

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY

GOVERNOR

LYNDO TIPPET

SECRETARY

August 2, 2005

MEMORANDUM TO: File

FROM: Ryan L. White, Project Development Engineer
Project Development and Environmental Analysis Branch

SUBJECT: Changes to **PCE for TIP Project I-2808A&B (Interstate 77, Yadkin – Surry Counties Dated: April 11, 2005)**

The original Purpose and Need for I-2808 A & B included maintaining the existing facility and improving safety along the project corridor by upgrading the roadway surface and bridge rail and guardrail replacement. It has been determined that the proposed bridge rail retrofit would encroach on the clear roadway width by 3 feet, 2 inches. Because of the reduction in the clear roadway width, Division 11 has decided not to include bridge rail replacement or retrofit as a part of this project.

The Federal Highway Administration (Jake Rigsbee) was informed of the change in the scope of work on August 1, 2005. An addendum to the document was not required for the change in scope. FHWA stated that a Memorandum to File stating the reason for the change of scope was necessary. FHWA also stated that including a sentence stating the change in scope in the PCE would suffice.

rlw

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

| | |
|---------------------|--------------------------|
| TIP Project No. | <u>I-2808 A & B</u> |
| WBS No. | <u>34173.1.1</u> |
| Federal Project No. | <u>IMF-77-1 (157) 72</u> |

- A. Project Description: (Include project scope and location and refer to the attached project location map.)

Approximately 12 miles of highway and bridge rehabilitation on I-77 from south of SR 1125 in Yadkin County to US 21 Bypass in Surry County. The project is divided into two parts Section A and B. The I-2808A section begins south of SR 1125 and extends to US 21 in Yadkin County. I-2808B extends approximately five miles from US 21 in Yadkin County to US 21 Bypass in Surry County. Current traffic volumes range from 30,500 to 40,000 vpd in 2005. This section also includes the addition of an Auxiliary Lane along I-77 southbound from the NC 67 interchange to the US 21 bypass.

- B. Purpose and Need:

This project is needed to maintain the condition of the existing facility and improve the safety of the facility by upgrading the roadway surface to eliminate cracking and pitting caused by prolonged use. Safety will also be improved through bridge rail and guardrail replacement. Shoulder drains will be added for travel-way drainage and milled rumble strips will be added for additional safety.

- 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).
 - ①. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - ②. Widening roadway and shoulders without adding through lanes
 - ③. Modernizing gore treatments
 - ④. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - ⑤. Adding shoulder drains
 - ⑥. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - ⑦. Providing driveway pipes
 - ⑧. Performing minor bridge widening (less than one through lane).
- 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.

* In conjunction with guardrail upgrade

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.

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

All standard measures will be implemented to avoid or minimize environmental impacts including the following:

NCDOT will minimize water quality impacts through the use of NCDOT "Best Management Practices (BMP's) for the Protection of Surface Waters". BMP's will be strictly enforced throughout the project study area.

Shoulder drains will be included in all shoulders.

All temporary widening will be done towards the median. No offsite detour is proposed for this project. I-77 will remain open to traffic during construction.

Two lanes of traffic will be maintained Friday through Sunday and on holidays, special events, or any other time when traffic is usually heavy.

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> |
| (14) Will the project require any stream relocations or channel | <input type="checkbox"/> | <u> </u> |

changes? X

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES NO

- (15) Will the project induce substantial impacts to planned growth or land use for the area? X
- (16) Will the project require the relocation of any family or business? X
- (17) Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? X
- (18) If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? X
- (19) Will the project involve any changes in access control? X
- (20) Will the project substantially alter the usefulness and/or land use of adjacent property? X
- (21) Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? X
- (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)? X
- (23) Is the project anticipated to cause an increase in traffic volumes? X
- (24) Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? X
- (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? NA
- (26) Is there substantial controversy on social, economic, or environmental grounds concerning the project? X
- (27) Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? X
- (28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? X
- (29) Will the project affect any archaeological remains which are

- important to history or pre-history? X
- (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)? X
- (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? X
- (32) Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the Natural System of Wild and Scenic Rivers? X

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.)

