

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

STIP Project No.	BR-0019
WBS Element	67019.1.1
Federal Aid Project No.	N/A

A. Project Description, Location, and Purpose:

The purpose of the project is to replace Bridge No. 56 was built in 1953 and is 69 years old. With a superstructure rating of 4 out of 9, the bridge has become structurally deficient and warrants replacement. Structures Management Unit (SMU) Bridge Program Project BR-0019 proposes to replace Bridge No. 56 on NC 275 over South Fork Catawba River approximately 2 miles north east of the Town of Dallas in Gaston County, NC (see Figure1). The existing bridge will be replaced on the existing alignment while traffic is maintained on a temporary detour bridge alignment south of the existing bridge (see attached Figures 2A-D). The new bridge will include two 12-foot lanes and 8-foot offsets. This is a state-funded project that utilized a Federal CE.

B. Consultation Phase: (Check one)

- ☐ Right-of-Way
- ☒ Construction
- ☐ Other: Identify the trigger – (e.g., design change, change in impacts)

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

- ☒ FHWA Class II (CE) 11/14/22

Additional Notes: **F2. Ground Disturbing -Type I(A), Item 28**

D. Changes in Proposed Action & Environmental Consequences:

Changes: There are no changes in the action proposed in the CE.

Environmental Consequences and Agency Coordination:

Physical Footprint - The right of way plans indicate that all slope stakes, easements (temporary and permanent), and right of way are within the original study area. The design of the permanent and temporary bridges match the designs and alignments from the original CE. There are no relocations associated with this project.

T&E Species - As of October 25, 2023, the US Fish and Wildlife Service's Information for Planning and Consultation (IPaC) lists the following federally protected species in the project area:

Name	Listing Since Last Document or Consultation	Federal Status	Habitat Present	Biological Conclusion
Bog turtle	Unchanged	T (S/A)	No	Not Required
Dwarf-flowered heartleaf	Unchanged	T	Yes	No Effect
Schweinitz's sunflower	Unchanged	E	Yes	No Effect
Tricolored bat	Added	PE	Yes	undetermined
Northern long-eared bat ^{1/}	Removed	n/a	n/a	n/a

Federal Status: T = Threatened, E = Endangered, T (S/A) = Threatened due to similarity of appearance,
PE = Potential Endangered (anticipate listing)

^{1/} = This species is not listed as being within range of the project, per IPaC but was included in the NRTR.

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the tricolored bat (*Perimyotis subflavus* - PESU) as endangered under the Endangered Species Act. If listed, NCDOT will resolve Section 7 prior to let as appropriate. Construction activities for this project will not take place until NCDOT (in coordination with our lead federal agency) satisfies Endangered Species Act compliance for PESU.

Wetland and Streams - Based on the permit impacts summary, there are no wetland impacts and the stream related impacts are temporary surface water impacts totaling 0.40 acres (176 linear feet). An Individual Permit will not be required which is consistent with what was anticipated in the Categorical Exclusion (CE).

NCDOT will be coordinating with US Army Corp of Engineers to obtain 404 permit approval.

Historic Architecture/Archeology - There was one historic property within the study area. The Hoyle House had an original determination of no effect because the boundary of the property was 400+ feet away from the project limits. This remains true and thus the determination of No Effect remains intact. The archaeological survey during the CE development resulted in no properties of concern and since the study area has not increased, the findings remain valid.

Tribal Coordination – The Catawba Indian Nation responded on March 15, 2021 that there are no immediate concerns. The letter can be found in the project files.

GeoEnvironmental - GeoEnvironmental screenings during CE development identified no resources of concern. There has been no new construction within the project study area since the CE.

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

RK&K Design Engineer:	Carter Mull	9/15/23
Environmental Specialist:	William Barrett	10/25/23
FHWA (if applicable):	Not Applicable	N/A

G. Consultation Approval for NCDOT Project BR-0019

Prepared By:

1/6/2024

Date

DocuSigned by:

John Williams

BD47CF8FC3E644B...
John Williams, NEPA/SEPA Specialist
RK&K

Prepared For:

DocuSigned by:

Jacquelyn Bowles

DD26E87FDFF847E...
Jacquelyn Bowles, P.E.
NCDOT, NCDOT Structures Management Unit

Reviewed By:

1/16/2024

Date

DocuSigned by:

Marissa Cox

A47BC39EA8B347F...
Marissa Cox, Western Regional Team Lead
NCDOT Division/Unit name



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.

