedestrian traffic along Long Branch Road and along the bridge over I-95 on Bud Hawkins Road.

E. Special Project Information:

Relationship to Adjacent STIP Projects

STIP project I-5877 is located in southeastern Harnett County in proximity to three other STIP projects with similar LET schedules.

STIP #	Project	Anticipated Funding	Schedule
I-5878	Improve I-95 interchanges at Exits 72 and 73 (< 1 mi. northeast)	\$32,320,000	ROW: FY 2018 Let: FY 2020
I-5883	Improve I-95 interchanges at Exits 75 and 77 (< 4 mi. northeast)	\$15,080,000	ROW: 2018 Let: 2019
I-5986	Widen I-95 to 8 lanes from Exit 56 to Exit 81 (in project area)	\$555,700,000	ROW: FY 2024 Let: FY 2026

To minimize project impacts, Division 6 plans to Let these projects together. NCDOT will coordinate right-of-way, utilities, hydraulics, traffic control, permitting, and construction of I-5877 with NCDOT STIP projects I-5878, I-5883, and I-5986.

Jurisdictional Features

NCDOT has coordinated with the U.S. Army Corps of Engineers (USACE) and NC Department of Environmental Quality (NCDEQ) Division of Water Resources (DWR) throughout the planning phase of this project. Based on these discussions, it is anticipated that NCDOT will apply for a phased, USACE Individual Section 404 Permit and a DWR 401 Certification in conjunction with STIP projects I-5878, I-5883, and I-5986. The estimated stream and wetland impacts are 2338.1 linear feet and 0.836 acres from the I-5877 project, based on construction limits with a 25-foot buffer.

Bicycle and Pedestrian Facilities

Local planners have noted bicycle and pedestrian activity in the area. NCDOT Division of Bicycle and Pedestrian Transportation has recommended four-foot paved shoulders on Long Branch Road and four-foot offsets with bicycle-safe railings on Harnett County bridges #420037 and #420057.

Detours During Construction

The proposed interchanges involve the replacement of bridges over I-95. In both cases, the bridges over the interchanges will be closed during construction. These closures will not occur at the same time. Local traffic will follow offsite detours. Local Emergency Medical Services (EMS) and Harnett County regularly use these interchanges and

have expressed some concern about construction closures. To address these concerns, NCDOT will notify Harnett County Emergency Services, Dunn Emergency Services, and Harnett County School Transportation of closures and detour routes.

The land uses surrounding the interchanges are commercial, industrial, agricultural, and residential. NCDOT will make all reasonable efforts to maintain access to these properties during construction. In addition, many of the businesses in the vicinity of the interchanges rely on customers who reach the establishment from I-95. Therefore, it is important that all detour routes and closures be adequately signed and advertised.

### Public Involvement

A Joint Design Public Meeting was held at the Dunn Community Center on October 24, 2017 for STIP projects I-5877, I-5878, and I-5883. More than 175 people attended. Public comments about STIP project I-5877 were related to:

- Right-of-way, access, and drainage impacts to individual parcels and businesses
- Questions about the right-of way process
- Concerns about current levels of noise from I-95
- Temporary construction impacts on the ability to access parcels
- Suggestions on the alignments of ramps and service roads
- Impacts to school transportation
- Expenditures of public money for improvements

In response to these comments, NCDOT shifted the alignment of some of the service roads. NCDOT will notify Harnett County Schools Transportation of closures and detours and make all reasonable efforts to maintain access to parcels during construction.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> <li>• The Categorical Exclusion will require FHWA approval.</li> <li>• If any questions are marked “yes” then additional information will be required for those question in Section G.</li> </ul>			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input 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 substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<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 checked="" type="checkbox"/>	<input 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 Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 effecting 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"/>
<u>Type III Actions (continued)</u>		Yes	No
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input 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	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	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"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

1. The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers, and NCDOT for the northern long-eared bat (*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 the northern long-eared bat for the NCDOT program is "May Affect Likely to Adversely Affect." The PBO provides incidental take coverage for northern long-eared bats 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 Harnett County.

6. This project include the demolition of Harnett County bridge #420037, which is eligible for the National Registry of Historic Places (NRHP) under Criterion C. As such this project falls under the purview of Section 4(f) of the Department of Transportation Act of 1966. Impacts to Harnett County bridge #420037 are covered by a Nationwide Programmatic 4(f) Evaluation (attached).

