

## Type III Categorical Exclusion Action Classification Form

STIP Project No.	<b>I-5879</b>
WBS Element	<b>53079.1.1</b>
Federal Project No.	<b>NHPP-0095(6)24</b>

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to improve the I-95 interchange at SR 1528 (Carthage Road) (Exit 19) in Lumberton, Robeson County.

B. Description of Need and Purpose:

Need:

The existing bridge (#770148) was constructed in 1955 when I-95 was a two-lane road. The bridge is functionally obsolete, structurally deficient, and under height. The length of the bridge does not allow for the anticipated future widening of I-95 to eight lanes. In addition, access roads along I-95 have direct connections to I-95 exit/entrance ramps.

Purpose:

Improve interchange and associated bridge at I-95 and SR 1528 (Carthage Rd.) and at I-95 to meet current AASHTO and NCDOT standards and allow for future I-95 widening projects.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements – NCDOT STIP project I-5879 proposes to improve the I-95 interchange with Carthage Road at Exit 19, located in Lumberton, Robeson County, NC (see Figure 1). As part of this project:

- The overpass bridge (#770148) will be replaced.
- The on- and off-ramps will be realigned to meet current AASHTO standards
- SR 1590 (Capuano Street) and SR 1586 (Lackey Street) will be realigned to sever direct connections to the ramps and allow for ramp realignments (see Figure 2).
- Roundabouts will be installed at the eastern and western intersections of the I-95 ramps and Carthage Road. The eastern roundabout will include Capuano Street to minimize project impacts.
- Pedestrian and bicycle accommodations will be added through the project area

E. Special Project Information:

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 Nationwide Permit 14 and a DWR 401 Certification for STIP project I-5879. The estimated stream and wetland impacts are

145 linear feet and 0.186 acres from the I-5879 project, based on construction limits with a 25-foot buffer.

### Bicycle and Pedestrian Facilities

Pedestrian and bicycle accommodations will be added in one of the following forms: 1) four-foot paved shoulders/offsets; 2) four-foot paved shoulder/four-foot offsets and sidewalks; or 3) a multiuse path. NCDOT is coordinating with the City of Lumberton to determine the final level of pedestrian and bicycle accommodations through the project area.

### Detours During Construction

The proposed interchange involves the replacement of the bridge over I-95. The overpass bridge and I-95 ramps will be closed during construction. It is expected that the closures will not exceed six months and that the ramps will remain open as long as possible.

During the closures, local traffic will follow offsite detours. Traffic on the west side of I-95 will head west on Carthage Road, north on (SR 1531) Clyborn Church Road, and east on NC 211 (N. Roberts Road) to reach I-95 for a distance of about 3.4 miles. This route would be reversed to reach Carthage Road on the west side of I-95 from the interstate. Traffic on the east side of I-95 will head east on Carthage Road, south on SR 1536 (Water Street), west on SR 1600 (W. 5<sup>th</sup> Street), and west on NC 72 to I-95 for a distance of about 3.8 miles. This route would be reversed to reach Carthage Road on the east side of I-95 from the interstate.

Public Schools of Robeson County buses, local Emergency Medical Services (EMS) and other first responders, and South East Area Transit System (SEATS) buses regularly use this interchange and have expressed some concern about construction closures, detours, and additional travel/response times. To address these concerns, NCDOT will notify Public Schools of Robeson County Transportation, Robeson County Emergency Management, Robeson County Sheriff's Department, SEATS, and City of Lumberton Emergency Services Department of closures and detour routes.

The land uses surrounding the interchanges are commercial, agricultural, recreational, 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 interchange rely on customers who reach the establishment from I-95. All detour routes and closures will be adequately signed and advertised.

### Public Involvement

A Design Public Meeting was held at the Bill Sapp Recreation Center on August 28, 2018 for STIP project I-5879. More than 75 people attended. Public comments about STIP project I-5879 were related to:

- Right-of-way and access impacts to individual parcels and businesses, including altered access, visibility, loss of parking spaces, loss of property value, increased crime
- Suggestions on the alignments of ramps and service roads
- Suggestions for traffic signals
- Construction road/interchange closures and detours
- Need for bicycle and pedestrian accommodations on bridge
- Desire for aesthetic enhancements to the bridge

- Concerns about raising I-95 to prevent future flooding and clearance under the proposed overpass bridge on Carthage Road

In response to these comments, NCDOT is examining options to minimize impacts to businesses. Measures will likely include shifting the alignment of some service roads, increasing driveway widths, and installing Jersey barriers and/or retaining walls to minimize right-of-way impacts.