1/16/2024

Date

DocuSigned by:

David Stutts

A4A2999A8BC64F2...
David Stutts, Project Engineer, PEF Program Manager
North Carolina Department of Transportation

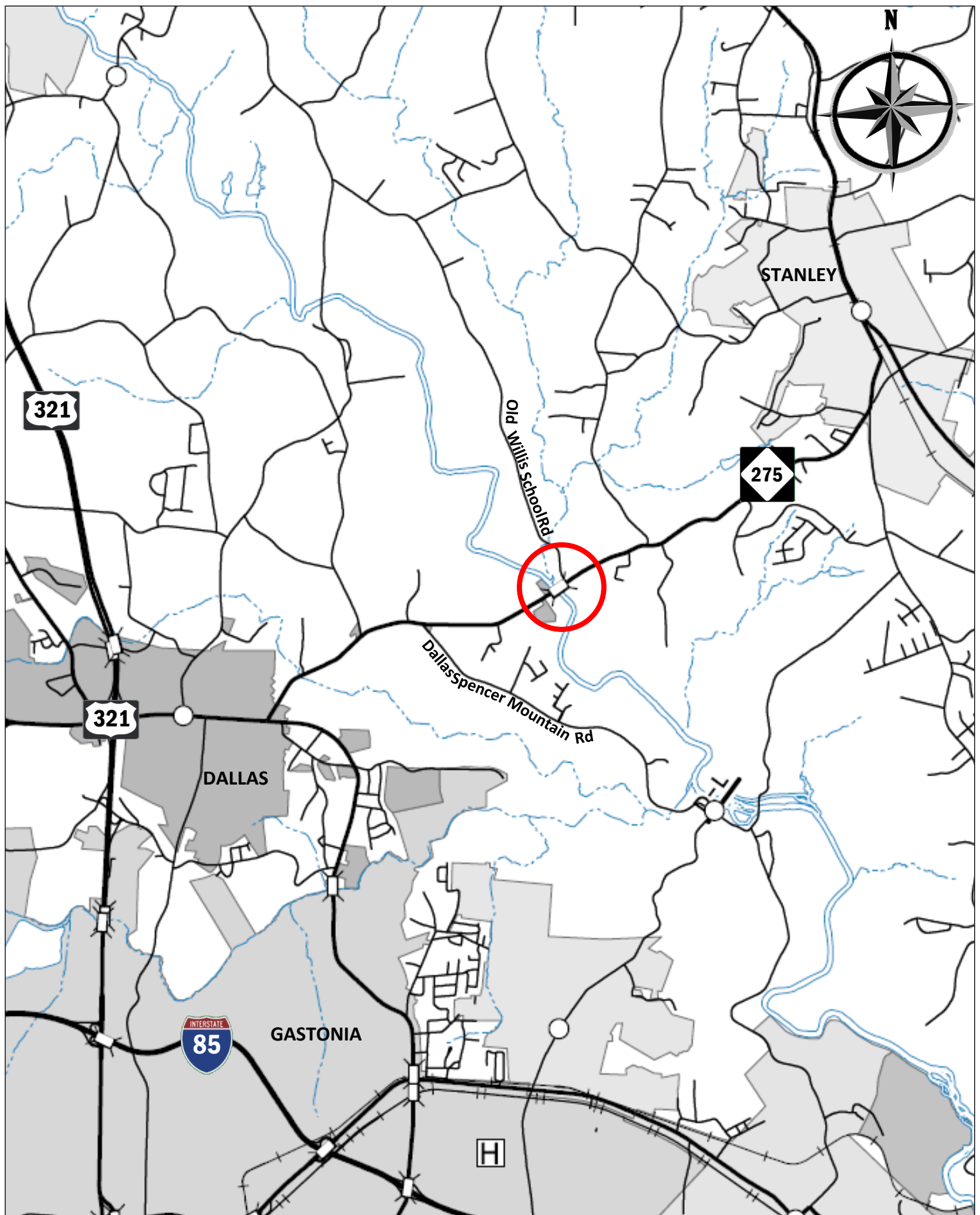
FHWA Approved: FHWA signature required for Type I or II CE with Substantial Changes, Type III CE, FONSI or ROD.