8. The purpose of this project is to improve the Interchanges of I-95 at Exit 70 (Bud Hawkins Road) and Exit 71 (Long Branch Road) in Harnett County by replacing the overpass bridges and realigning the ramps and service roads to meet current design standards. This project has been determined to generate minimal air quality impacts for

Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

12. Due to their spatial and schedule proximity, STIP project I-5877 will be permitted with I-5878, I-5883, and I-5986. The four projects are expected to receive a single, phased, 404 Individual Permit.

14. According to the NCDOT *2005 Historic Bridge Inventory*, Harnett County bridge #420037 is eligible for the National Register of Historic Places under Criterion C. This 1957 prestressed concrete, I-beam bridge is technologically significant as one of the oldest applications of prestressed concrete in North Carolina, representing early efforts of the state bridge unit to make use of the economical and strong material first introduced for bridges in the United States during the early 1950s. The I-beams were an immediately successful, standardized unit that played a significant role in speeding construction, especially for the Interstate highway system. Prestressed concrete went on to become one of the dominant bridge-building materials of modern times. Project I-5877 will have an **adverse effect** on Harnett County bridge # 420037. The Effects Determination from the NC Historic Preservation Office (NC-HPO) is attached. The Advisory Council on Historic Preservation (ACHP) received notification regarding the adverse effects of the proposed project to Harnett County bridge #420037 and determined that their participation in the consultation to resolve adverse effects is not needed.

22. Access along I-95 will remain fully controlled. Project I-5877 will realign service roads that are directly connected to the I-95 ramps and change access control on these ramps to full control of access. Access will also be partially controlled along Bud Hawkins Rd. and Long Branch Rd. in the vicinity of the interchanges. On Bud Hawkins Rd, a 330-ft median will restrict left turns to the west of the I-95 southbound ramps, and the residence west of the ramps will be limited to a single driveway. On Long Branch Rd., access will be partially controlled for 770 ft. and 720 ft. with limited driveways and with 360-ft. and 250-ft. medians to the west and east, respectively.

28. A Traffic Noise Report (TNR) report was prepared for I-5877 in accordance with NCDOT's *Traffic Noise Manual* (October 2016, rev. January 2017). The TNR assessed traffic noise impacts and potential abatements for the project area per 23 CFR 772, NCDOT *Traffic Noise Policy* (October 2016), and *Traffic Noise Manual*. The purpose of NCDOT's noise policy is to describe the NCDOT process for determining traffic noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for noise abatement. In accordance with NCDOT's *Traffic Noise Policy*, zero (0) noise barriers of the nine (9) noise barriers evaluated in the TNR met NCDOT feasibility and reasonableness criteria. Therefore, noise barriers are not recommended. Additional noise analyses will not be necessary unless modifications or additions to proposed alternatives occur or changes to traffic volumes are predicted.

The principal construction activities associated with this project are expected to be earth removal, hauling, grading, and paving. General construction noise impacts, such as temporary speech interference for passers-by and those individuals living or working near the project, can be expected from these principal construction activities. Furthermore, construction noise impacts may occur due to the proximity of noise-sensitive receptors to project construction activities. All reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts. Such efforts may include, but are not limited to, appropriate scheduling of construction activities, noise attenuating measures on construction equipment, and a consistent and open public involvement program.

29. Farmland soils eligible for protection under the Farmland Protection Policy Act (FPPA) are present within the project footprint. Approximately 27 acres of Prime Farmland and

Farmland of Statewide Importance are expected to be converted to permanent transportation uses with the construction of I-5877. U.S. Department of Agriculture form NRCS-CPA-106 (attached) rates the farmland impacts of corridor projects. A total score of 139 out of 260 points was calculated for the I-5877 project. Based on this score, mitigation for farmland impacts is not anticipated. If a new location that is outside of the project footprint is considered, then NCDOT must reassess the impacts to farmlands.

## H. Project Commitments

**Harnett County**  
**I-95 Interchange Improvements at Exit 70 (SR 1811) and Exit 71 (SR 1001)**  
**Federal Project No. NHPP-0095(32)69**  
**WBS No. 53077.1.1**  
**TIP No. I-5877**

In addition to the standard Section 404 Individual Permit Conditions, any Section 404 Special Conditions, Regional Conditions, State Consistency Conditions, NCDOT's Guidelines for Best Management Practices for Protection of Surface Waters, General Certifications, and Section 401 Conditions of Certification the following special commitments have been agreed to by NCDOT:

**Division 6 Construction, Resident Engineer's Office – Offsite Detour**

In order to have time to adequately reroute school buses, Harnett County Schools Transportation will be contacted at (910) 893-3270 at least one month prior to road closure.

