

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.      **I-5308**  
State Project No.    47031.1.FS1  
Federal Project No.  NHPP-095-1(93)16

A.    Project Description:

Pavement and bridge deck rehabilitation and replacement of access control fencing on I-95 from mile marker 16 to mile marker 22 in Robeson County. In addition to the resurfacing of I-95, the decks of bridge numbers 144 and 145, carrying I-95 over the CSX Railroad and bridge numbers 146, carrying I-95 over the Lumber River, will be prepared by scarification and hydro-demolition and overlain with latex modified concrete. The deck of bridge number 147 which carries I-95 over the Lumber River will be shot blasted and receive an epoxy overlay.

B.    Purpose and Need:

The purpose of the proposed project is to resurface I-95 from mile marker 16 to mile marker 24. The asphalt is considerably worn and there are cracks showing along much of the project. Control access fencing along the project is also badly deteriorated.

C.    Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

- 1.    Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
  - a.    Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
  - b.    Widening roadway and shoulders without adding through lanes
  - c.    Modernizing gore treatments
  - d.    Constructing lane improvements (merge, auxiliary, and turn lanes)
  - e.    Adding shoulder drains
  - f.    Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
  - g.    Providing driveway pipes
  - h.    Performing minor bridge widening (less than one through lane)
  - i.    Slide Stabilization
  - j.    Structural BMP's for water quality improvement
  
- 2.    Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
  - a.    Installing ramp metering devices
  - b.    Installing lights
  - c.    Adding or upgrading guardrail
  - d.    Installing safety barriers including Jersey type barriers and pier protection
  - e.    Installing or replacing impact attenuators

- f. Upgrading medians including adding or upgrading median barriers
- g. Improving intersections including relocation and/or realignment
- h. Making minor roadway realignment
- i. Channelizing traffic
- j. Performing clear zone safety improvements including removing hazards and flattening slopes
- k. Implementing traffic aid systems, signals, and motorist aid
- l. Installing bridge safety hardware including bridge rail retrofit

3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

- a. Rehabilitating, reconstructing, or replacing bridge approach slabs
- b. Rehabilitating or replacing bridge decks
- c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
- d. Replacing a bridge (structure and/or fill)

4. Transportation corridor fringe parking facilities.

5. Construction of new truck weigh stations or rest areas.

6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

7. Approvals for changes in access control.

8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may

be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

E. Special Project Information: (Include Environmental Commitments and Permits Required.)

See attached list of environmental commitments (green sheets).

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u>X</u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u>      </u>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u>X</u>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u>X</u>	<input type="checkbox"/>
(5) Will the project require the use of U. S. Forest Service lands?	<input type="checkbox"/>	<u>X</u>
(6) Will the quality of adjacent water resources be adversely impacted by proposed construction activities?	<input type="checkbox"/>	<u>X</u>
(7) Does the project involve waters classified as Outstanding Water Resources (OWR) and/or High Quality Waters (HQW)?	<input type="checkbox"/>	<u>X</u>
(8) Will the project require fill in waters of the United States in any of the designated mountain trout counties?	<input type="checkbox"/>	<u>X</u>
(9) Does the project involve any known underground storage tanks (UST's) or hazardous materials sites?	<input type="checkbox"/>	<u>X</u>
 <u>PERMITS AND COORDINATION</u>		
(10) If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)?	<input type="checkbox"/>	<u>X</u>
(11) Does the project involve Coastal Barrier Resources Act resources?	<input type="checkbox"/>	<u>X</u>
(12) Will a U. S. Coast Guard permit be required?	<input type="checkbox"/>	<u>X</u>
(13) Will the project result in the modification of any existing regulatory floodway?	<input type="checkbox"/>	<u>X</u>

	<u>YES</u>	<u>NO</u>
(14) Will the project require any stream relocations or channel changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