Date

for

Not Applicable

Edward Parker, Acting Division Administrator
Federal Highway Administration

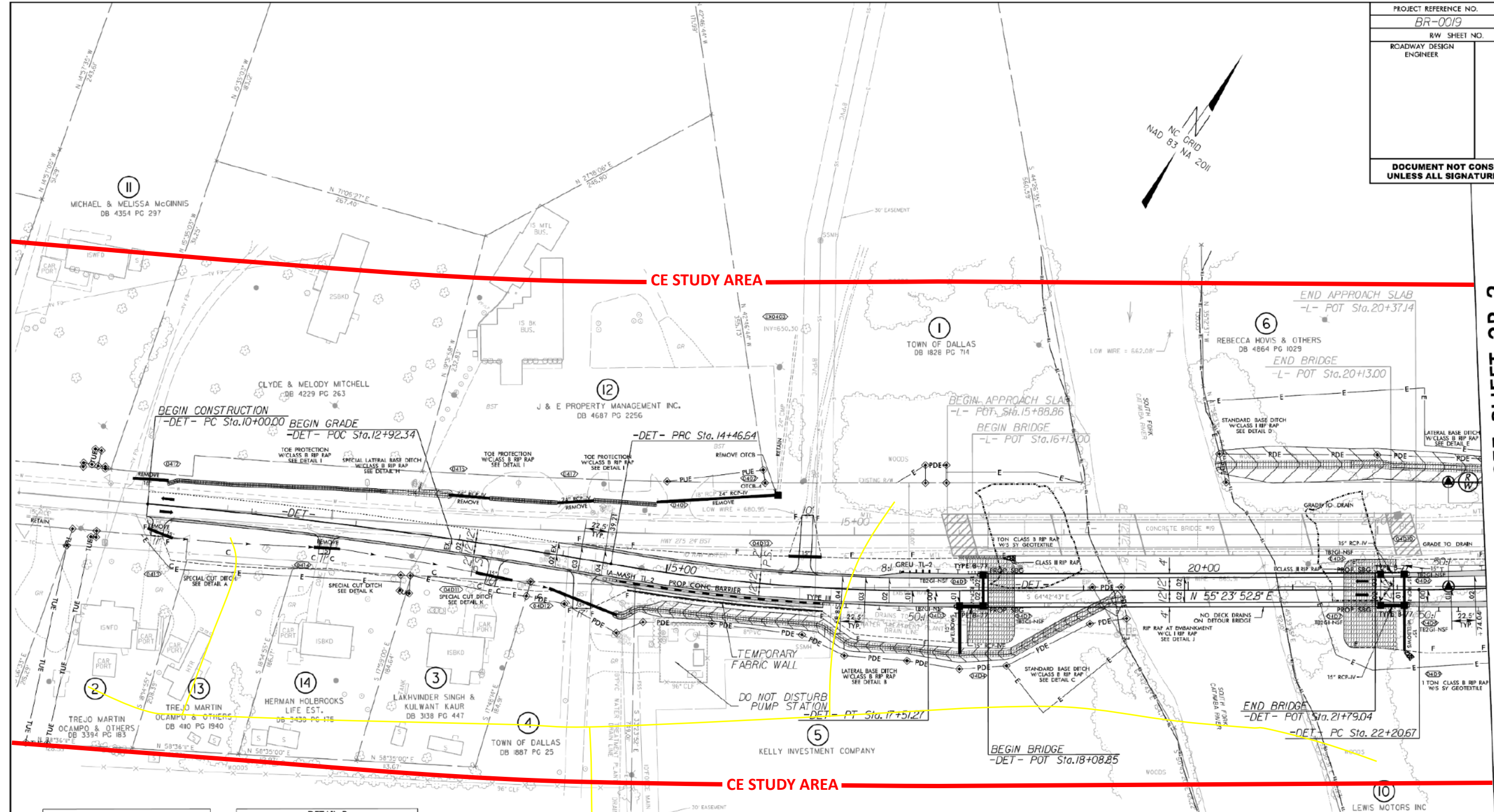


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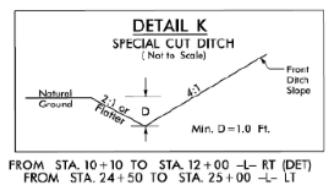
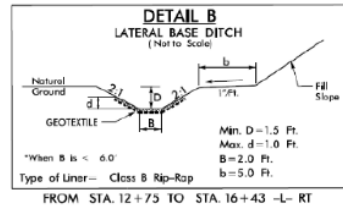
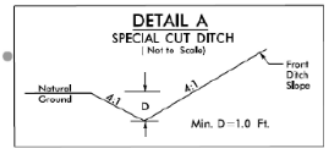
BR-0019, Replace Gaston Bridge
No. 56 on NC 275 over
South Fork Catawba River

FIGURE 1
VICINITY MAP

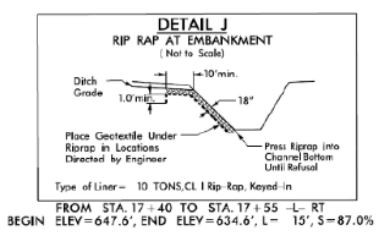
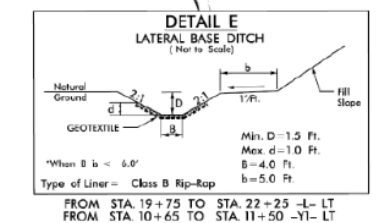
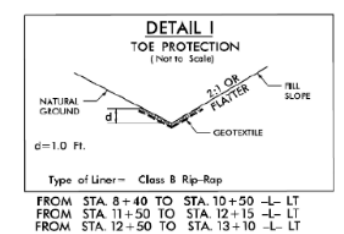
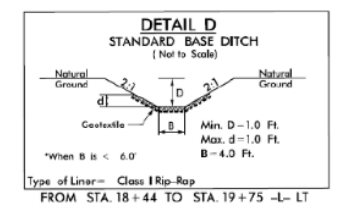
