

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>W-5306</u>
State Project No.	<u>46130.1.1</u>
Federal Project No.	<u>STP-0133 (8)</u>

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

Grading, Widening, Drainage, Roadway Construction, Concrete Monolithic Island, Pavement Markers and Pavement Markings at the Intersection of US 117/NC 132 (N. College Rd.) / NC 133 (Castle Hayne Rd.) / US 117/NC 133 (Castle Hayne Rd.) near Castle Hayne in New Hanover County. (See attached Site Location Map)

- B. Purpose and Need:

PROVIDE A SAFER ALIGNMENT OF THE THREE ROUTES WHERE THEY INTERSECT .

- 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)

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.

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

404 and 401 permits are not required for this project as

designed, since there are no impacts to jurisdictional features. A natural resources report was completed for this project and is available from the Division 3 Environmental Office.

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 type="checkbox"/>	<u>X</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-third (1/3) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u>N/A</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 changes?	<input type="checkbox"/>	<u>X</u>

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"/>
(28) Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(29) Will the project affect any archaeological remains which are important to history or pre-history?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- (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.)

G. CE Approval

TIP Project No. W-5306
State Project No. 46130.1.1
Federal-Aid Project No. STP-0133 (8)

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

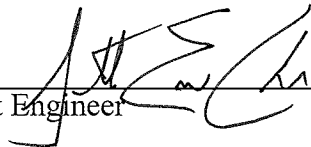
GRADING, WIDENING, DRAINAGE, ROADWAY CONSTRUCTION, CONCRETE MONOLITHIC ISLAND, PAVEMENT MARKERS AND PAVEMENT MARKINGS AT THE INTERSECTION OF US 117/NC 132 (N. COLLEGE RD.) / NC 133 (CASTLE HAYNE RD.) / US 117/NC 133 (CASTLE HAYNE RD.) NEAR CASTLE HAYNE IN NEW HANOVER COUNTY. (SEE ATTACHED SITE LOCATION MAP)

Categorical Exclusion Action Classification: (Check one)

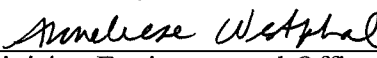
TYPE II(A)
 TYPE II(B)

Approved:

2/14/2014
Date


Project Engineer

2/13/2014
Date


Division Environmental Officer

17 Feb 14
Date


Division Engineer

For Type II(B) projects only:

Date

Division Administrator
Federal Highway Administration

12-02-0026

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: W-5306 *County:* New Hanover
WBS No: 46130.1.1 *Document:* None Listed
F.A. No: None Listed *Funding:* State Federal

Federal (USACE) Permit Required? Yes No *Permit Type:* USACE and/or DWQ?

Project Description: The proposed project is in Castle Hayne, NC, at the intersection of NC 133 and US 117/NC 132. The existing intersection will become a roundabout within the existing ROW. The roundabout will be shaped like a peanut. Certain areas of existing pavement will be removed. The purpose and need for this project is to improve the safety and mobility for the general public.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

A map review and site file search was conducted at the Office of State Archaeology (OSA) on Thursday, March 1, 2012. A comprehensive archaeological survey at this particular intersection has never been conducted, although several archaeological sites have been recorded within one-half (1/2) mile of the proposed project. Digital copies of HPO's maps (Castle Hayne Quadrangle) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were reviewed on Monday, March 5, 2012. There are no known historic architectural resources located within the project area that may have intact archaeological deposits within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the archaeological APE.

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

This is a Federally funded project that may also require a Federal permit. The proposed project area measures about 1.82 miles long within the existing ROW, which varies in width based on the configuration of the intersection. All proposed activities are to take place within the existing ROW. The Area of Potential Effects (APE) is centered on the intersection of US 117/NC 132 and NC 133 in hopes of reconfiguring the current alignment into a rather larger free-flowing roundabout. Although the project area's topography, soil conditions, and hydrology (or lack thereof) would be conducive for conducting archaeological investigations, all activities are to be confined to the highly disturbed nature of the current roads' corridors. Despite the presence of archaeological sites in the vicinity, intact archaeological materials are not anticipated within the NCDOT's ROW. Given the low impact nature of the proposed project and the information provided above, it is believed that the APE is considered to have a very low potential for containing intact archaeological materials. Therefore, an archaeological survey is not recommended. However, if design plans change prior to construction, then additional consultation will be required. As currently proposed, this intersection improvement project is unlikely to affect any significant NRHP-eligible archaeological resources. No further archaeological work is recommended.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL - NO SURVEY REQUIRED

Archaeology

Historic Architecture

(Circle One)