**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 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 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 type="checkbox"/>	<input checked="" 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 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 Robeson County.

6. The proposed realignment of Capuano Street is anticipated to permanently impact the PC Brooks Playlot, a public park under the jurisdiction of the City of Lumberton. For federally funded projects, public parks and recreation facilities are afforded special protection under Section 4(f) of the USDOT Act (recodified in 49 U.S.C. § 303 and 23 U.S.C. § 138) and Section 6009(a) of SAFETEA-LU (23 CFR 774). It is estimated that approximately 653 square feet (ft<sup>2</sup>) of permanent right-of-way and an additional 108 ft<sup>2</sup> of temporary construction easement will be required from the northwest corner of the playlot to allow for the realignment of Capuano Street and the proposed future widening of I-95. Impacts are anticipated to the existing fencing and landscaping in this portion of the park. Direct impacts to the playground equipment are not expected.

After evaluating the preliminary designs, officials with the City of Lumberton determined that the improvements associated with STIP project I-5879 would not adversely affect the activities, features, or attributes that qualify the PC Brooks Playlot for protection under Section 4(f). NCDOT notified the City of Lumberton that FHWA intends to utilize their agreement that the project will not adversely affect the activities, features, and attributes of the PC Brooks Playlot as the basis of a *de minimis* finding. Documentation of this communication is provided as an attachment. The Federal Highway Administration (FHWA) has made a *de minimus* finding regarding impacts to the PC Brooks Playlot, thus satisfying the requirements under Section 4(f).

8. The purpose of this project is to improve the interchange of I-95 and Exit 19 (Carthage Road) in Robeson County by replacing the overpass bridge 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.

16. Robeson County is a participant in the Federal Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Portions of this project (the western portion of Carthage Road, southern I-95 ramps) occur within a Flood Hazard Zone, designated as Zone AE, for which the 100-year base flood elevations and corresponding regulatory floodway have been established, and Zone X, for which the 500-year base flood elevations. The Hydraulic Unit will coordinate with FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. If required, the Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion certifying the project was built as shown on the construction plans.

19. Portions of the Lumber River located south and southeast of STIP project I-5879 are designated as a state-managed national wild and scenic river under Section 2(a)(ii) of the national Wild and Scenic Rivers Act. The portion of the river that is adjacent to the I-5879 project is classified as recreational because it offers outstanding recreational and scenic values and is largely free of impoundments. NCDOT STIP project I-5879 is expected to have temporary impacts the Lumber River. The southern limits of ramp construction along the I-95 mainline end before reaching the I-95 bridges over the Lumber River. The proposed I-95 northbound off-ramp at Exit 19 is adjacent to a bend in the Lumber River along its eastern side. NCDOT has avoided permanent impacts in this area: no new right-of-way is required in this area, the fill ends before the river, and a retaining wall will be installed to avoid any permanent impacts to the waters of the Lumber River. Temporary construction impacts are possible.

22. NCDOT STIP project proposes some changes in access control. The direct connection between Capuano Street and the I-95 northbound on-ramp will be severed. The ramp will have total control of access. Most properties along Carthage Road and Capuano Street within the construction limits will be restricted to one driveway per parcel. In addition, a median will be added to Carthage Road to eliminate left-turning movements for approximately 160 feet east of the eastern roundabout. Changes in access control were presented at the public meeting. Several public comments were received about changes in

access control. Most of the commenters expressed concern about impacts to the BP station due to access changes along Carthage Road. NCDOT is investigating ways to minimize right-of-way impacts to the BP station and maintain access for I-95 traffic to the station from Capuano Street.

28. *Traffic Noise Report: Improve I-95 Interchange at SR 1528 (Carthage Road), Lumberton, Robeson County* (Michael Baker Engineering for NCDOT Environmental Analysis Unit, October 2018) was prepared for NCDOT STIP Project I-5879 and serves as the source of information presented below.

A traffic noise evaluation was performed that preliminarily identified two (2) noise barriers meeting the feasible and reasonable criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, the federal/state governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion (CE).

### Traffic Noise Impacts

The maximum number of receptors predicted to become impacted by future traffic noise under the Build scenario is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels.

**Table 1. Predicted Traffic Noise Impacts\***

Alternative	Traffic Noise Impacts			Total
	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	
Build	14	15	0	29

\*Per TNM 2.5 and in accordance with 23 CFR Part 772

### Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following table summarizes the results of the evaluation.