Harnett County Emergency Services will be contacted at (910) 893-7580 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Dunn Emergency Services will be contacted at (910) 892-1211 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

**Division 6 Construction, Resident Engineer's Office – Business and Agricultural Access**

To the extent feasibly possible, NCDOT will maintain access to business and agricultural parcels during construction.

**Division 6 Construction, Resident Engineer's Office – Construction Noise**

NCDOT will make all reasonable efforts to minimize construction noise exposure to sensitive receptors.

**Division 6 Construction, Resident Engineer's Office – Northern Long-eared Bat Compliance**

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 at: <https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>

**Traffic Control – Traffic Management Plan**

The Transportation Management Plan will include staggered closing of interchanges, advertisements of any closures and detour routes, and detour signage to mitigate construction related travel time and congestion impacts on emergency services.

**Roadway Design, Structure Design – Bike Accommodations**

Four-foot, paved shoulders will be provided along Long Branch Road to accommodate bicycle traffic. Four-foot offsets and bicycle-safe railings will be provided on the bridges (#420037 and #420057) to accommodate bicycle traffic.

**Division 6, Project Planning Engineer – Bicycle/Pedestrian Access During Construction**

The Project Planning Engineer will coordinate with NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian accommodation during construction.

**Division 6, Project Planning Engineer – Farmland Impacts**

If a new alignment outside of the project footprint is considered and selected, NCDOT will reassess farmland impacts.

**Division 6, Project Planning Engineer and Resident Engineer's Office - Coordination with Other Projects**



NCDOT will coordinate right-of-way, utilities, hydraulics, traffic control, permitting, and construction of I-5877 with NCDOT STIP projects I-5878, I-5883, and I-5986.

**Division 6, Division Environmental Officer – Mitigation**

The Division Environmental Officer will coordinate with the NC Department of Environmental Quality Division of Mitigation Services to arrange for stream and wetland mitigation of project impacts.

I. Categorical Exclusion Approval

STIP Project No.	<u>I-5877</u>
WBS Element	<u>53077.1.1</u>
Federal Project No.	<u>NHPP-0095(32)69</u>

Prepared By:

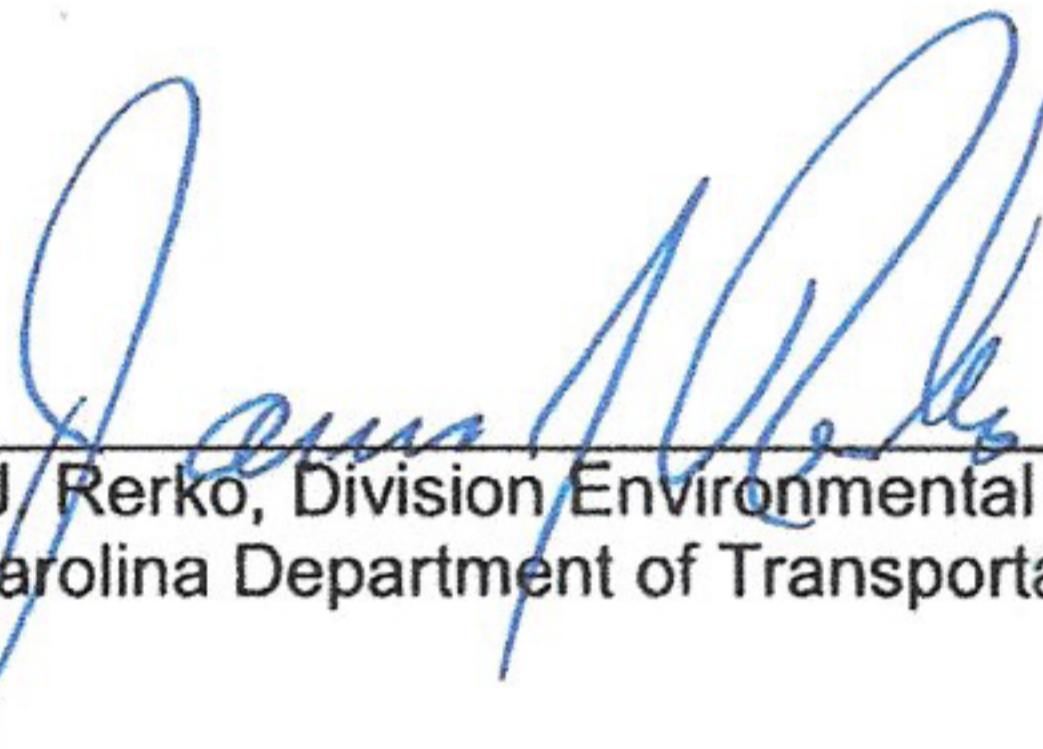
2-15-18  
Date

  
Emily Simone, Environmental Planner  
Michael Baker Engineering

Prepared For: North Carolina Department of Transportation

Reviewed By:

