

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	B-4973
WBS Element	40097.1.1
Federal Project No.	BRSTP 1157(5)

A. Project Description:

This project replaces Cabarrus County Bridge No. 271 on SR 1157 over Irish Buffalo Creek. The bridge will be replaced on the existing alignment while detouring traffic offsite see attached vicinity map.

B. Description of Need and Purpose:

The purpose of the project is to address a deteriorating seventy eight year old bridge with a narrow deck and a low posted weight limit.

C. Categorical Exclusion Action Classification: **Type IA**

D. Proposed Improvements – Identify the item from the Type I and Type II List

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Offsite Detour –Cabarrus County Emergency Services along with Cabarrus County Schools Transportation have indicated that the detour is acceptable. The condition of all roads, bridges and intersections on the offsite detour are acceptable without improvement and concurs with the use of the detour.

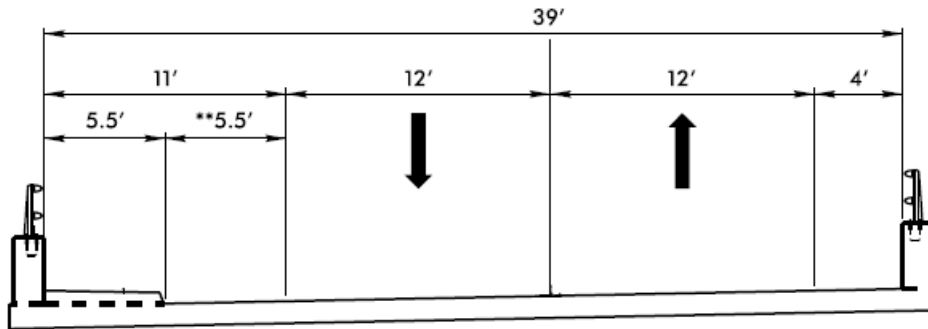
Design Issues:

Traffic Current - 5700 vpd, Year 2035 - 9900 vpd
TTST - 1%, Dual - 3%
Rural Local Route – Sub Regional Tier Guidelines
Design Speed - 60 mph
No Design Exceptions Required

Pedestrian and Bicycle Accommodations: This portion of SR 1157 is a proposed on-road bike facility serving as part of the Perimeter Loop, Route No. 1 and bicycle accommodations will be provided. The City of Concord has requested a sidewalk on the northwest side of the proposed bridge and has agreed to participate in the construction funding. The City also has a planned greenway under the proposed bridge and has requested that adequate space be reserved for the crossing. The City has guaranteed construction of the greenway by including it in their local capital improvements program. The proposed bridge has sufficient vertical and horizontal clearance for

the planned greenway. Based on discussion with Division and City, temporary pedestrian accommodations are not needed during construction in the work zone.

Typical Section for Bridge:



Public Involvement:

A newsletter has been sent to all those living along SR 1157 between the intersection with NC 3 and the intersection with US 601. A few comments have been received to date.

Based on involvement with the City of Concord, a Citizen’s Informational Workshop was determined necessary. It was held on January 25, 2011 where 11 Local Officials, 9 citizens and 6 NCDOT employees attended. The two main concerns were taking parking spaces from a business along the SR 1157 and shutting down the road for construction that would hinder supply trucks from reaching the businesses.

NCDOT will try to minimize any impact on businesses along SR 1157 during construction and will try to expedite the construction time.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked “yes” then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" 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 a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" or less for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Does the project impact anadromous fish?	<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 a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting 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"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" 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), 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	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	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"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 8 - Endangered Species: Habitat for the Schweinitz's sunflower is does exist in the project study area and was identified throughout the majority of the project study area in the form of maintained roadsides and disturbed areas. A plant survey was conducted on August 30, 2007 for a total of 3 man hours was conducted in all areas that contained suitable habitat for the target species. A review of NCNHP records, updated February 13, 2008, indicates no known Schweinitz's sunflower occurrence within 1.0 mile of the study area. Therefore, a biological conclusion of NO EFFECT was rendered.

Question 15 - Hazardous Materials: The Geotechnical Engineering Unit will provide soil and groundwater assessments on each of the properties after identification of the selected alternative and before right of way acquisition. The potential site is Dryers Garage and operates as an auto repair shop.

H. Project Commitments

See Attached Project Commitments Greensheet

I. Categorical Exclusion Approval

STIP Project No.	<u>B-4973</u>
WBS Element	<u>40097.1.1</u>
Federal Project No.	<u>BRSTP 1157(5)</u>

Prepared By:

<u>5/05/11</u>	<u><i>John D. Bridges</i></u>
Date	John D. Bridges, Project Manager ABC Engineering Company

Prepared For: North Carolina Department of Transportation

Reviewed By:

<u>5-05-11</u>	<u><i>Jane S. Doe</i></u>
Date	Jane S. Doe, Project Development Engineer North Carolina Department of Transportation

Approved If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.