**Table 2. Preliminary Noise Barrier Evaluation Results for Build Alternative**

<b>Noise Barrier Location</b>	<b>Length/Height (feet)</b>	<b>Square Footage</b>	<b>Number of Benefited Receptors</b>	<b>Square Feet per Benefited Receptor/ Allowable Square Feet per Benefited Receptor</b>	<b>Preliminarily Feasible and Reasonable (Likely) for Construction<sup>1</sup></b>
NSA 1/NW 1	1,952	22,677	12	1,890/ 2,000	Yes
NSA 1/NW 2	1,700	23,101	4	5,775/ 1,500	No
NSA 2/NW 3	900	10,499	13	808/ 1,500	Yes
NSA 2/NW 4	721	7,956	2	3,978/ 1,500	No
NSA 3/NW 5	1,318	19,023	5	3,805/ 1,500	No

<sup>1</sup>The likelihood for barrier construction is preliminary and subject to change, pending completion of final design and the public involvement process.



## H. Project Commitments

**Robeson County**  
**I-95 Interchange Improvements at SR 1528 (Carthage Road) (Exit 19)**  
**Federal Project No. NHPP-0095(6)24**  
**WBS No. 53079.1.1**  
**TIP No. I-5879**

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, Public Schools of Robeson County Transportation will be contacted at (910) 739-4743 at least one month prior to road closure.

Robeson County Sheriff's Department will be contacted at (910) 671-3100 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Robeson County Emergency Management will be contacted at (910) 671-3150 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

Robeson County South East Area Transit System (SEATS) will be contacted at (910) 618-5679 at least one month prior to road closure to make the necessary temporary reassignments to primary response routes.

City of Lumberton Emergency Services will be contacted at (910) 671-3800 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 advertisements of any closures and detour routes, as well as detour signage to mitigate construction related travel time and congestion impacts on emergency services.

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

NCDOT and the City of Lumberton are collaborating to determine the appropriate level of bicycle accommodations on Carthage Road. Other options are under consideration, but a minimum of four-foot offsets and bicycle-safe railings will be provided on the bridge (#770148) 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, 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.

**Hydraulic Unit – Letters of Map Revision**

The Hydraulic Unit will coordinate with FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for this project. If required, the Division will submit sealed as-built construction plans to the Hydraulic Unit upon project completion certifying the project was built as shown on the construction plans.

I. Categorical Exclusion Approval

STIP Project No.	<u>I-5879</u>
WBS Element	<u>53079.1.1</u>
Federal Project No.	<u>NHPP-0095(6)24</u>

**Prepared By:**

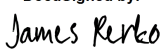
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Date

  
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Emily N. Simone, Environmental Planner  
Michael Baker Engineering, Inc.

**Prepared For:** North Carolina Department of Transportation, Division 6

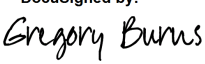
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Date