2-15-18  
Date

  
James J. Rerko, Division Environmental Officer  
North Carolina Department of Transportation

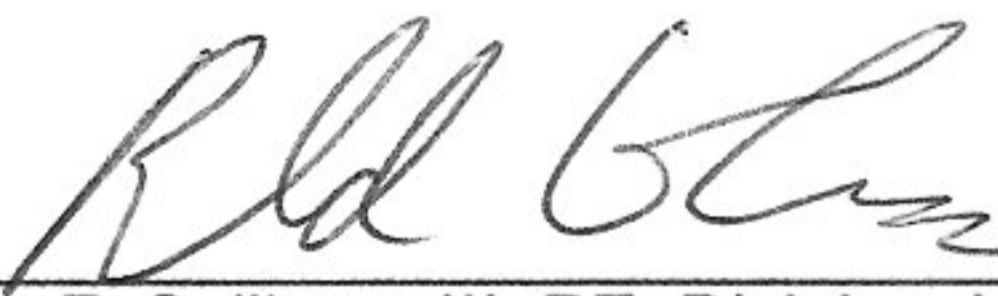
NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

2-15-18  
Date

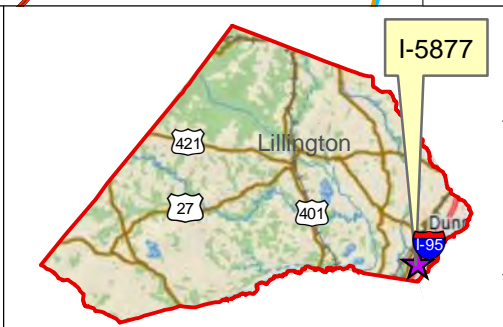
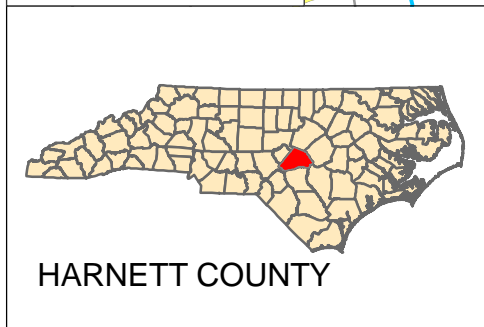
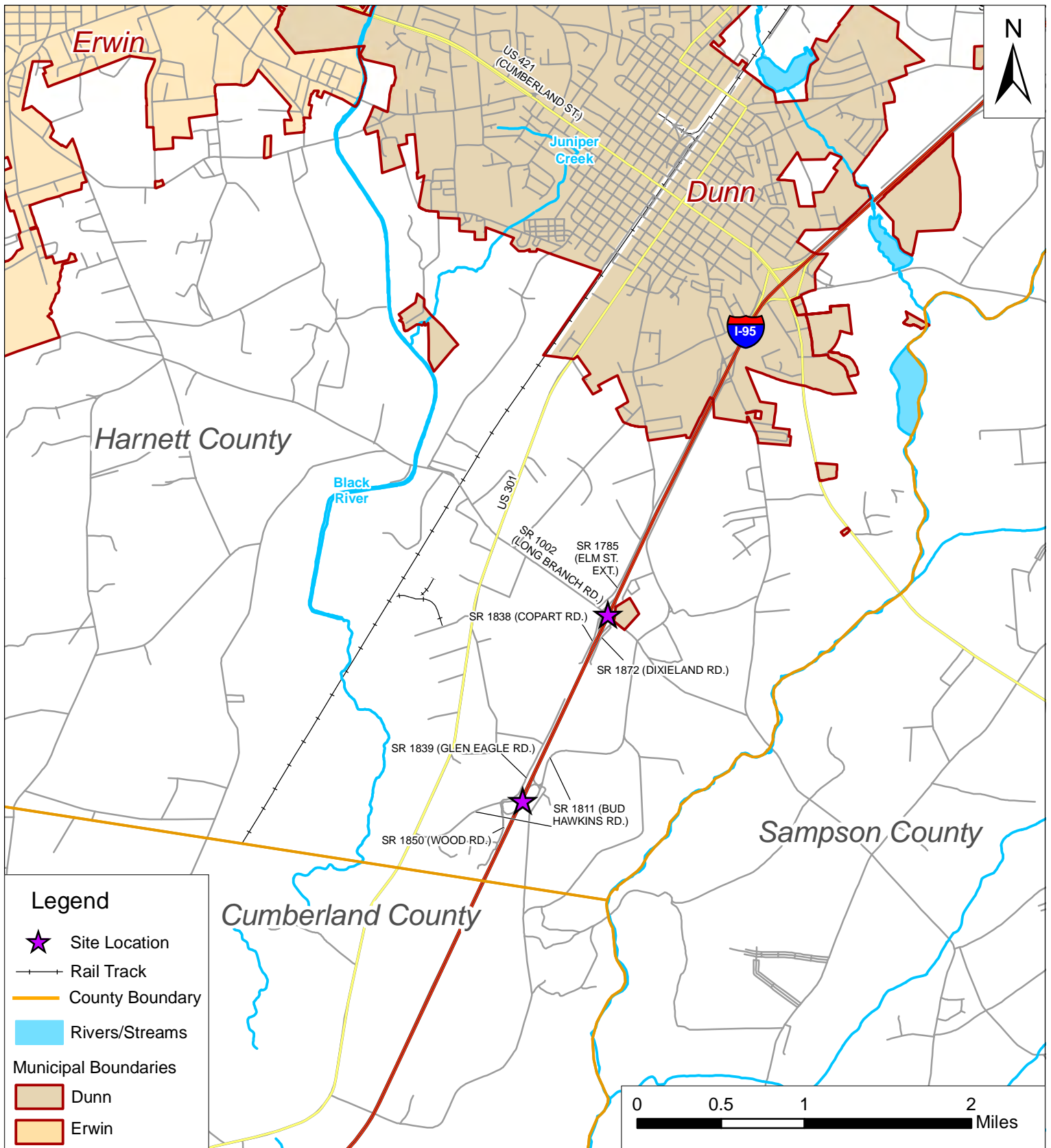
  
