

## North Carolina Department of Transportation

## NEPA/SEPA Consultation Form

TIP Project No.	<b>B-5833</b>
WBS Element	<b>45786.1.2</b>
Federal Aid Project No.	<b>NHP-0021(023)</b>

A. Project Description, Location, and Purpose:

This project replaces Yadkin County Bridge No. 29 on US 21 Business over I-77 in Jonesville. The bridge will be replaced on new alignment to the northeast. Traffic will be maintained on-site; however, an off-site detour is planned during portions of the construction period. The off-site detour will utilize US 21 Business and NC 67. The project is shown in Figure 1.

The replacement structure will be a two-span continuous plate girder bridge approximately 250-feet long providing a clear roadway width of 40-feet. The bridge will include two 12-foot travel lanes and 8-foot offsets. The bridge length is based on preliminary design information and is set by minimum vertical and horizontal requirements.

Project construction on US 21 Business will extend approximately 1600-feet from the western end of the new bridge and 1200-feet from the eastern end of the new bridge. The approaches will be widened to provide two 12-foot travel lanes with 8-foot shoulders (11-feet with guardrail) including 5-foot paved.

The intersection of Loop D (from southbound I-77 to US 21 Business) and Ramp D (from US 21 Business to southbound I-77) will be shifted westward and realigned and extended to intersect with US 21 Business. The intersection of Loop A (from US 21 Business to I-77 northbound) and Ramp A (from I-77 northbound to US 21 Business) will be realigned and extended to intersect with US 21 Business.

The 4'x6' culvert on US 21 Business over an unnamed tributary to Sandyberry Creek will be replaced with a single 7'x7' reinforced box culvert (RCBC). The proposed single 7'x7' RCBC will match the natural gradient of the stream and will be buried a minimum of one-foot. Due to the steepness of the natural gradient of the stream, sills and baffles are proposed to ensure that native bed material will be retained in the new RCBC.

The purpose of the project is to replace a structurally deficient bridge. NCDOT records indicate Bridge 980029 was built in 1964 and has a sufficiency rating of 50.21 out of a possible 100 for a new structure in 2019. The bridge is considered structurally deficient due a substructure appraisal of 4 out of 9 and functionally obsolete due to a deck geometry appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards.

B. Consultation Phase:

Right-of-Way

C. NEPA/SEPA Class of Action Initially Approved as:

FHWA Class II (CE)  07/20/2020

Additional Notes: **TYPE 1(B)**

D. Changes in Proposed Action & Environmental Consequences:

Design Changes

There have been no substantial design changes since the July 2020 CE.

Water Resources

Water resources and classifications in the project study area have not changed since the July 2020 CE.

Archaeology & Historic Architecture

NCDOT has reviewed the Section 106 effects findings for historic properties within the project's area of potential effects (APE), that were made as part of the NEPA analysis. NCDOT has confirmed there is no new information that would alter the original Section 106 findings and, therefore, they remain valid.

Cultural Resources:

One Federally recognized tribe with interests in Yadkin County, the Catawba Indian Nation, was notified of the project. The response received indicated no immediate concerns but requested notification if Native American artifacts and/or human remains are located during ground disturbing activities.

Protected Species

Northern long-eared bat: BC – MANLAA: According to the NC Natural Heritage Program (NCNHP) database, updated January 2020, the nearest recorded northern long-eared bat elemental occurrences is approximately 56-miles southwest of the project, and no known NLEB roost trees occur within 150-feet of the project area. NCDOT has determined that the proposed action does not require separate consultation on the grounds that the proposed action is consistent with the final Section 4(d) Rule. NCDOT may presume its determination is informed by best available information and consider Section 7 responsibilities fulfilled for NLEB.

Bald Eagle: BC – NE: No water resources within 1.13 miles of the project study area are large enough to support bald eagle habitat. A review of the NCNHP database, updated April 2021, revealed no known occurrence of this species within 1.0 mile of the project study area.

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 Administrative Action remains valid.

**F. Coordination**

TGS personnel have discussed the current project parameters with qualified NCDOT representatives. The TGS Project Manager, Marcus Lowery, PE, hereby verifies the involvement of the following staff and the incorporation of their technical input:

TGS Design Engineer:	Marcus Lowery, PE	05/26/2021
Sage Ecological Services:	Kim Hamlin, PWS	05/07/2021
TGS Hydraulics Engineer:	Randy Henegar, PE	02/27/2021
NCDOT Environmental Specialist - ECAP	Jeff Hemphill	06/17/2021

**G. Consultation Approval for NCDOT Project B-5833**

**Prepared By:** DocuSigned by: Stacy B. Oberhausen  
 7/8/2021 | 4:38 AM PDT  
 Date: Stacy B. Oberhausen, PE, CPM  
 TGS Engineers

**Prepared For:** DocuSigned by: Jacquelyn K. Bowles 7/8/2021 | 8:24 AM EDT  
 Jacquelyn Bowles, PE  
 NCDOT Structures Management Unit

**Reviewed By:** DocuSigned by: John Jamison  
 7/8/2021 | 8:55 AM EDT  
 Date: 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.

