

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

TIP Project No.	BR-0041
WBS Element	67041.1.1
Federal Aid Project No.	N/A

A. Project Description, Location, and Purpose:

The North Carolina Department of Transportation (NCDOT) is proposing to replace bridge 780001 on SR 2817 (Barnes Street) over US 29 in Rockingham County (see Figure 1). A new bridge will be constructed in the same location as the existing bridge using staged construction to maintain traffic on-site during construction. The proposed action is listed in NCDOT's Bridge Program as project BR-0041.

Bridge number 780001 is located within the City of Reidsville in Rockingham County, just inside of the Reidsville city limits and is part of the interchange that carries Barnes Street over US 29. The land within the immediate vicinity of the project study area is largely commercial development, including restaurants, gas stations, hotels, and a car dealership. These businesses are located around the interchange and along Barnes Street east and west of the bridge.

The existing bridge includes two variable 14-foot to 15-foot travel lanes, variable width left turn lanes, and shoulders. The bridge is approximately 236 feet long with four spans. The proposed replacement bridge would be approximately 180 feet long with four 12-foot travel lanes, and dedicated left-turn lanes for the interchange ramps. Future sidewalk width is accommodated off of the bridge. Sidewalks are proposed to be added to both sides of the bridge. Existing Barnes Street east and west of the bridge is three lanes. The proposed project improvements would begin approximately 1,800 feet west of the bridge and extend approximately 650 feet east of the bridge. Within this area, Barnes Street would be widened to five lanes approaching the bridge. US 29 beneath the bridge is being reconstructed in approximately the same location as existing to maintain two lanes of traffic in each direction. Additional shoulder width is provided to accommodate a future lane on each direction.

The purpose of the proposed project is to replace a deficient bridge. Bridge No. 780001 is considered structurally deficient, with National Bridge Inventory (NBI) Condition Grades of 4 out of 9 for the deck, superstructure, and substructure (NBI Guide Items 58, 59, and 60, respectively, per the Federal Coding Guide), per the most recent National Bridge Inspection Standards (NBIS) inspection data available. The current bridge was constructed in 1968 and is reaching the end of its useful life.

B. Consultation Phase: (Check one)

- Right-of-Way
- Construction
- Other:

C. NEPA/SEPA Class of Action Initially Approved as: (Check one)

- FHWA Class II (CE) 7/24/2019

Additional Notes: CE Type I A

D. Changes in Proposed Action & Environmental Consequences:

This consultation is being completed due to the length of time that has passed since the CE was completed. There have been no changes to the status of the water resources in the project footprint since the environmental document was completed. Since the CE was completed, it is anticipated there will be approximately 12 linear feet of permanent impacts and 7 linear feet of temporary impacts to Stream SC due to a pipe replacement determined during final drainage design. This is a change in the proposed design that results in impacts. Additionally, based upon the current 75% design plans, temporary construction easements and permanent drainage easements at various locations on SR 2817 (Barnes Street) to the west of US 29 are necessary for construction access and to allow for protection and maintenance of drainage facilities after the project is complete. Proposed changes that result in new impacts take place within the original study area.

Updates to the programmatic biological opinion for the Northern Long-eared bat are documented on the Project Commitments sheet.

As of May 8, 2022, the USFWS lists two protected species within the project area – Roanoke logperch and Atlantic pigtoe. No suitable habitat for either species exists within the project area, therefore the biological conclusion for both species is No Effect.

Tribal coordination letters were sent to the Catawba and Monacan Indian Nations requesting any comments on the project. A response was received from the Catawba Indian Nation noting no immediate concerns regarding traditional cultural properties, sacred sites, or Native American archaeological sites within the boundaries of the proposed project area. No comments were received from the Monacan Indian Nation.

E. Conclusion:

The above NEPA/SEPA documentation has been reevaluated (as required by either 23 CFR 771 or by NC General Statute Chapter 113A Article 1). It has been determined that the current proposed action is essentially the same as the original proposed action. Proposed changes, if any, are noted in Section D. It has been determined that anticipated social, economic, and environmental impacts were accurately described in the above referenced document(s) unless noted otherwise herein. Therefore, the original Administration Action remains valid.