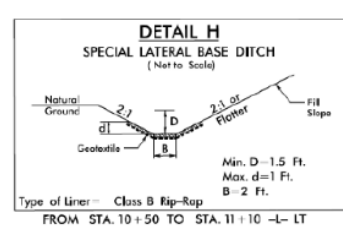
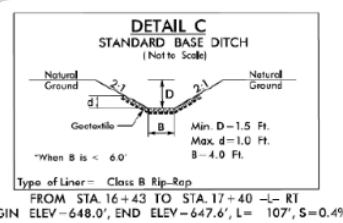
PROJECT REFERENCE NO. BR-0019	SHEET NO. 2B-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -DET- STA. 22 + 85.00 SEE SHEET 2B-2



-DET-		
PI Sta 12+23.45 Δ = 4° 43' 48.9" (RT) D = 1' 03" 32.7" L = 446.64' T = 223.45' R = 5,410.00' V = 40 MPH SE = NC RO = 45'	PI Sta 15+99.34 Δ = 9° 51' 40.0" (LT) D = 3' 14' 13.4" L = 304.63' T = 152.69' R = 1,770.00' V = 40 MPH SE = D4 RO = 90'	PI Sta 23+37.72 Δ = 7° 34' 01.3" (LT) D = 3' 14' 13.4" L = 233.76' T = 117.05' R = 1,770.00' V = 40 MPH SE = .04 RO = 90'