DocuSigned by: David Stutts  
 7/8/2021 | 6:39 AM PDT  
 Date: David Stutts, PE, Project Engineer, PEF/Program Management  
 NCDOT, Structures 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: John F. Sullivan, III, PE, Division Administrator  
 Federal Highway Administration

H. Project Commitments (as of 03/03/2021)

**TIP No. B-5833**  
**Replace Bridge No. 29 on US 21 Business over I-77, Yadkin County**  
**WBS No. 45786.1.2**  
**Federal Aid No. NHP-0021(023)**

*The current status for the project commitments as shown in the CE are printed in italics*

**COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN**

**Division 11 – Offsite Detour**

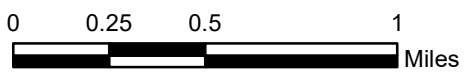
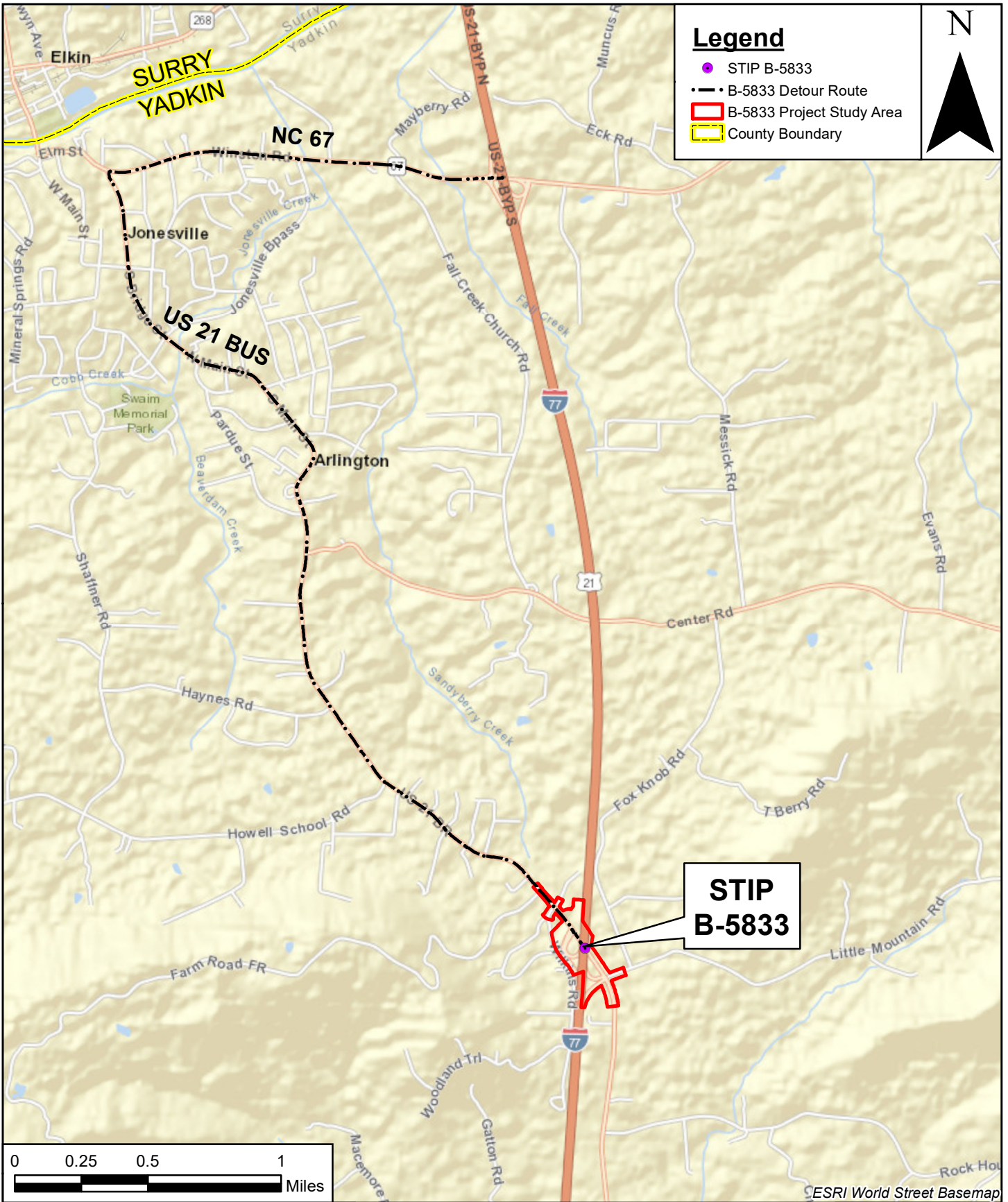
Yadkin County School Transportation will be contacted at least one month prior to road closure to make sure they have time to prepare the necessary plans to adequately reroute school busses at (336) 679-2233.

Yadkin County Emergency Medical Services will be contacted at least one month prior to road closure to make sure they have time to prepare the necessary plans to adequately reroute emergency services at (336) 849-7722.

**Division 11 – Voluntary Agricultural District**

Should right-of-way need to be acquired from the VAD through eminent domain, the Yadkin County Voluntary Agricultural District Ordinance requires [that the Agricultural Board hold a public hearing on the proposed condemnation before condemnation may be initiated, or other specific provision of that county's enabling ordinance.] Any VAD/EVAD lands converted to non-agricultural use as part of a temporary construction easement must be returned to farmable condition by the project's completion.

*ACTION: Permanent and temporary impacts are proposed. Actual impacts will be determined during R/W plan development.*



County: YADKIN	
Div: 11	STIP# B-5833
WBS: 45786.1.1	
Prepared By: TGS	
Date: 06-25-2021	

**DETOUR MAP**  
 STIP PROJECT B-5833  
 REPLACE BRIDGE #29 ON US 21 BUSINESS  
 OVER I-77  
 YADKIN COUNTY

**FIGURE**  
**1**