

MINIMUM CRITERIA DETERMINATION CHECKLIST

**TIP Project No.**            B-4800  
**W.B.S. Project No.**      38570.1.1

**Project Location:**

Bridge No. 43 on SR 1312 (Gallimore Dairy Road) over Jackson Creek in Randolph County.

**Project Description:**

The proposed project involves replacing Bridge No. 43 on SR 1312 (Gallimore Dairy Road) over Jackson Creek in Randolph County. The proposed project is included in the 2016-2025 North Carolina State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for state fiscal years 2019 and 2020, respectively, in the draft 2017-2027 STIP.

The replacement structure will be a three-span (1@30 feet, 1@70 feet and 1@30 feet) bridge approximately 130 feet long providing a minimum 27-foot ten-inch clear deck width. The bridge will include two ten-foot lanes and three-foot 11-inch offsets on each side. The bridge length is based on preliminary design information and is set by hydraulic requirements. The roadway grade of the new structure will be approximately the same as the existing structure.

Project construction will extend approximately 600 feet from the south end of the new bridge and 620 feet from the north end of the new bridge. The approaches will be widened to provide two ten-foot lanes and three-foot grassed shoulders on both sides (seven-foot shoulders where guardrail is included). The roadway will be designed as a Local Route using American Association of State Highway and Transportation Officials (AASHTO) and Sub-Regional Tier Guidelines with a 60 mile per hour design speed.

The new bridge will be constructed on new location, parallel to and just east of the existing bridge, and the existing private driveway access, located approximately 400 feet south of the existing bridge, will be realigned and will tie into the new roadway approximately 230 feet south of the new bridge (see Figure 2).

Traffic will be detoured on-site using the existing bridge and roadway alignment during construction.

The total cost for the project included in the draft 2017-2027 STIP is \$1,317,000. Of this total, \$41,000 is for right of way acquisition, \$26,000 is for utility relocation and \$1,250,000 is for construction. Current cost estimates for the project are as follows:

Right of Way Acquisition -	\$ 41,000
Utilities-	\$ 26,000
Construction -	<u>\$ 1,250,000</u>
Total	\$ 1,317,000

**Purpose and Need:**

The purpose of the proposed project is to replace a deficient bridge.

Existing Bridge No. 43 is 121 feet long, with a clear roadway width of 24 feet. The bridge has an asphalt wearing surface over concrete channel beams. The substructure consists of timber piles and concrete caps.

NCDOT Bridge Management Unit records indicate Bridge No. 43 currently has a sufficiency rating of 37.96 out of a possible 100 for a new structure. The bridge is posted with a weight limit of 26 tons for single vehicles and 29 tons for truck tractor semi-trailers.

The bridge is considered functionally obsolete due to a structural appraisal of 3 out of 9.

**Anticipated Permit or Consultation Requirements:**

A Nationwide Permit (NWP) 3 will likely be applicable for the proposed project. The USACE holds the final discretion as to what permit will be required to authorize project construction. If a Section 404 permit is required then a Section 401 Water Quality Certification (WQC) from the NCDWR will be needed.

**Special Project Information:**

**Environmental Commitments:**

The list of project commitments (green sheets) are located at the end of the checklist.

**Pedestrian and Bicycle Accommodations:**

Bridge No. 43 is not located on a designated bicycle route nor is there an indication of substantial bicycle or pedestrian usage. No special accommodations for bicycles and pedestrians are proposed.

**Bridge Demolition:**

Bridge No. 43 is constructed of precast/prestressed concrete, and it should be possible to remove with no resulting debris in the water based on standard demolition practices.

**Design Exception:**

There are no anticipated design exceptions for this project.

**Alternatives Considered:**

**No Build** – The no build alternative would result in eventually closing the road, which is unacceptable given the volume of traffic served by SR 1312.

**Rehabilitation** – The bridge was constructed in 1961 and is reaching the end of its useful life. Rehabilitation would only provide a temporary solution to the structural deficiency of the bridge.

**Offsite Detour** – Replacing the bridge in place while utilizing an offsite detour was initially considered, however, this alternative would involve the realignment of the driveway on the southeast side of the bridge, which would require substantial earthwork/cut to provide the proper sight distance. Because of this issue, the preferred alternative (constructing the bridge on new location) was developed. In addition, the alignment of the new bridge provides a perpendicular crossing of the stream, thereby resulting in fewer impacts than the replace-in-place alternative.