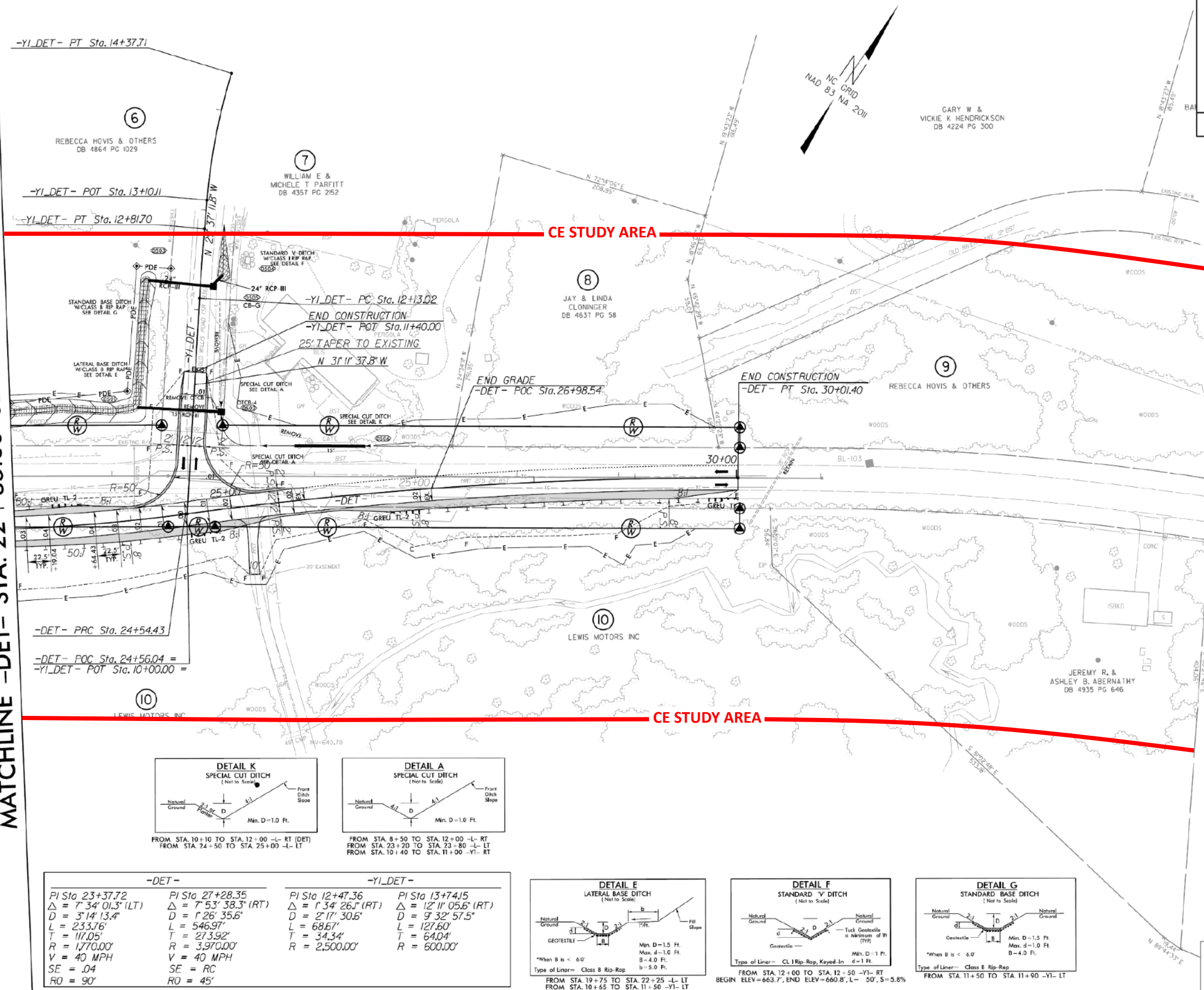


DRIVEWAY RADII = 10' UNLESS OTHERWISE NOTED FOR -DET- PROFILE SEE SHT.

**FIGURE 2A
TEMPORARY DETOUR**

PROJECT REFERENCE NO.	SHEET NO.
BR-0019	2B-2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