Greg Burns, PE  
North Carolina Department of Transportation


FHWA Approval:

2/16/18  
Date

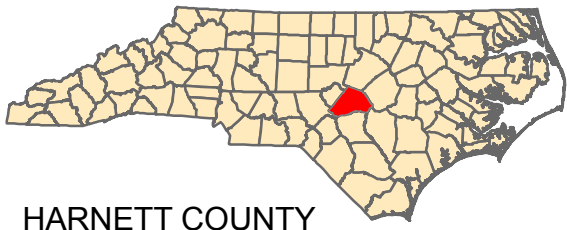
  
John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration



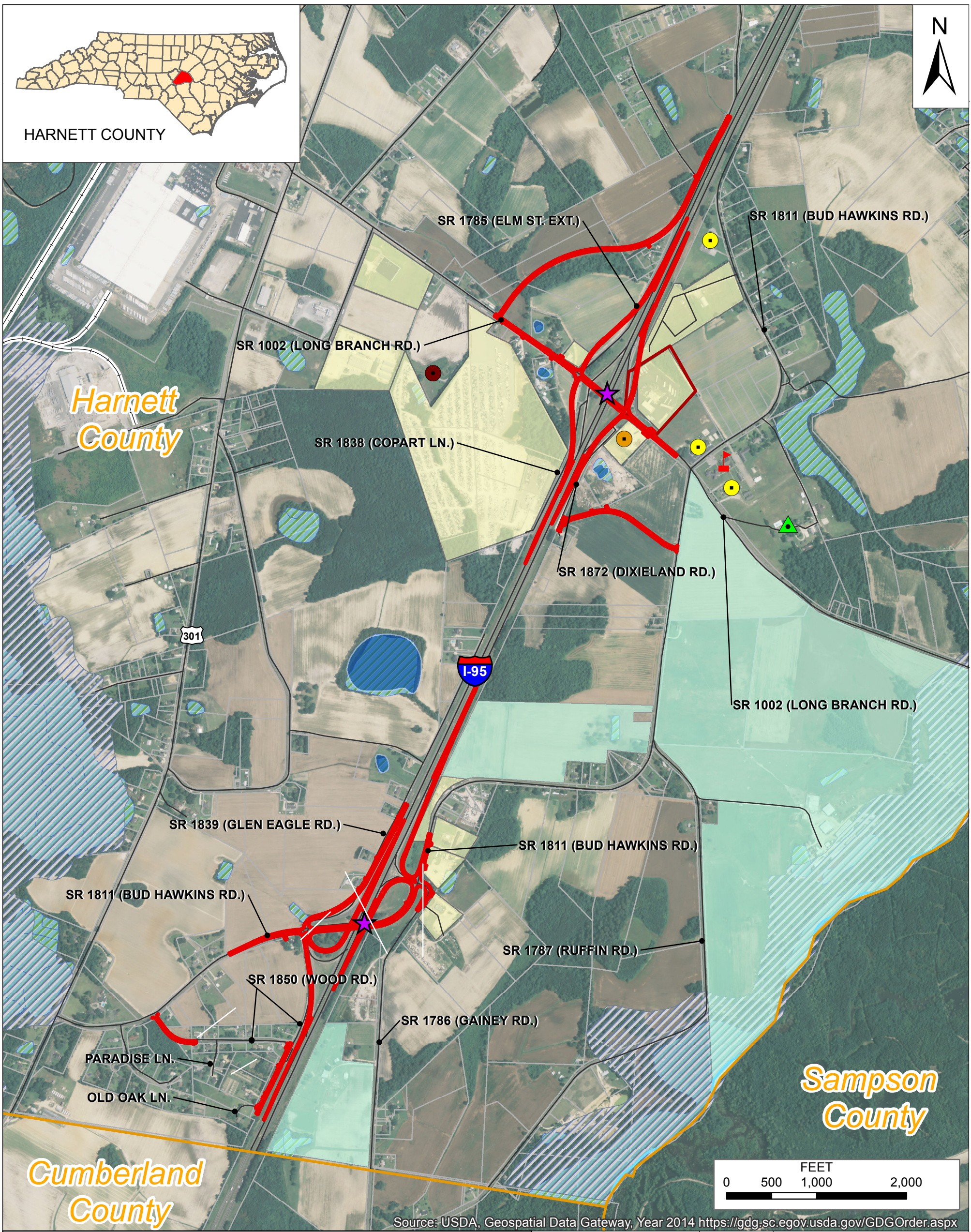


	<p>NC DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT</p>
	<p>IMPROVEMENTS AT I-95/SR 1811 (BUD HAWKINS RD.) INTERCHANGE (EXIT 70) AND I-95/SR 1002 (LONG BRANCH RD.) INTERCHANGE (EXIT 71) HARNETT COUNTY STIP PROJECT I-5877</p>
<p>VICINITY MAP FIGURE 1</p>	

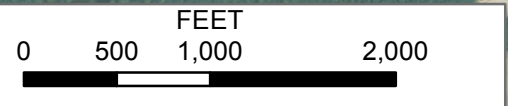




HARNETT COUNTY



Source: USDA, Geospatial Data Gateway, Year 2014 <https://gdg.sc.egov.usda.gov/GDGOrder.aspx>



**Legend**

- Site Location
- I-5877 Proposed Designs
- Bible College
- Cemetery
- Church
- Tower
- Youth Camp
- County Boundary
- Municipal Boundary
- Surface Water
- Business
- Pond
- Voluntary Agricultural District
- 100-Yr Flood Plain
- NWI Wetlands



NC DEPARTMENT OF  
TRANSPORTATION  
PROJECT DEVELOPMENT  
AND ENVIRONMENTAL  
ANALYSIS UNIT

IMPROVEMENTS AT I-95/SR 1811  
(BUD HAWKINS RD.) INTERCHANGE  
(EXIT 70) AND I-95/SR 1002  
(LONG BRANCH RD.) INTERCHANGE  
(EXIT 71)  
HARNETT COUNTY  
STIP PROJECT I-5877



NORTH CAROLINA DIVISION  
 FINAL NATIONWIDE SECTION 4(f) EVALUATION AND APPROVAL  
 FOR FEDERALLY AIDED HIGHWAY PROJECTS  
 THAT NECESSITATE THE USE OF HISTORIC BRIDGES

F. A. Project      NHPP-01095(32)69  
 W.B.S. No.        53077.1.1  
 TIP No.            I-5877

**Description:**

Bridge number 420037 in Harnett County is scheduled to be replaced by a new structure located south of the existing bridge. The existing bridge is structurally deficient due to inferior deck condition. The bridge is also under height and will not accommodate the future widening of I-95.