Certified If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

<u>5/06/11</u>	<u><i>Jane S. Temple</i></u>
Date	for John Hancock, Division Engineer North Carolina Department of Transportation

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

<u> </u>	<u>N/A</u>
Date	John F. Sullivan, III, PE, Division Administrator Federal Highway Administration

PROJECT COMMITMENTS

TIP No. B-4973

Division Ten Construction, Resident Engineer's Office

In order to have time to adequately reroute school busses, Cabarrus County Schools will be contacted at (704) 782-6314 at least one month prior to road closure.

Cabarrus County Emergency Services will be contacted at (704) 940-2143 at least one month prior to construction to make the necessary temporary reassignments to primary response units.

Roadway Design, Structure Design, Program Development Branch – Sidewalks Sidewalk is included on one side of the proposed bridge.

Roadway Design, Structure Design – Bike Accommodations

Four-foot-wide offsets and bicycle safe railings will be provided on the bridge to accommodate bicycle traffic.

Hydraulic Unit – FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division Construction-FEMA

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

GeoEnvironmental Section – Impacts to Underground Storage Tanks (UST's)

If further design indicates potential impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right of way purchase.

Resident Engineer – Airport Glidepath

Project is in the vicinity of the Propst Airport, which is currently not in service, and parallels the runway. The elevation of the new bridge could be in the glidepath of oncoming planes. The booms on cranes used during construction could affect the glidepath. For this reason, NCDOT will keep appropriate flagging attached to the cranes at all times.

The resident engineer will alert the Propst Airport Manager of its plans to construct well in advance of the availability date.

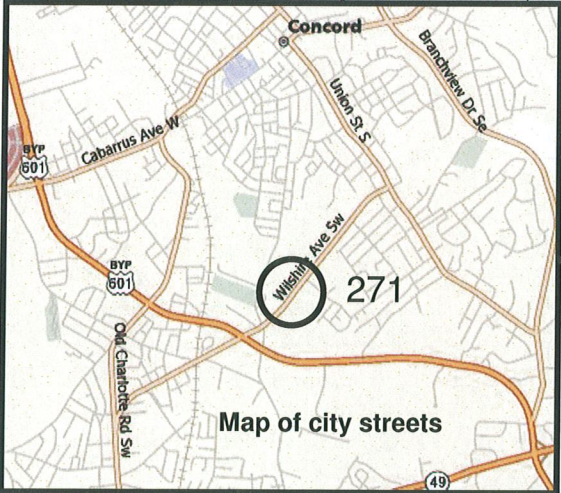
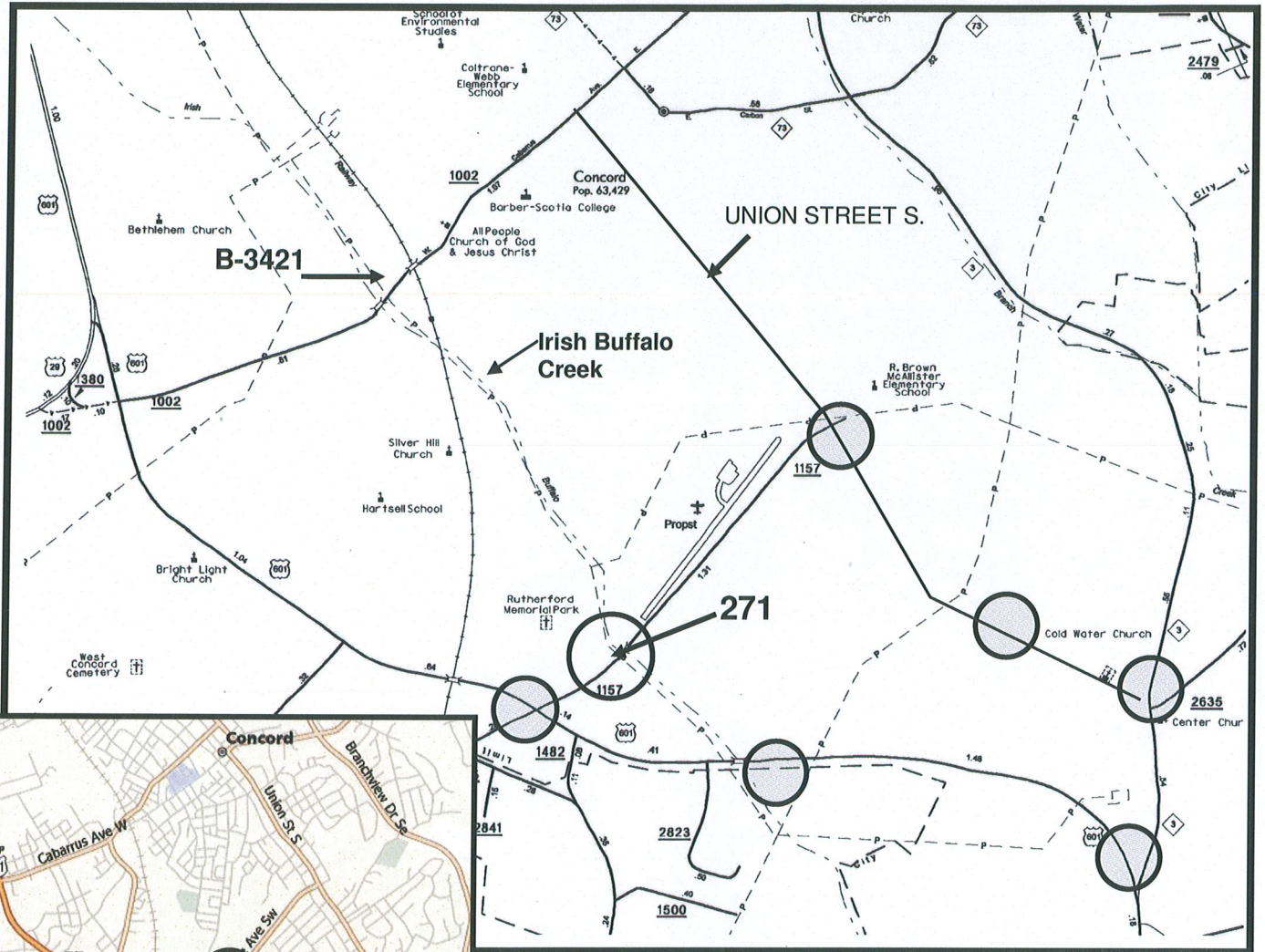
If possible, no construction will take place at night. However, if any construction is to be performed at night, this activity will be carefully coordinated with the Propst Airport.