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

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

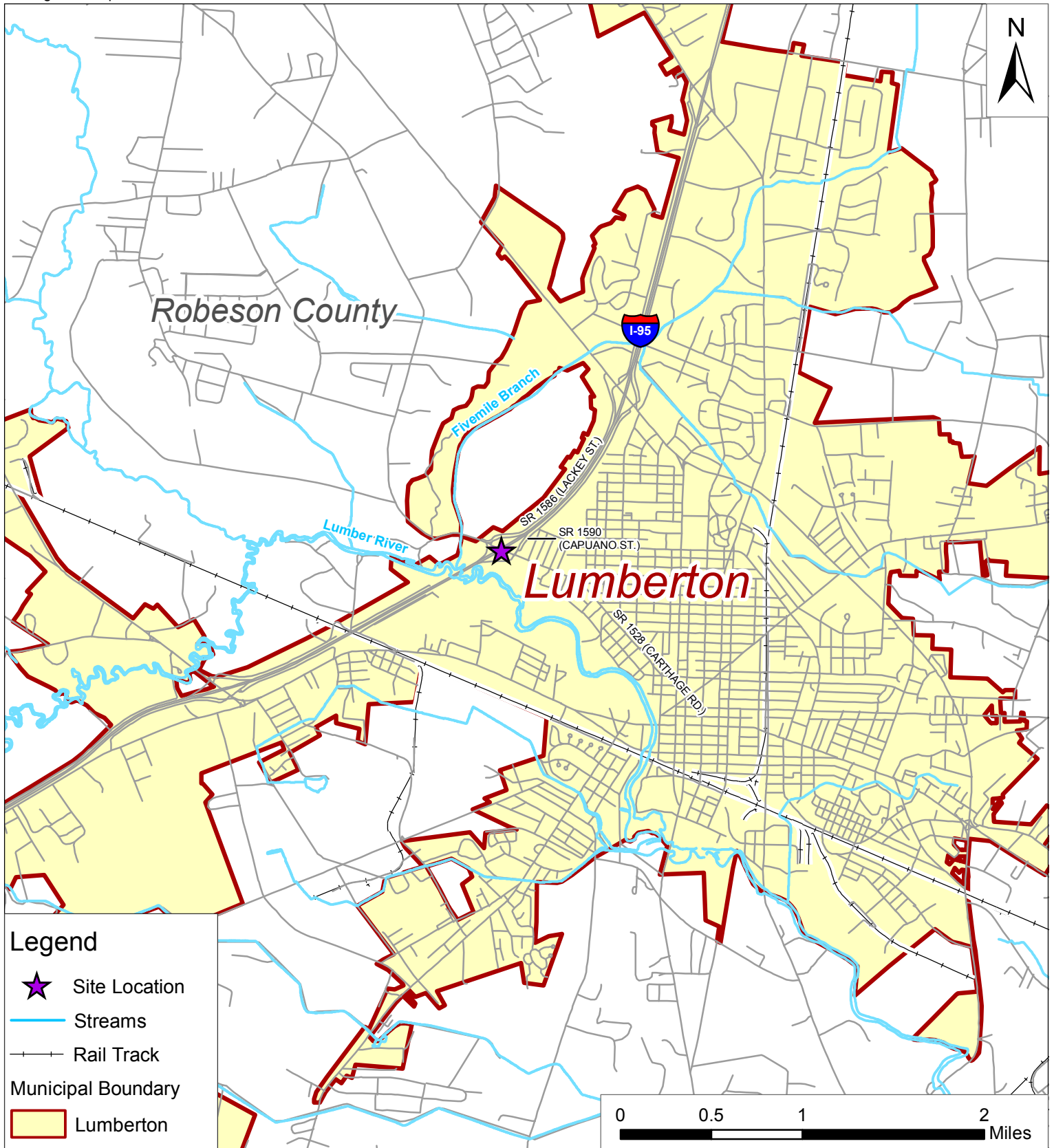
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Greg Burns, PE  
North Carolina Department of Transportation






**FHWA Approval:**

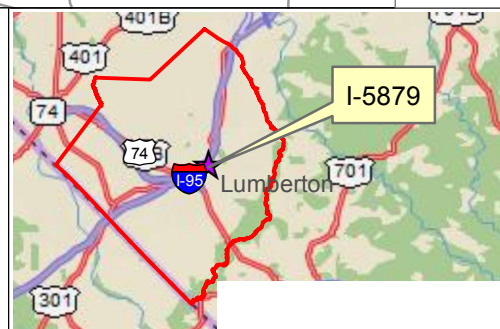
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John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