F. Coordination

NCDOT personnel have discussed the current project parameters with qualified NCDOT representatives and FHWA (where applicable). The NCDOT Project Manager, David Stutts, PE, hereby verifies the involvement of the following staff and the incorporation of their technical input:

Design Engineer:	AECOM – Gregory Cols, PE	04/28/22
Environmental Specialist:	Erin Cheely	5/8/22
FHWA (if applicable):	N/A	N/A
Other:	N/A	N/A

G. Consultation Approval for NCDOT Project BR-0041

Prepared By:

6/20/2022

Date

DocuSigned by:

Celia Miars

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Celia Miars, AICP, Environmental Planner
AECOM

Prepared For:

6/20/2022

Date

DocuSigned by:

Jacquelyn Bowles, PE

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Jacquelyn Bowles, PE
NCDOT Structures Management Unit

Reviewed By:

6/20/2022

Date

DocuSigned by:

John Jamison

CA084B4A6412432

John Jamison, Western Team Lead
NCDOT Environmental Policy Unit



Approved

In adherence with 23 CFR 771 (NEPA) or NC General Statute Chapter 113A Article 1 (SEPA), NCDOT approves this Consultation.

or



Certified

NCDOT staff certifies if FHWA signature was previously required or where changes have resulted in FHWA signature being required.

6/20/2022

Date

DocuSigned by:

David Stutts, PE

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David Stutts, PE – Project Engineer – PEF/Program Management
North Carolina Department of Transportation

FHWA Approved: FHWA signature required for Type I(B) CE, Type II(B) CE, Type III CE, FONSI or ROD.

Date

N/A

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

H. Project Commitments (as of 5/10/22)

Rockingham County
Bridge No. 780001 on SR 2817 (Barnes Street) over US 29
Federal Project No. N/A
WBS No. 67041.1.1
TIP No. BR-0041

Division 7 Construction Northern Long-eared Bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB 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 NLEB for the NCDOT program in Divisions 1-8 is "May Affect, Likely to Adversely Affect." The PBO will provide incidental take coverage for NLEB 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 Rockingham County, where the project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

Project requirement for PBO 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 to the NCDOT-Environmental Analysis Unit-Biological Surveys Group.

*The US Fish and Wildlife Service (USFWS) has revised the previous programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. Although this programmatic agreement covers Divisions 1-8, NLEBs are currently only known in 19 counties, but may potentially occur in 11 additional counties within Divisions 1-8. NCDOT, FHWA, and USACE have agreed to two conservation measures which will avoid/minimize mortality of NLEBs. These conservation measures only apply to the 30-current known/potential counties shown on Figure 2 of the PBO at this time. The programmatic determination for NLEB for the NCDOT program is **May Affect, Likely to Adversely Affect**. The PBO will ensure compliance with Section 7 of the Endangered Species Act for 10 years (effective through December 31, 2030) for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Rockingham County, where Project BR-0041 is located.*

NCDOT Structures Management Unit and GeoEnvironmental Section – Hazardous Materials

If right of way is required from the Marathon Food Mart gas station, NCDOT will further assess the property for hazardous materials and make right-of-way acquisition recommendations accordingly.

Based on 75% design plans, right-of-way is no longer required from the Marathon Food Mart gas station.

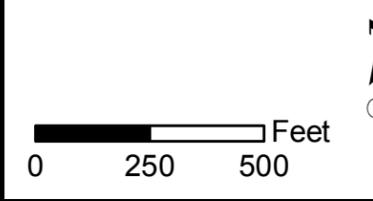


Legend

Project_Study_Area	Intermittent Stream	Culvert
Wetland	Perennial Stream	

Figure 1 - Project Study Area
 Replace Bridge 780001 on SR 2817 over US 29
 Rockingham County, North Carolina
TIP BR-0041

Source: USGS Topographic Map, Rockingham County, NC, 2018



Div: 7	TIP# BR-0041	Figure 1
Date: November 2018		