Roadside Environmental Unit, Division Resident Engineer – Sensitive Watersheds

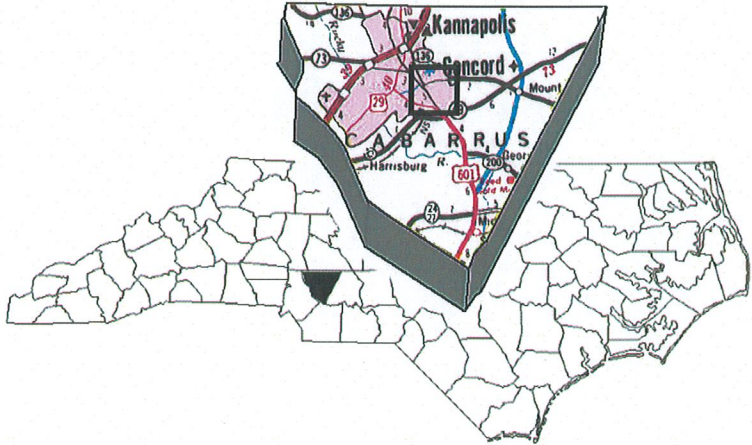
Irish Buffalo Creek is included on the 2010 Final 303(d) List as impaired for turbidity. Therefore, the Design Standards in Sensitive Watershed will apply.


Program Development, Division, Roadway Design – Scheduling

B-4973 will have to be coordinated with TIP B-3421 that is scheduled to be Let February 2012.



DETOUR ROUTE



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

**CABARRUS COUNTY
REPLACE BRIDGE NO. 271 ON SR 1157
OVER IRISH BUFFALO CREEK
B-4973**

Figure 1



RECEIVED
Division of Highways

OCT 28 2008

Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

October 24, 2008

MEMORANDUM

TO: Pamela Williams
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Bridge 271 on SR 1157 over Irish Buffalo Creek, B-4973, Cabarrus County, ER 08-2450

Thank you for your letter of October 17, 2008, concerning the above project. Based on the topographic and hydrological situation, we have determined that there is a very high probability that archaeological sites exist in the project area. We therefore recommend that if any earth moving activities are scheduled to take place, that a comprehensive archaeological survey be conducted by an experienced archaeologist to identify and evaluate the significance of any archaeological remains that may be damaged or destroyed by the proposed project. *Please note that our office now requests consultation with the Office of State Archaeology to discuss appropriate field methodology prior to the archaeological field investigation.*

If an archaeological field investigation is conducted, two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms should be forwarded to us for review and comment as soon as they are available and well in advance of any earth moving activities.

We have determined that the project as proposed will not have an effect on any historic structures.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and considerations. If you have any questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919.807.6579. In all future communication concerning this project, please cite the above referenced tracking number.



North Carolina Department of Cultural Resources
State Historic Preservation Office
Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

March 18, 2009

MEMORANDUM

TO: Matt Wilkerson
Office of Human Environment
NCDOT Division of Highways

FROM: Peter Sandbeck *PSS for Peter Sandbeck*

SUBJECT: Bridge 271 on SR 1157 over Irish Buffalo Creek, B-4973, Cabarrus County, ER 08-2450

Thank you for letter of March 4, 2009, transmitting the above referenced report.

We found the report to be extremely informative, well written, and concise. Mr. Halvorsen should be commended for his attention to detail and his knowledge of the extant archaeological database. For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur with the report author that no further archaeological investigations are necessary and that no significant archaeological properties will be adversely affected.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Scott Halvorsen, NCDOT