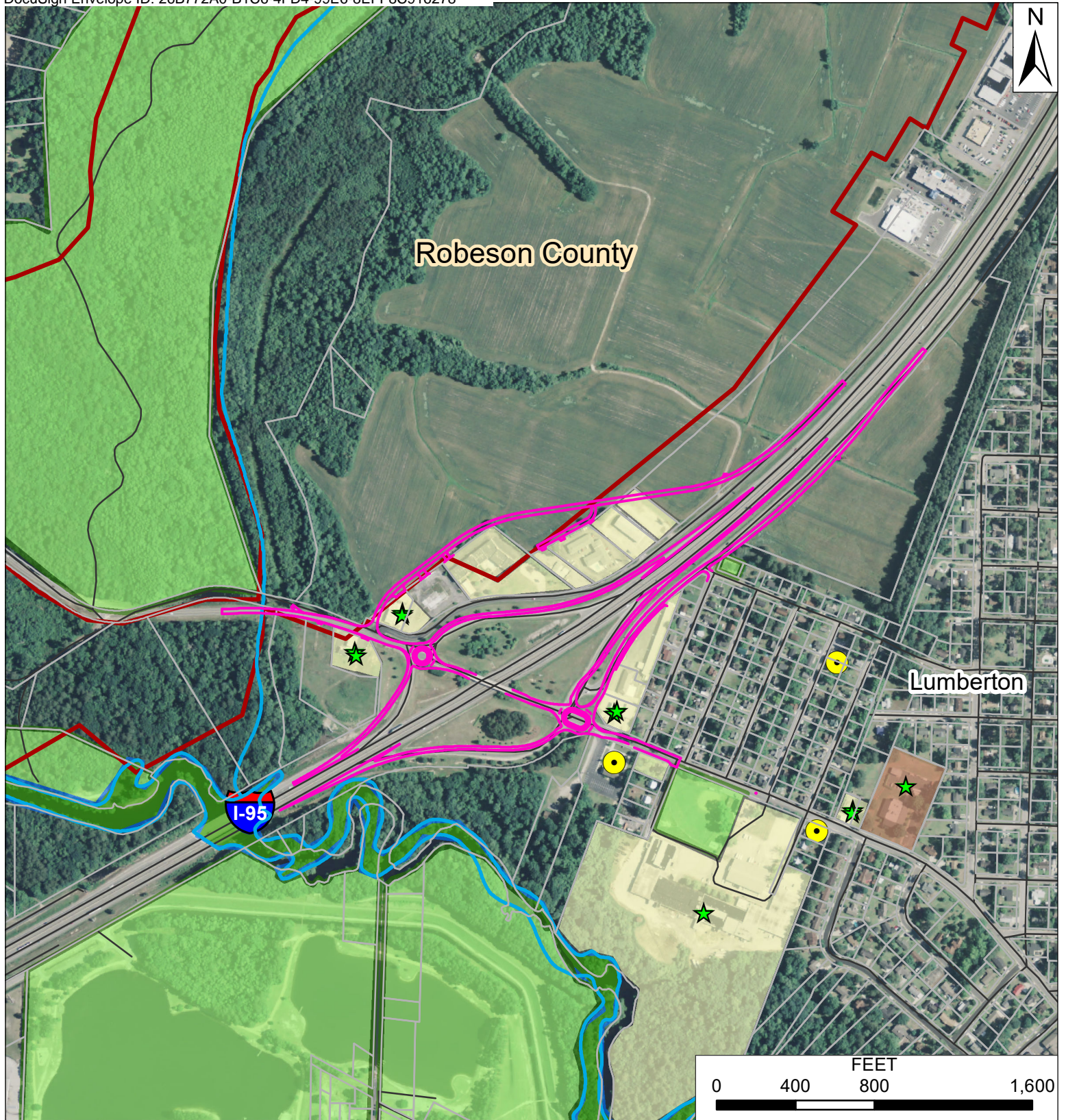


**Legend**

-  Site Location
-  Streams
-  Rail Track
-  Municipal Boundary
-  Lumberton

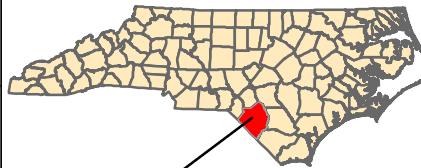


	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION</p>
	<p>IMPROVEMENTS AT I-95/SR 1528 (CARTHAGE RD.) INTERCHANGE (EXIT 19) ROBESON COUNTY STIP PROJECT I-5879</p>
<p>VICINITY MAP FIGURE 1</p>	



**Legend**

- I-5879 Proposed Designs
- Church
- ★ Potential Hazardous Materials Site
- Commercial Property
- Army
- Lumberton Municipal Boundary
- State Park
- City Park
- Surface Water
- Roads
- Railroads



Robeson County



NC DEPARTMENT OF  
TRANSPORTATION  
PROJECT DEVELOPMENT  
AND ENVIRONMENTAL  
ANALYSIS UNIT

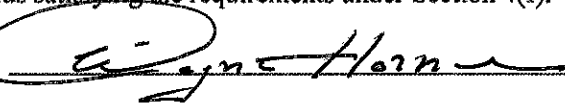
IMPROVEMENTS AT I-95/  
SR 1528 (CARTHAGE RD.)  
INTERCHANGE (EXIT 19)  
ROBESON COUNTY  
STIP PROJECT I-5879

FIGURE 2:  
PROPOSED DESIGN PLANS

The North Carolina Department of Transportation (NCDOT) has coordinated with the City of Lumberton (City) regarding the effects of State Transportation Improvement Program (STIP) project I-5879 (I-95 Exit 19 Interchange Improvements with Carthage Road, Lumberton) on a public park under the jurisdiction of the City.

After evaluating the project's preliminary designs, the City finds the impacts from the proposed project would not adversely affect the activities, features, or attributes of the PC Brooks Playlot, located on W. 24<sup>th</sup> Street in Lumberton. The City would concur with a Federal Highway Administration (FHWA) finding of a *de minimus* use relative to this property.

As the official with jurisdiction over the PC Brooks Playlot, located on W. 24<sup>th</sup> Street in Lumberton, NC, I concur with the determination that the improvements associated with STIP project I-5879 would not adversely affect the activities, features, or attributes that qualify the PC Brooks Playlot for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimus* finding regarding impacts to the PC Brooks Playlot, thus satisfying the requirements under Section 4(f).

Signature:  \_\_\_\_\_

Name: Wayne Horne

Title: City Manager

Date: 10/1/2018