Paul J. Mohler

March 5, 2012

NCDOT Cultural Resources Specialist

Date

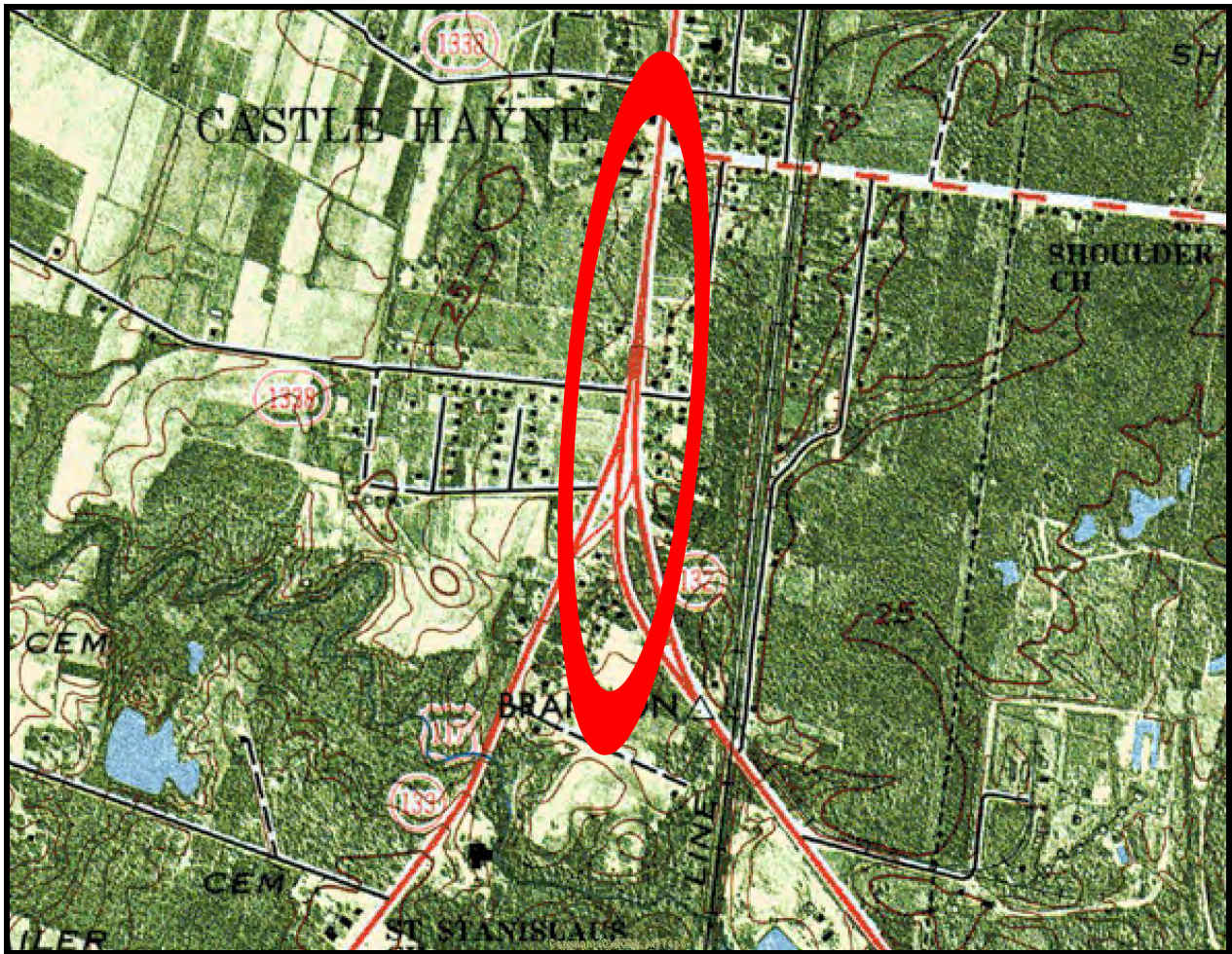







Figure 1: Castle Hayne, NC (USGS 1970).

**W-5306 (PA 12-02-0026)
US 117/NC 132, NC 133
Intersection Improvements
New Hanover County, NC**

-  Streets
-  Soils_All
-  Railroads
-  Area of Potential Effects (APE)
-  NewHanover_2010Parcels



12-02-0026

NO SURVEY REQUIRED FORM**PROJECT INFORMATION**

Project No: W-5306 *County:* New Hanover
WBS No: 46130.1.1 *Document:* PCE
F.A. No: *Funding:* State Federal

Federal (USACE) Permit Required? Yes No *Permit Type:* Unknown

Project Description:

Improve intersection of NC 133 and NC 132 by creating a peanut shaped roundabout within the existing ROW. Some existing pavement will be removed.

SUMMARY OF CULTURAL RESOURCES REVIEW*Brief description of review activities, results of review, and conclusions:*

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on March 6, 2012. Based on this review, there were no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE). Aerial photographs and HPO GIS indicates there are no structures that meet the minimum criteria for National Register eligibility in the APE of this project.

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

Using HPO GIS website and Google Street View provide reliable information regarding the structures in the APE. These combined utilities are considered valid for the purposes of determining the likelihood of historic resources being present.

