

North Carolina Department of Transportation

NEPA/SEPA Consultation Form

STIP Project No.	BR-0042
WBS Element	49076.1.1
Federal Aid Project No.	N/A

A. Project Description, Location, and Purpose:

The North Carolina Department of Transportation (NCDOT) is proposing to replace bridge number 780116 on SR 2600 (Mizpah Church Road) over U.S. 29 in Rockingham County (Figure 1). The proposed action is listed in the Bridge Program as Project Number BR-0042.

Existing Bridge No. 780116 is 300 feet long with a clear roadway width of 34 feet with 5-foot offsets on each side. It is located in a rural area south of Reidsville with only a few residences and a church nearby. The bridge has a reinforced concrete deck on I-beams. The substructure consists of end bents made of reinforced concrete caps and precast prestressed concrete piles with interior bents of reinforced concrete post and beam with pile footings.

The replacement structure will be approximately 208 feet long providing a minimum 36-foot clear deck width. The bridge will include two 12-foot lanes and minimum 6-foot offsets on each side. The replacement bridge is shorter than the existing bridge because it is designed along a tangent while existing bridge is on a horizontal curve.

The new bridge will be constructed approximately 40 feet north of the existing bridge, and traffic will be maintained on the current bridge during construction. Existing Cook Florist Road, located approximately 160 feet east of the existing bridge, will be realigned and will tie into the new roadway approximately 250 feet east of the new bridge. Existing Magnolia Drive, located approximately 55 feet west of the existing bridge, will be realigned and will tie into the new roadway approximately 135 feet west of the new bridge (Figure 2). Adjustments to the clear distance may be required to meet sight distance requirements; if required, this will be addressed during final design of the project.

Project construction will extend approximately 880 feet from the east end of the new bridge and 698 feet from the west end of the new bridge. The approaches will be widened to provide two 12-foot lanes and 6-foot grassed shoulders on both sides (9-foot shoulders where guardrail is included). The roadway will be designed as a Minor Collector using American Association of State Highway and Transportation Officials (AASHTO) and Sub-Regional Tier Guidelines with a 50 mile per hour design speed.

The purpose of the proposed project is to replace a structurally deficient bridge. Bridge No. 116 was built in 1968 and is in need of replacement. NCDOT's bridge records indicate Bridge No. 116 has a sufficiency rating of 68.3 out of 100 and is considered to be structurally deficient. Being structurally deficient does not mean that the bridge is unsafe but does mean the bridge is in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance eventually necessitate the need for replacement.

B. Consultation Phase: (Check one)

- Right-of-Way
- Construction
- Other:

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

- SEPA MCDC 1/2/19

Additional Notes:

D. Changes in Proposed Action & Environmental Consequences:

Design Changes

No changes to the study area and no major design changes have occurred since the signing of the MCDC and no additional impacts to any resources have occurred due to these design changes.

Water resources

There are no jurisdictional resources located in the project study area for this project and therefore no Section 404 Permits needed.

Protected Species

No new species have been added or deleted to the USFWS Rockingham County list since the signing of the MCDC. All biological conclusions remain valid. NCDOT-ECAP conducted a re-survey for smooth coneflower in 2020 and no species were found. The PBO language for the northern long-eared bat has changed and is stated in the attached Project Commitments. Relevant sections of ESA have been satisfied.

Cultural Resources

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.

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

AECOM Design Engineer:	Timothy Koltz, PE	11/25/20
Environmental Specialist:	Erin Cheely	12/2/20
NCDOT Cultural Resources:	Jamie Lancaster	12/8/20
Other:		


G. Consultation Approval for NCDOT Project BR-0042

Prepared By: 
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 Rachelle Beauregard, Transportation Planner
 AECOM

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 Jacquelyn Bowles, PE
 NCDOT, Structures Management Unit

Reviewed By: 
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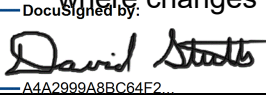
 John Jamison, Western Regional Team Lead
 NCDOT, Environmental Policy Unit

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.

1/6/2021

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

H. Project Commitments (as of January 2021)

Rockingham County
Replace Bridge No. 116 on SR 2600 (Mizpah Church Road) over U.S. 29
WBS 49076.1.1.
TIP No. BR-0042

Current status of the project commitments are listed in italics.

Division 7 Construction –

Mizpah United Methodist Church

Division 7 will coordinate with Mizpah United Methodist Church to minimize impacts to church property and access during construction.

(336) 342-3959

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 at:

<https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>

NCDOT has determined that the proposed action does not require Section 7 Endangered Species Act 16 U.S.C. §1531 consultation as the proposed action has no federal nexus [no permits are required]. However, NCDOT must comply with Section 9 and 10 of the Act for all project actions that may “take” protected animal species. NCDOT has evaluated this action for environmental impacts and has determined that take is not “reasonably certain to occur” for any listed animal species as a result of the described action. This project is in compliance with the regulatory responsibilities associated with the Endangered Species Act (Sections 9 & 10).

COMMITMENTS FROM PERMITTING

No special conditions were added from permitting as no permits were required for this project.