

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. B-5173

I. GENERAL INFORMATION

- a. **Consultation Phase:** Construction
- b. **Project Description:** Replacement of Bridge No. 39 on SR 1328 (Haystack Road) over Mitchell River, Surry County
- c. **Federal Project:** BRZ-1328(6)
WBS Number: 42330.1.1
- d. **Document Type:** Categorical Exclusion 12/22/14
Date

II. CONCLUSIONS

The above environmental document has been reevaluated as required by 23 CFR 771. It was determined that the current proposed action is essentially the same as the original proposed action. Proposed changes, if any, are noted below in Section III. 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.

III. CHANGES IN PROPOSED ACTION AND ENVIRONMENTAL CONSEQUENCES

Proposed Design

There are no changes in the proposed design.

Water Resources

There have been no changes to the water classifications since completion of the Categorical Exclusion.

Federally Protected Species

Since the completion of the Categorical Exclusion, the classification for the Northern long-eared (*Myotis septentrionalis*) (NLEB) has been changed from "Proposed" to "Endangered". In a letter dated September 17, 2015, the U.S. Fish and Wildlife Service (USFWS) concurred with the "May Affect – Not Likely to Adversely Affect" (MA-NLAA) biological conclusion for the NLEB, with the commitment that NCDOT will not allow tree cutting to the time from April 15th to August 15th of any year.

**North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. B-5173**

Schweinitz's sunflower (*Helianthus schweinitzii*) is the only remaining federally protected species with habitat present. An updated survey for Schweinitz's sunflower was conducted by NCDOT biologists on October 15, 2015. No individuals of this species were identified during the survey. The biological conclusion remains No Effect.

The remaining species and their biological conclusions remain accurate.

IV. LIST OF ENVIRONMENTAL COMMITMENTS

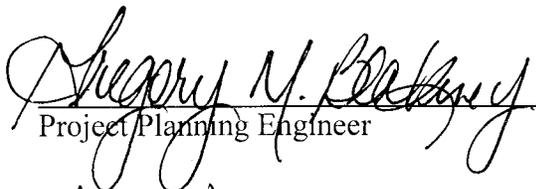
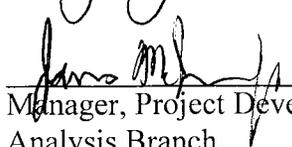
See the attached list of environmental commitments (green sheet).

V. COORDINATION

PDEA personnel have discussed current project proposals with others. Please note who was coordinated with and the date. This section is to be filled out by the project manager and does not require signatures.

Design Engineer:	<u>Nya Boayue</u>	<u>11/3/15</u> Date
FHWA Engineer:	<u>Michael Batuzich</u>	<u>11/24/15</u> Date
NES-PM:	<u>William Barrett</u>	<u>10/23/15</u> Date

VI. NCDOT CONCURRENCE

	 <u>Project Planning Engineer</u>	<u>12/1/15</u> Date
For	 <u>Manager, Project Development and Environmental Analysis Branch</u>	<u>12/1/15</u> Date

North Carolina Department of Transportation
PROJECT ENVIRONMENTAL CONSULTATION FORM
I. D. No. B-5173

VII. FHWA CONCURRENCE

N/A

Federal Highway Administration
Division Administrator

Date

PROJECT COMMITMENTS:

Surry County
Bridge No. 39 on SR 1328 (Haystack Road) over Mitchell River
Federal Aid Project No. BRZ-1328(6)
W.B.S. No. 42330.1.1
T.I.P. No. B-5173

All standard procedures and measures, including NCDOT's Best Management Practices for Protection of Surface Waters, Guidelines for Best Management Practices for Bridge Demolition and Removal, will be implemented, as applicable, to avoid or minimize environmental impacts. The following special commitments have been agreed to by NCDOT. Status and/or changes in project commitments are denoted by *italics*.

Division 11 Construction:

In order to allow Emergency Management Services (EMS) time to prepare for possible travel delays due to road construction, the NCDOT Resident Engineer will notify the Director of the Surry County EMS at (336) 783-9000 of the bridge removal 30 days prior to road closure.

This project commitment will be implemented prior to construction.

In order to allow Surry County Schools to prepare for possible travel delays due to road construction, the NCDOT Resident Engineer will notify the Transportation Director at (336) 386-8762 of the bridge removal 30 days prior to road closure.

This project commitment will be implemented prior to construction.

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans for Bridge No. 39 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.

This project commitment will be implemented upon completion of construction.

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).

The coordination has been completed.

Hydraulic Design Unit, Natural Environment Section, Roadside Environmental Unit:

Mitchell River is designated as an Outstanding Resource Water; therefore, Design Standards in Sensitive Watersheds shall be adhered to.

This project commitment will be implemented.

Division 11 Construction, Roadway Design, Structures Management Unit, PDEA-Historic Architecture Group:

The following items are a result of the Effects Determination Meeting held on September 2, 2014 & shall be implemented in the project design.

- Oregon rail will be used for the bridge railing. It will be 32 inches high with a square metal 2-bar design.
- The bridge railing and guardrail will be painted brown.
- The concrete components of the new structure will be stained brown.
- The property owner will supply the river rock for the rip rap, as shown on the design plans.

Oregon 2-bar rail has been renamed to Alaska rail in order to differentiate it from the Oregon 3-bar railing. The plans will now state "Alaska rail".

The property owner will not supply the river rock to be used as rip-rap. The contractor will choose the source location for the river rock and select the stones based on NCDOT specifications. The selected stone will need the approval of the NC Historic Preservation Office and NCDOT's Historic Architecture Group.

All other commitments in this section remain valid.

Division 11 Construction:

A moratorium prohibiting in-stream work and land disturbance within the 25-foot trout buffer is recommended from October 15 to April 15 to protect the egg and fry stages of trout.

The moratorium will be implemented.

PDEA- Historic Architecture Group:

Coordination with the current property owner regarding ownership of the existing truss bridge.

The property owner has declined the opportunity to take responsibility/ownership of the existing truss bridge.

Division 11 Construction:

In order to minimize the impacts to potential roosting habitat for the Northern long-eared bat, a tree-clearing moratorium will be required from April 15th through August 15th.