Bridge number 420037 was built in 1957 when I-95 was a two-lane road. The bridge is one of North Carolina's first generation of prestressed concrete, stringer/multi-beam bridges, which paired existing stringer-bridge technology with prestressed concrete. Bridge number 420037 is a skewed, 241-foot-long structure with four, prestressed concrete, I-beam spans. NCDOT's 2005 *Historic Bridge Inventory* resulted in a determination of eligibility for Harnett County bridge #420037 under Criterion C of the NRHP criteria.

- |   | <u>Yes</u>               | <u>No</u>                |
|---|--------------------------|--------------------------|
| 1. Is the bridge to be replaced or rehabilitated with Federal funds?  | <u>X</u>                 | <input type="checkbox"/> |
| 2. Does the project require the use of a historic bridge structure which is on or eligible for listing on the National Register of Historic Places?   | <u>X</u>                 | <input type="checkbox"/> |
| 3. Is the bridge a National Historic Landmark?  | <input type="checkbox"/> | <u>X</u>                 |
| 4. Has agreement been reached among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA)? | <u>X</u>                 | <input type="checkbox"/> |

ALTERNATIVES CONSIDERED AND FOUND NOT TO BE FEASIBLE AND PRUDENT

The following alternatives were evaluated and found not to be feasible and prudent:

1. Do nothing

Does the "do nothing" alternative:

(a) correct the problem situation that caused the bridge to be considered deficient?

<u>Yes</u>	<u>No</u>
<input type="checkbox"/>	<u>X</u>

(b) pose serious and unacceptable safety hazards?

<u>X</u>	<input type="checkbox"/>
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2. Build a new structure at a different location without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

(i) The present bridge has already been located at the only feasible and prudent site

and/or (ii) Adverse social, environmental, or economic impacts were noted

and/or (iii) Cost and engineering difficulties reach extraordinary magnitude

and/or (iv) The existing bridge cannot be preserved due to the extent of rehabilitation, because no responsible party will maintain and preserve the historic bridge, or the permitting authority requires removal or demolition.

3. Rehabilitate the historic bridge without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

(i) The bridge is so structurally

deficient that it cannot be rehabilitated to meet the acceptable load requirements and meet National Register criteria

and/or (ii) The bridge is seriously deficient geometrically and cannot be widened to meet the required capacity and meet National Register criteria

MINIMIZATION OF HARM

- |   | <u>Yes</u> | <u>No</u>                |
|---|------------|--------------------------|
| 1. The project includes all possible planning to minimize harm.   | X          | <input type="checkbox"/> |
| 2. Measures to minimize harm include the following: (circle, as appropriate)  |            |                          |
| a. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.  |            |                          |
| b. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be removed or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge. |            |                          |
| c. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.  |            |                          |
| d. For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project.  |            |                          |
| 3. Specific measures to minimize harm are discussed below:  |            |                          |
| None  |            |                          |

Note: Any response in a box requires additional information prior to approval. Consult Nationwide 4(f) evaluation.



COORDINATION

The proposed project has been coordinated with the following (attach correspondence):

- a. State Historic Preservation Officer   X
- b. Advisory Council on Historic Preservation   X
- c. Local/State/Federal Agencies   X
- d. US Coast Guard       
(for bridges requiring bridge permits)

SUMMARY AND APPROVAL

The project meets all criteria included in the programmatic 4(f) evaluation approved on July 5, 1983.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

There are no feasible and prudent alternatives to the use of the historic bridge. The project includes all possible planning to minimize harm, and there are assurances that the measures to minimize harm will be incorporated in the project.

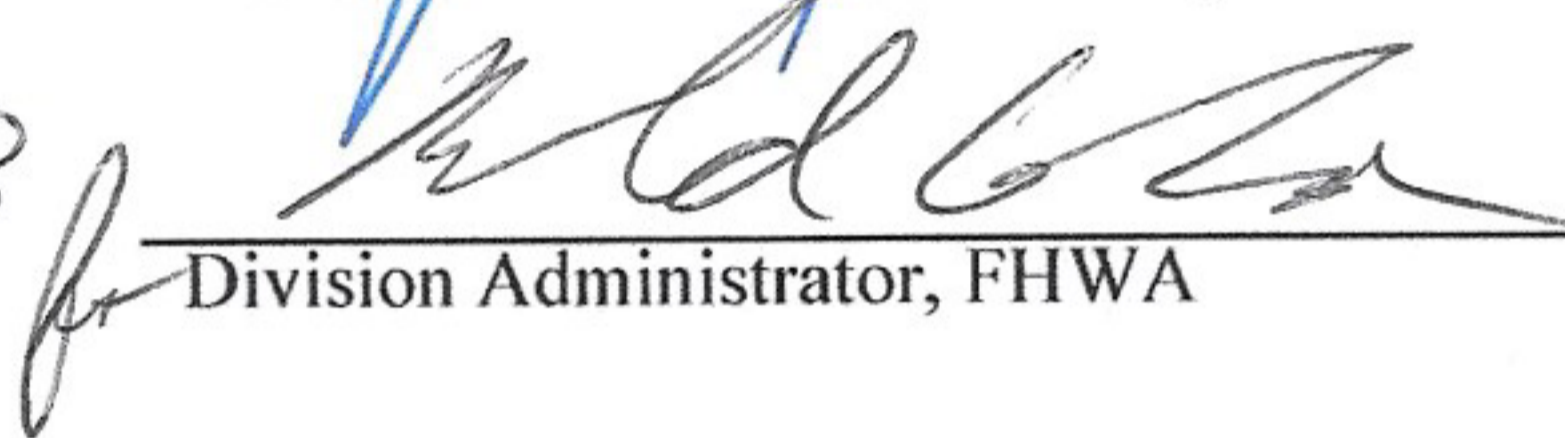
All appropriate coordination has been successfully completed.