- (2) **There are no federally protected species for Yadkin County. There are three federally protected species for Surry County. They are the Bog Turtle (*Clemmys Muhlenbergii*), the Schweinitz's Sunflower (*Helianthus Schweinitzii*), and the Small-Whorled Pogonia (*Isotria Medeoloides*). Along the project area habitat exists for the schweinitz's sunflower and the small-whorled pogonia. During the field investigation no population of schweinitz's sunflower were observed. NCDOT biologists reached a biological conclusion of "No Effect". The small-whorled pogonia was outside of its flowering window during the field investigation, therefore a biological conclusion of "unresolved" was reached. Due to an "Unresolved" biological conclusion in the NRTR, a survey will be conducted in the appropriate flowering window, from mid-May to early July, for small whorled pagonia (*Isotria medeoloides*). NCDOT will coordinate appropriately with the United States Fish and Wildlife Service on any conclusions met.**

G. CE Approval

TIP Project No. I-2808 A & B
State Project No. 81770901
Federal Project No. IMF-77-1 (157) 72

Project Description: (Include project scope and location. Attach location map.)

Approximately 12 miles of highway and bridge rehabilitation on I-77 from south of SR 1125 in Yadkin County to US 21 Bypass in Surry County. The project is divided into Sections A and B. The I-2808A section begins south of SR 1125 and extends to US 21 in Yadkin County (see figure 1). I-2808A consists of rehabilitation of existing I-77 from SR 1125 to US 21 in Yadkin County. The existing pavement consists of continuously reinforced concrete pavement with a high frequency of patches and punchouts. The second section, I-2808B, extends from US 21 to the adjoining projects in Surry County. Pavement in this section is jointed, dowelled concrete pavement with moderate faulting. This section also includes the addition of an Auxiliary Lane. The Auxiliary lane extends from the NC 67 interchange to the US 21 bypass. Part of the Auxiliary lane (southbound side only) just south of the US 21 bypass is being constructed under TIP project I-4025A.

Categorical Exclusion Action Classification: (Check one)

TYPE 2 (A)
 TYPE 2 (B)

Approved:

2/28/05
Date

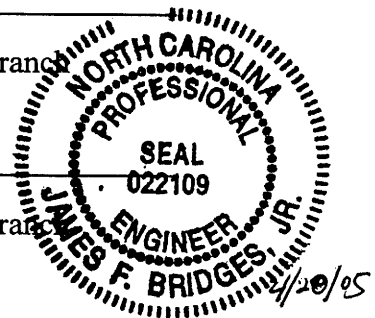
Veresa Hart
Assistant Manager

Project Development & Environmental Analysis Branch

4 Feb 2005
Date

James Frank Bridges Jr.
Project Planning Unit Head

Project Development & Environmental Analysis Branch



4 FEB 05
Date

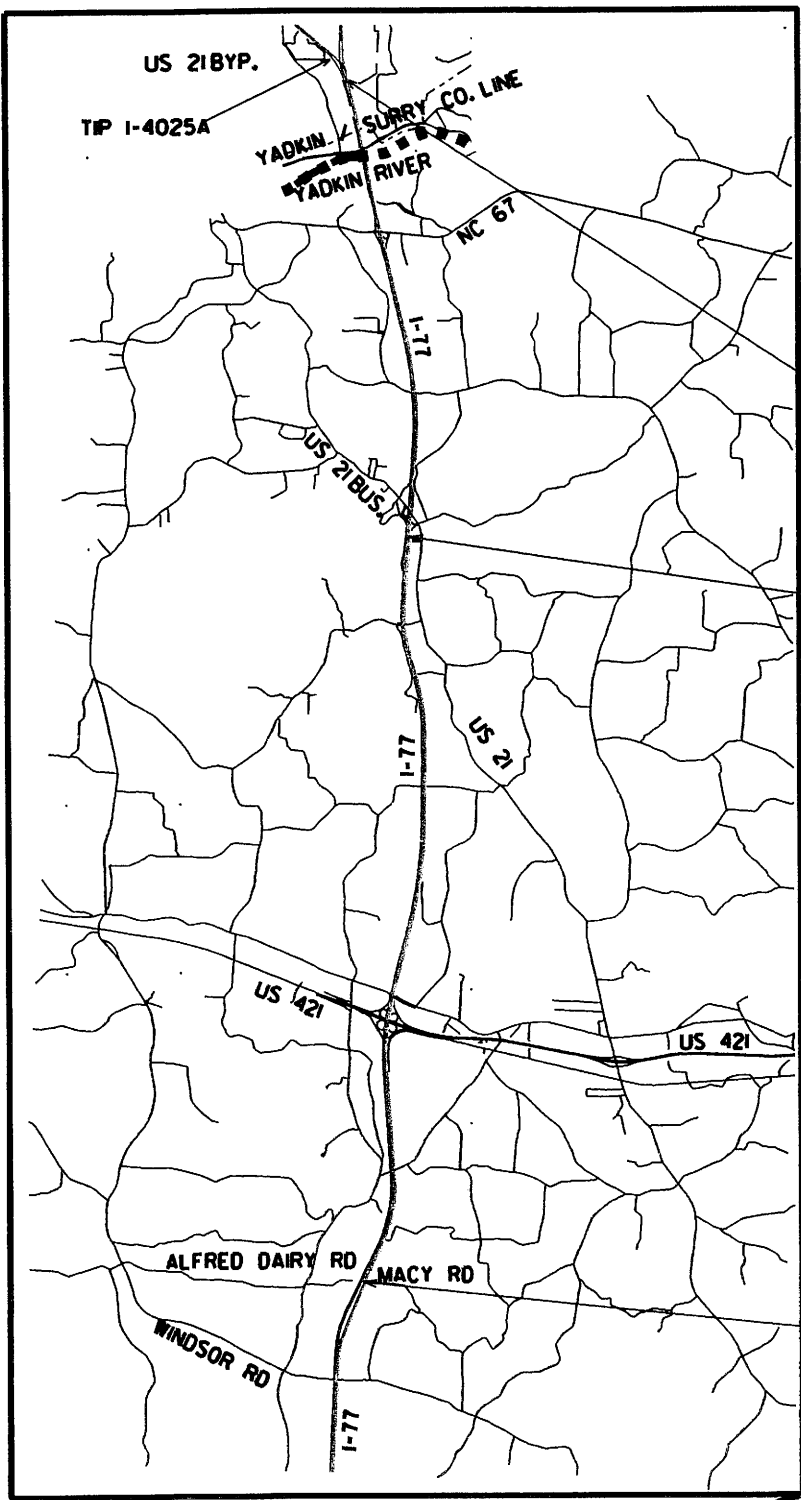
Ryan White
Project Planning Engineer

Project Development & Environmental Analysis Branch

For Type 2 (B) projects only:

11 Apr 05
Date

Thomas Dea Ryzh
for Division Administrator
Federal Highway Administration

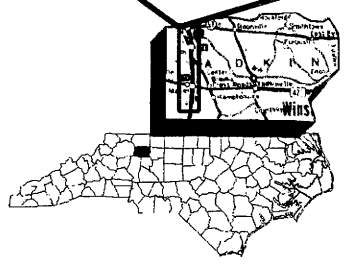


END PROJECT SECTION B

BEGIN PROJECT SECTION B
END PROJECT SECTION A



BEGIN PROJECT SECTION A



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

TIP: I-2808
I-77 FROM SOUTH OF SR 1125
IN YADKIN COUNTY
TO US 21 BYPASS
IN SURRY COUNTY

FIGURE 1