	<u>YES</u>	<u>NO</u>
(15) Will the project induce substantial impacts to planned growth or land use for the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(16) Will the project require the relocation of any family or business?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor?	<u>N/A</u>	<input type="checkbox"/>
(19) Will the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(20) Will the project substantially alter the usefulness and/or land use of adjacent property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(22) Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(23) Is the project anticipated to cause an increase in traffic volumes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(25) If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility?	<u>N/A</u>	<input type="checkbox"/>
(26) Is there substantial controversy on social, economic, or environmental grounds concerning the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |  | <u>YES</u>                          | <u>NO</u>     |
|--|-------------------------------------|---------------|
| (28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?  | <input type="checkbox"/>            | <u>X</u>      |
| (29) Will the project affect any archaeological remains which are important to history or pre-history?   | <input type="checkbox"/>            | <u>X</u>      |
| (30) Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/>            | <u>X</u>      |
| (31) Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended?  | <input type="checkbox"/>            | <u>X</u>      |
| (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers?   | <input checked="" type="checkbox"/> | <u>      </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E  
(Discussion regarding all unfavorable responses in Part E should be provided below. Additional supporting documentation may be attached, as necessary.)

Suitable habitat for Michaux's sumac is present in the study area along roadside shoulders and edges of maintained open areas. Surveys were conducted throughout areas of suitable habitat during the survey window (September 4-5, 2014). No individuals of the species were noted in the study area. A review of NCNHP records, updated April 14, 2014, indicates no known Michaux's sumac occurrences within one mile of the study area. It is anticipated the proposed project will have "no effect" on Michaux's sumac.

The subject section of I-95 crosses a portion of the Lumber River designated a National Wild and Scenic River. However, the proposed project will have no adverse effect on the Lumber River. Project construction at this crossing involves scarification and hydro-demolition of bridge deck 146 which will then be overlain with latex modified concrete. Bridge deck 147 will be prepared by shotblasting and will then receive an epoxy overlay system. The project contractor will take special care to insure no runoff from bridge demolition activities enters the Lumber River. The contractor must seal deck drains prior to beginning deck surface preparation and must collect, treat and dispose of run-off water from the hydro-demolition process.

G. CE Approval

TIP Project No. **I-5308**  
State Project No. 47031.1.FS1  
Federal-Aid Project No. NHPP-095-1(93)16


Project Description:


Pavement and bridge deck rehabilitation and replacement of access control fencing on I-95 from mile marker 16 to mile marker 22. Robeson County

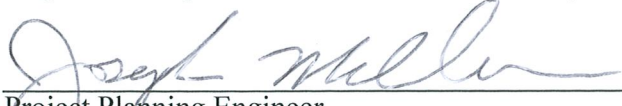
Categorical Exclusion Action Classification: (Check one)

TYPE II(A)  
 TYPE II(B)

Approved:

11/19/14 <sup>for</sup>   
Date Project Development Unit Head  
Project Development and Environmental Analysis Unit

11/19/14   
Date Project Engineer  
Project Development and Environmental Analysis Unit

11-19-14   
Date Project Planning Engineer  
Project Development and Environmental Analysis Unit

For Type II(B) projects only:

11/19/14   
Date Division Administrator  
Federal Highway Administration



## **PROJECT COMMITMENTS**

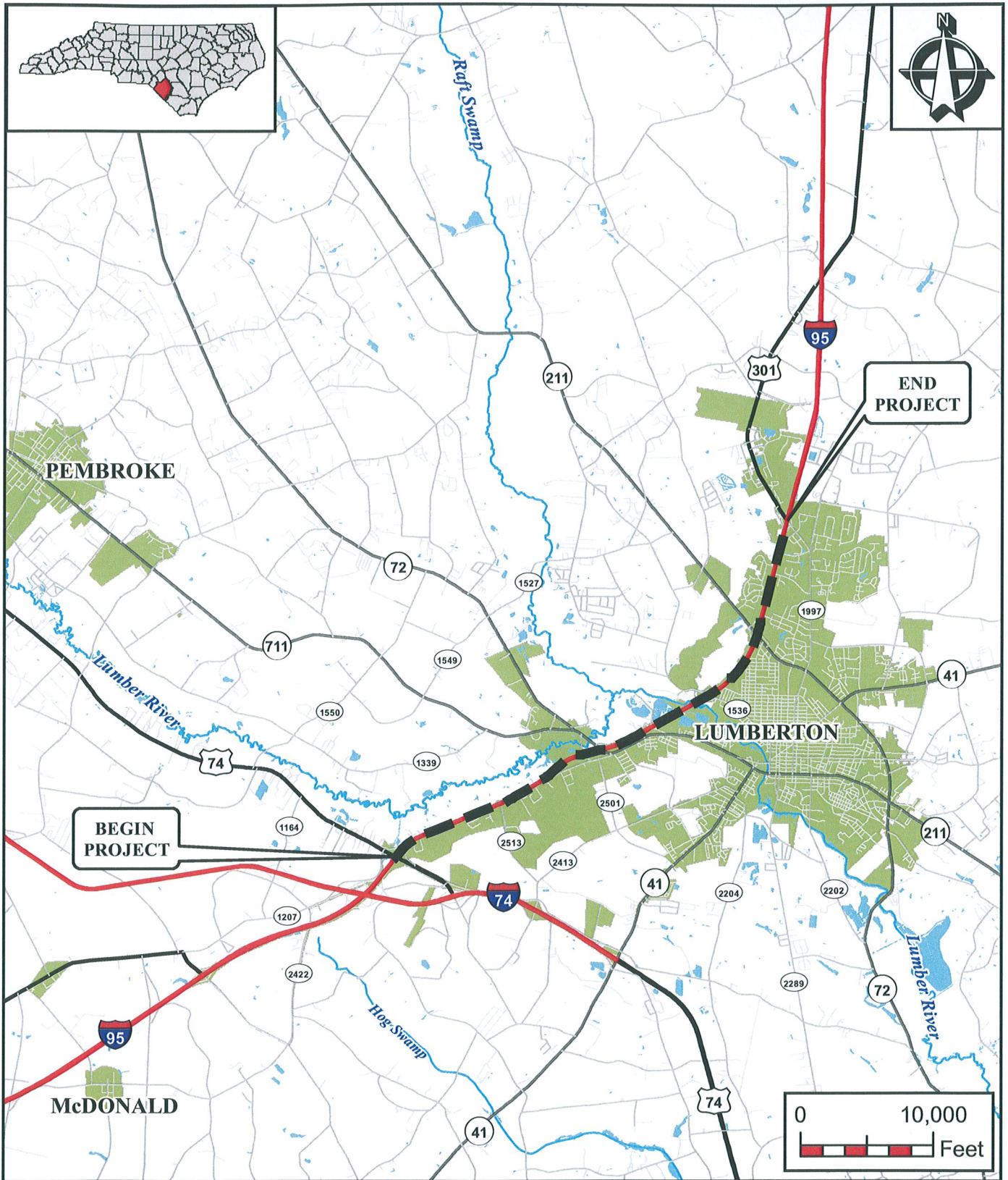
I-95 From Mile Marker 16 to Mile Marker 22  
Robeson County  
State Project 47031.1.1 FS1  
Federal Project No. NHPP-095-1(93)16  
**TIP Project I-5308**

### **NCDOT Hydraulics Unit/Division Six Construction**

Project construction at this crossing involves treatment and resurfacing the decks of Bridge Numbers 146 and 147, which carry I-95 over the Lumber River, a National Wild and Scenic River. The project contractor will take special care to ensure no runoff from hydro-demolition activities enters the Lumber River.

The contractor must seal deck drains prior to beginning deck surface preparation and must collect, treat and dispose of run-off water from the hydro-demolition process





NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

**VICINITY MAP  
I-95 FROM  
MILE MARKER # 16 TO  
MILE MARKER # 22**

ROBESON COUNTY  
TIP PROJECT I-5308

County:	ROBESON
Div:	6
TIP#1 -	5308
WBS:	N/A
Date:	October 2013

**Figure  
1**