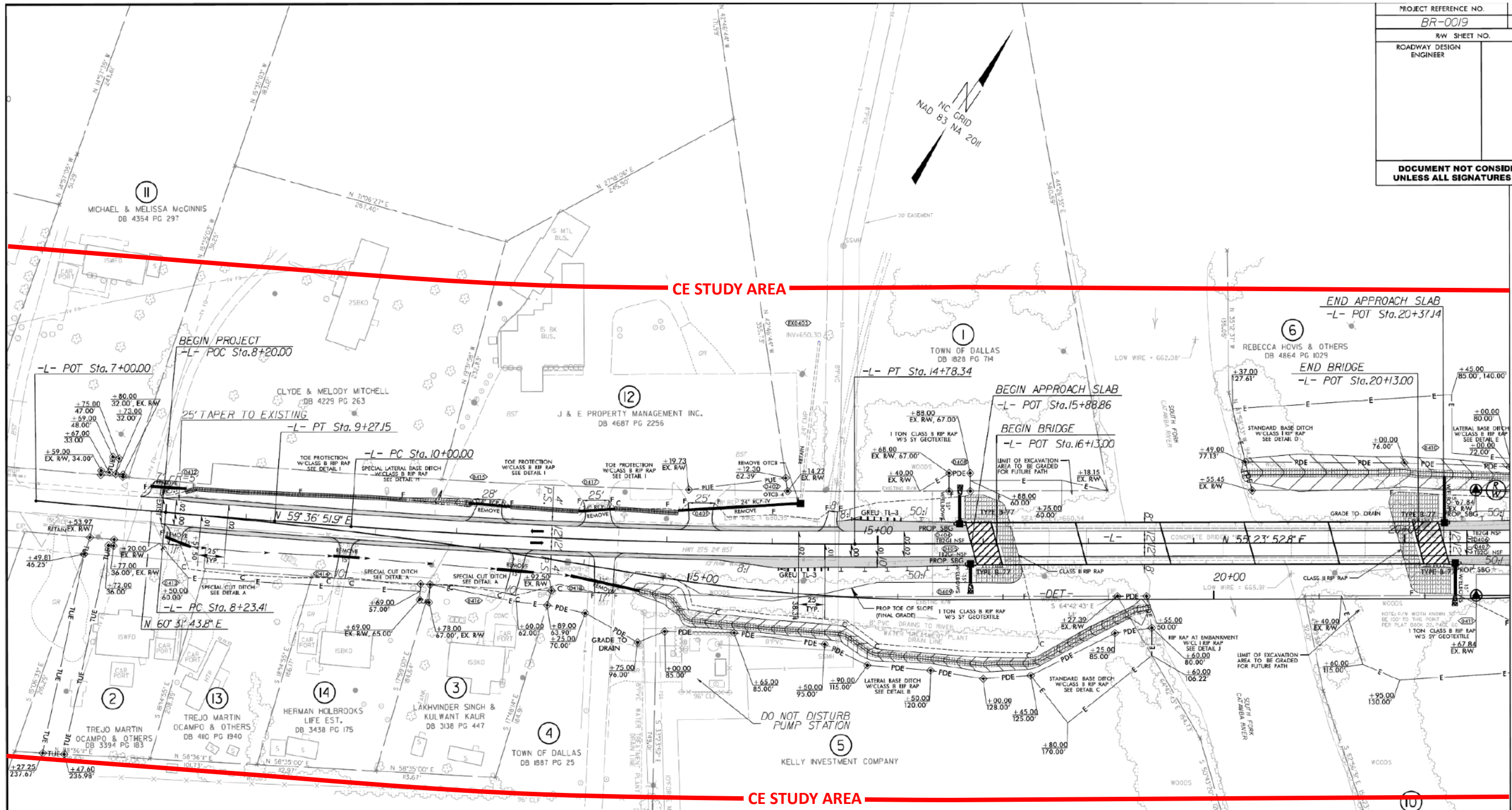
MATCHLINE -DET- STA. 22 + 85.00 SEE SHEET 2B-1



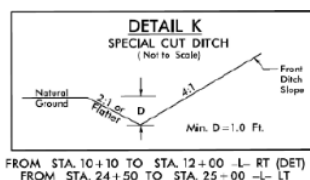
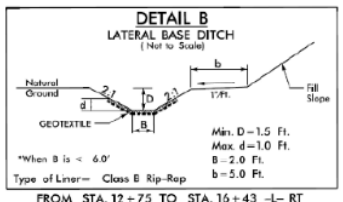
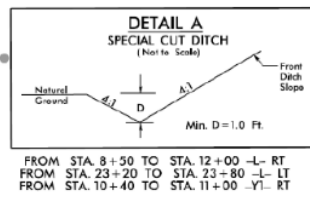
**FIGURE 2B
TEMPORARY DETOUR**

DRIVEWAY RADII = 10' UNLESS OTHERWISE NOTED

FOR -DET- PROFILE SEE SHT. 2B
FOR -YI_DET- PROFILE SEE SHT.