Approved:

2-15-18  
Date

  
\_\_\_\_\_  
Division Environmental Officer, NCDOT Division 6

2/16/18  
Date

  
\_\_\_\_\_  
Division Administrator, FHWA



16-04-0029



## 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

<b>Project No:</b>	I-5877	<b>County:</b>	Harnett
<b>WBS No.:</b>	53077.1.1	<b>Document Type:</b>	CE
<b>Fed. Aid No:</b>	NHPP-0095(32)69	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	unlikely
<b><u>Project Description:</u></b> I-95 Interchange improvements at Exits 70 and 71.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<b><u>Description of review activities, results, and conclusions:</u></b> Survey conducted by architectural historians in 2017. Eligibility report reviewed by HPO and on November 1, 2017 and they concurred that Harnett Bridge No. 37 is the only eligible property within the APE.
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### ASSESSMENT OF EFFECTS

<b>Property Name:</b>	Harnett Bridge 37	<b>Status:</b>	DE
<b>Survey Site No.:</b>	None assigned	<b>PIN:</b>	N/A
<b>Effects</b> <input type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input checked="" type="checkbox"/> Adverse Effect			

**Explanation of Effects Determination:**

Harnett Bridge No. 37 will be demolished and replaced as a result of this project.

**List of Environmental Commitments:**

**FHWA Intends to use the State Historic Preservation Office's concurrence as a basis for a "de minimis" finding for the following properties, pursuant to Section 4(f):**

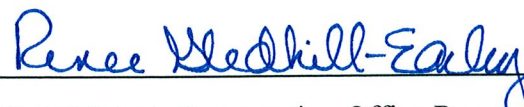
**SUPPORT DOCUMENTATION**

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

**FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE**

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

 \_\_\_\_\_ 11/15/2017  
NCDOT Architectural Historian Date

 \_\_\_\_\_ 11.15.17  
State Historic Preservation Office Representative Date

 \_\_\_\_\_ 11-15-17  
Federal Agency Representative Date

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request <b>November 16, 2017</b>	4. Sheet 1 of <u>1</u>
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1. Name of Project <b>I-5877 - I-95 Interchange Project - Exit 70 &amp; 71</b>	5. Federal Agency Involved <b>FHWA</b>
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2. Type of Project <b>Transportation</b>	6. County and State <b>Harnett Co, NC</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS <b>November 16, 2017</b>	2. Person Completing Form <b>Milton Cortes NRCS NC</b>
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3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size none   150 acres
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5. Major Crop(s) <b>CORN</b>	6. Farmable Land in Government Jurisdiction Acres: <b>327,789 acres</b> % <b>85 %</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>239,3045 acres</b> % <b>75%</b>
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8. Name Of Land Evaluation System Used <b>Harnett Co. NC LESA</b>	9. Name of Local Site Assessment System <b>N/A</b>	10. Date Land Evaluation Returned by NRCS <b>November 20, 2017; by eMail</b>
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<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>28.9</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	<b>28.9</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>25.20</b>			
B. Total Acres Statewide And Local Important Farmland	<b>1.8</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.0113</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>49%</b>			

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>				
	<b>84</b>			

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	12			
2. Perimeter in Nonurban Use	10	4			
3. Percent Of Corridor Being Farmed	20	10			
4. Protection Provided By State And Local Government	20	20			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	2			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	2			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	84	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	55	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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