

North Carolina Department of Transportation
NEPA/SEPA Consultation Form

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|-------------------------|----------------------|
| STIP Project No. | B-5808 |
| WBS Element | 45762.1.1 |
| Federal Aid Project No. | NHP-0029(062) |

A. Project Description, Location, and Purpose:

This Project is comprised of the replacement Bridges No. 57 and Bridge No. 59 on Concord Parkway (US 29/US 601) over Irish Buffalo Creek in Cabarrus County (NCDOT Division 10). The project length is 940'.

NCDOT Bridge Management Unit records indicate Bridge No. 57 and Bridge No. 59 have sufficiency ratings of 48.27 and 49.73 out of a possible 100 for a new structure (respectively). Bridge No. 57 and Bridge No. 59 are considered structurally deficient due to a substructure condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards. The two bridges also meet the criteria for functionally obsolete due to a deck geometry appraisal of 2 out of 9. Both bridges are approaching the end of their useful lives.

Proposed improvements include adding 5-foot sidewalks, an additional northbound 12-foot left turn lane, and a southbound 12-foot right turn lane. The proposed bridge will be approximately 180 feet in length, and the bridge replacement would be constructed in place through the use of an on-site detour, crossovers, and phased construction.

B. Consultation Phase: (Check one)



Right-of-Way

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



FHWA Class II (CE)

11/26/2018

Additional Notes: **Type I A**

D. Changes in Proposed Action & Environmental Consequences:

Based on a Field Constructability review meeting that was held on June 6, 2019 during the Preliminary Final Design phase, the staging concept has been revised. The staging concept in the CE document included a temporary bridge that was to be constructed to their order to shift southbound traffic onto the detour bridge during the bridge construction. The new staging concept involves building extra width on the east side of the proposed bridge during stage 1. The southbound traffic will then be shifted to the extra wide portion of the bridge during construction of the remaining bridge. The bridge will be striped to maintain a straight lane across the bridge and the extra width will be shoulder between the lane line and the sidewalk. This will reduce ROW and easement acquisitions. See plans attached at end of this document.

The design change did not affect the study area limits of the project.

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, Keith Paschal, PE, hereby verifies the involvement of the following staff and the incorporation of their technical input:

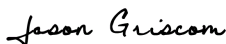
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|------------------------------|-------------------|---------|
| STV Project Manager: | Jason Griscom, PE | 3/18/21 |
| STV Roadway Design Engineer: | Maamoon Abdelaziz | 3/18/21 |
| Environmental Specialist: | Michael Turchy | 3/18/21 |
| | | |

G. Consultation Approval for NCDOT Project B-5808**Prepared By:**

5/4/2021

Date

DocuSigned by:

Jason Griscom, PE Project Manager
STV Engineers, Inc.**Prepared For:**

DocuSigned by:

Jacquelyn Bowles, PE
NCDOT, Structure Management Unit**Reviewed By:**

5/4/2021

Date

DocuSigned by:

John Jamison, Western Regional 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.

5/4/2021

Date

DocuSigned by:

Keith Paschal, PE - Project Engineer – Field Operations Div. 8-14
NCDOT – Structure Management Unit**FHWA Approved:**

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

N/A

Date

N/A

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

H. Project Commitments (as of 3/18/21)

Cabarrus County
Bridge No. 57 and No. 59 on US 29/US 601 over Irish Buffalo
Federal Project No. NHP-0029(062)
WBS No. 45762.1.1
STIP No. B-5808

Structures Management Unit, Project Manager
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).

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.

This commitment is still valid. Bridge Survey Report has been approved. Memorandum of Agreement (MOA) will be submitted to FMP after the CFI Meeting.

Division Ten, Division Bridge Program Manager
Sidewalks

Proposed sidewalks are included on both sides throughout the project. This should be included in the municipal agreement between NCDOT and the City of Concord.

This commitment is still valid.

Division Ten, Division Bridge Program Manager, GeoEnvironmental
Hazardous Materials

If further design indicates potential impacts to Hazardous Materials, soil and groundwater assessments will be conducted at each of the affected sites prior to right of way acquisition by NCDOT GeoEnvironmental.

This commitment is still valid. Phase II investigation will be performed during Right of Way Acquisition period.