MATCHLINE -L- STA. 21+00.00 SEE SHEET 5



$PI Sta 8+75.29$ $\Delta = 0^{\circ} 54' 51.9'' (LT)$ $D = 0^{\circ} 52' 53.3''$ $L = 103.74'$ $T = 51.87'$ $R = 6,500.00'$ $V = 50 MPH$ $SE = RC$ $RO = 50'$	$PI Sta 12+39.28$ $\Delta = 4^{\circ} 12' 59.1'' (LT)$ $D = 0^{\circ} 52' 53.3''$ $L = 478.34'$ $T = 239.28'$ $R = 6,500.00'$ $V = 50 MPH$ $SE = RC$ $RO = 50'$
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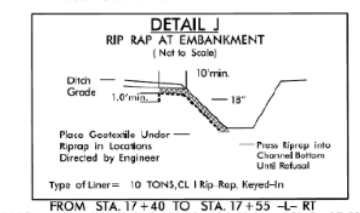
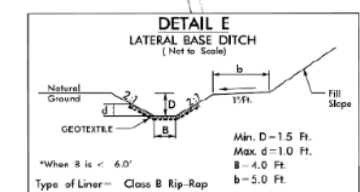
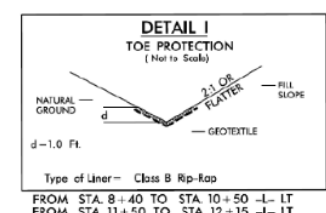
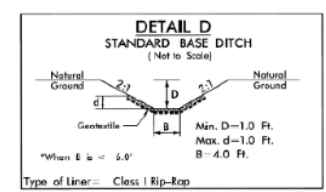
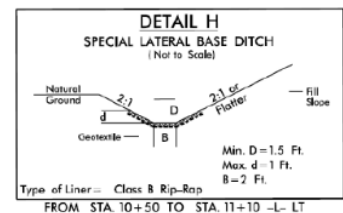
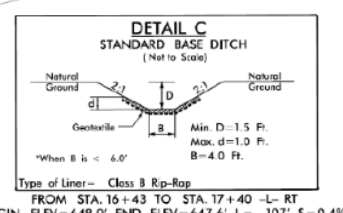
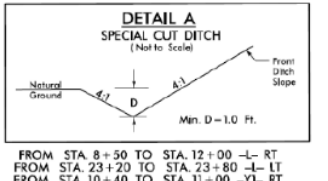
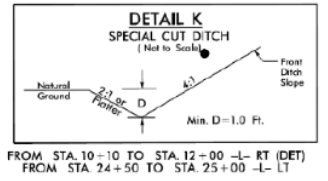
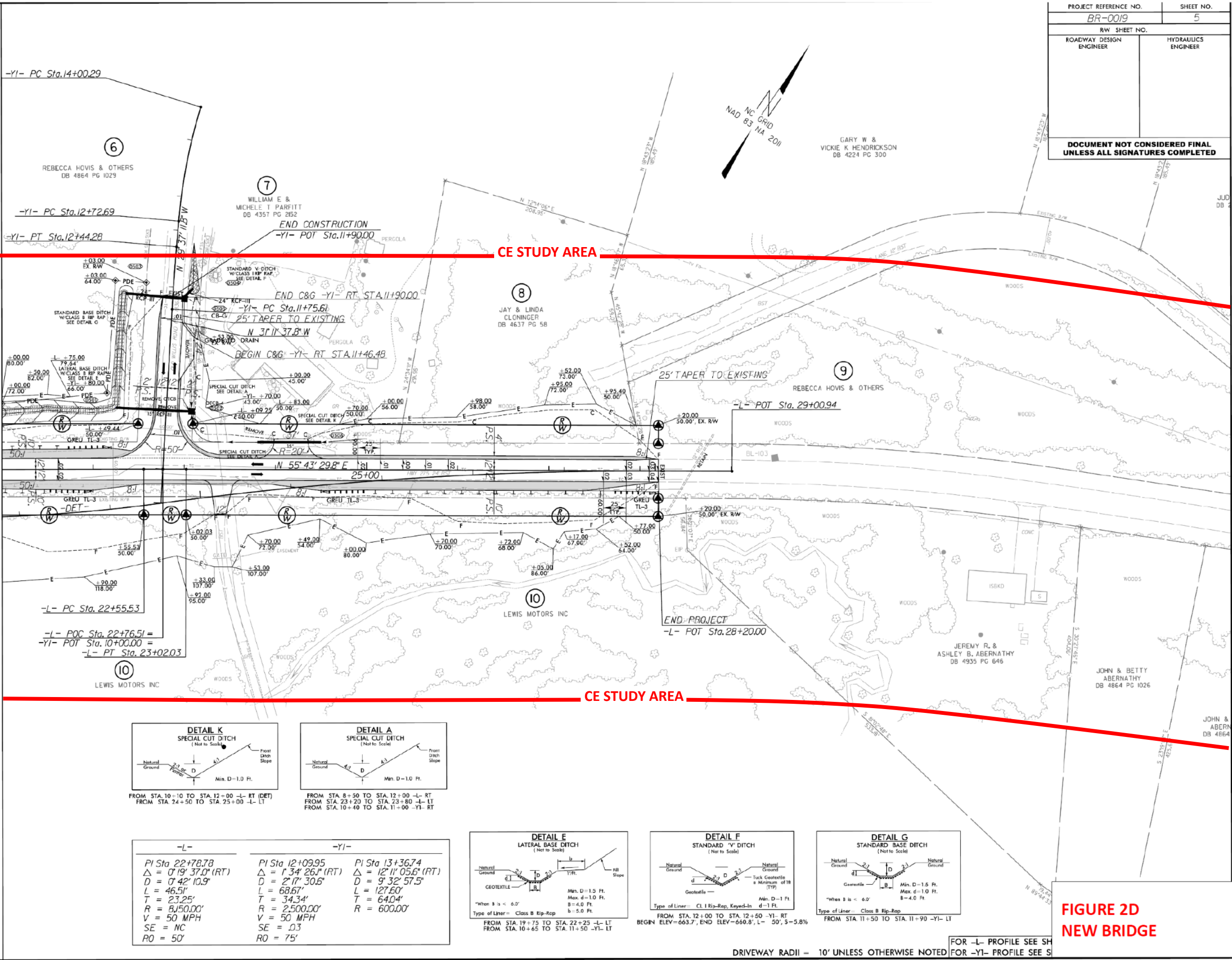