SUPPORT DOCUMENTATION

See attached: Maps, Design Plans

FINDING BY NCDOT CULTURAL RESOURCES PROFESSIONAL

NO SURVEY REQUIRED FOR HISTORIC ARCHITECTURE

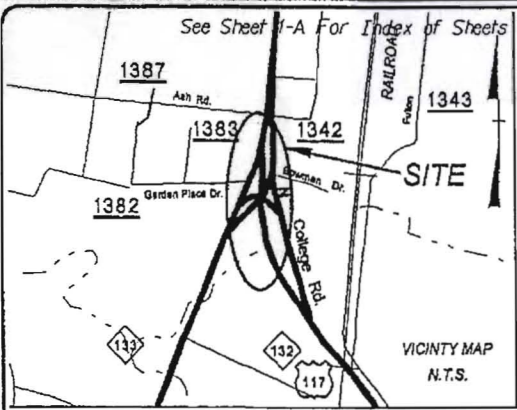
Shilby Spiller
 NCDOT Cultural Resources Specialist

Mar 5, 2012
 Date

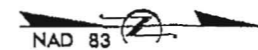
HPOGIS

New Hanover County





STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

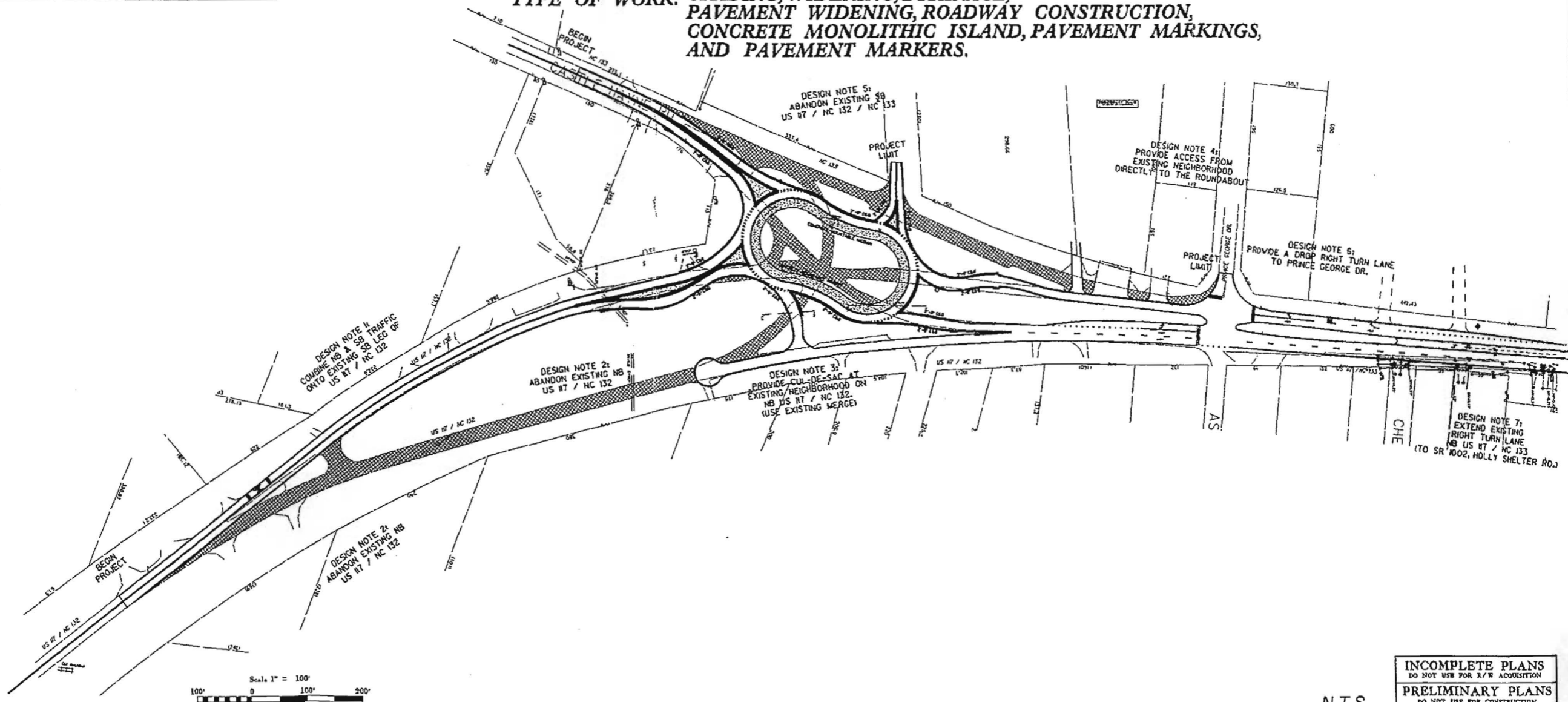


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5306	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
46130.1.1	STP-0133(8)	P.E.	

NEW HANOVER COUNTY

LOCATION: NC 117 / SR 133, NC 132 INTERCHANGE
IN NEW HANOVER COUNTY

TYPE OF WORK: GRADING, WIDENING, DRAINAGE,
PAVEMENT WIDENING, ROADWAY CONSTRUCTION,
CONCRETE MONOLITHIC ISLAND, PAVEMENT MARKINGS,
AND PAVEMENT MARKERS.



INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

N.T.S.