FIGURE 2C
NEW BRIDGE

DRIVEWAY RADII = 10' UNLESS OTHERWISE NOTED FOR -L- PROFILE SEE SH

MATCHLINE -L- STA. 21+00.00 SEE SHEET 4



-L-	-YI-
PI Sta 22+78.78	PI Sta 12+09.95
$\Delta = 0' 19' 37.0''$ (RT)	$\Delta = 1' 34' 26.1''$ (RT)
D = 0' 42' 10.9"	D = 2' 17' 30.6"
L = 46.51'	L = 68.67'
T = 23.25'	T = 34.34'
R = 8150.00'	R = 2500.00'
V = 50 MPH	V = 50 MPH
SE = NC	SE = 0.3
RO = 50'	RO = 75'

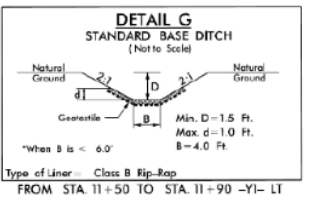
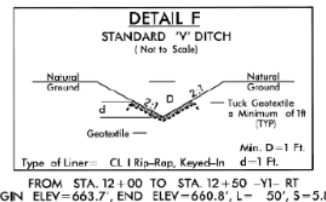
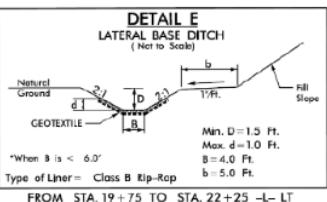


FIGURE 2D
NEW BRIDGE

DRIVEWAY RADII = 10' UNLESS OTHERWISE NOTED
FOR -L- PROFILE SEE SH
FOR -YI- PROFILE SEE S