**New Alignment with Onsite Detour (Recommended)** – Due to the reasons discussed in the “Offsite Detour” section above, an onsite detour alternative was developed and selected as the preferred alternative. The new bridge will be located just east of the existing bridge. Traffic will be maintained along the existing bridge during construction and the existing bridge will be removed upon completion of the new bridge.

**Staged Construction** – Staged construction was not considered because of the availability of an acceptable onsite detour.

**Public Involvement:**

A landowner notification letter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

**PART A: MINIMUM CRITERIA**

- |  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| 1. Will the proposed project involve land disturbing activity of more than ten acres that will result in substantial, permanent changes in the natural cover or topography of those lands? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. Will the proposed project require the expenditure of more than ten million dollars in public funds?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Is the proposed project listed as a type and class of activity which would qualify as a Non-Major Action under the Minimum Criteria rules?<br>If “yes”, under which category?           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
- Category #8  
and #9

(Note: If either Category #8 or #15 is used, complete Part D of this checklist.)

If “yes” is selected for either Question 1 or 2 and “no” is selected for Question 3, then the project does not qualify as a Non-Major Action. A state environmental impact statement (SEIS) or state environmental assessment (SEA) will be required.

**PART B: MINIMUM CRITERIA EXCEPTIONS**

- |  | YES                      | NO                                  |
|--|--------------------------|-------------------------------------|
| 4. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Will the proposed activity endanger the existence of a species on the Department of Interior’s threatened and endangered species list?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or groundwater impacts?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Is the proposed activity expected to have a significant adverse effect on shellfish, finfish, wildlife, or their natural habitats?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the NCDOT?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Note: If any of Questions 4 through 11 in part B are answered “YES”, the proposed project does not qualify as a Non-Major Action. A SEIS or SEA will be required.

**PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS**

	YES	NO
<u>Ecological Impacts</u>		
12. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Does the action require the placement of fill in waters of the United States?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Does the project require stream relocation or channel changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Is the proposed action located in an Area of Environmental Concern, as defined in the Coastal Area Management Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Cultural Resources

17. Will the project have an “effect” on a property or site listed on the National Register of Historic Places?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Question 12:** Marginally suitable habitat for the Schweinitz’s sunflower is present within the study area. Open areas exist within the right-of-way of Gallimore Dairy Road. This roadside habitat appears to be periodically maintained via mowing, however. Such maintenance activities would preclude the growth and recruitment of wildflowers, such as Schweinitz’s sunflower, within the roadside right-of-way. A review of NC Natural Heritage Program records, updated January 15, 2016, indicates no known Schweinitz’s sunflower occurrences within one mile of the study area. A field pedestrian survey for presence/absence of the Schweinitz’s sunflower was conducted on September 23, 2015. No specimens of Schweinitz’s sunflower were observed within the study area during the field survey. The biological conclusion is “**No Effect**”.

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 northern long-eared bat (NLEB) (*Myotis septentrionalis*) 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 is **May Affect, Likely to Adversely Affect**. The PBO provides 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 Randolph County.

**Question 13:** Two jurisdictional streams were identified in the project study area (Figure 2). Project construction will result in approximately 200 feet of stream impacts.

**PART D: (To be completed when either category #8 or #15 of the rules is used.)**

- 19. Project length: 0.26 miles
  - 20. Right of Way width: 100 feet
  - 21. Total Acres of Disturbed Ground Surface: 1.9 acres
  - 22. Total Acres of Wetland Impacts: 0
  - 23. Total Linear Feet of Stream Impacts: 200ft
  - 24. Project Purpose: The purpose of the proposed project is to replace a deficient bridge.
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Reviewed by:

5/2/2017  
Date

DocuSigned by:  
*Jaene Olvera*  
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Consultant Project Manager

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Date

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Project Planning Engineer  
Project Development & Environmental Analysis Unit

5/2/2017  
Date

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Project Engineer  
Project Development & Environmental Analysis Unit

**PROJECT COMMITMENTS:**

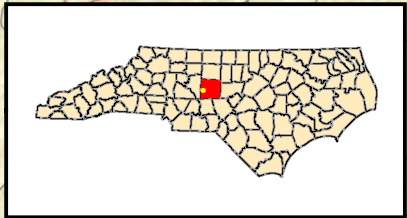
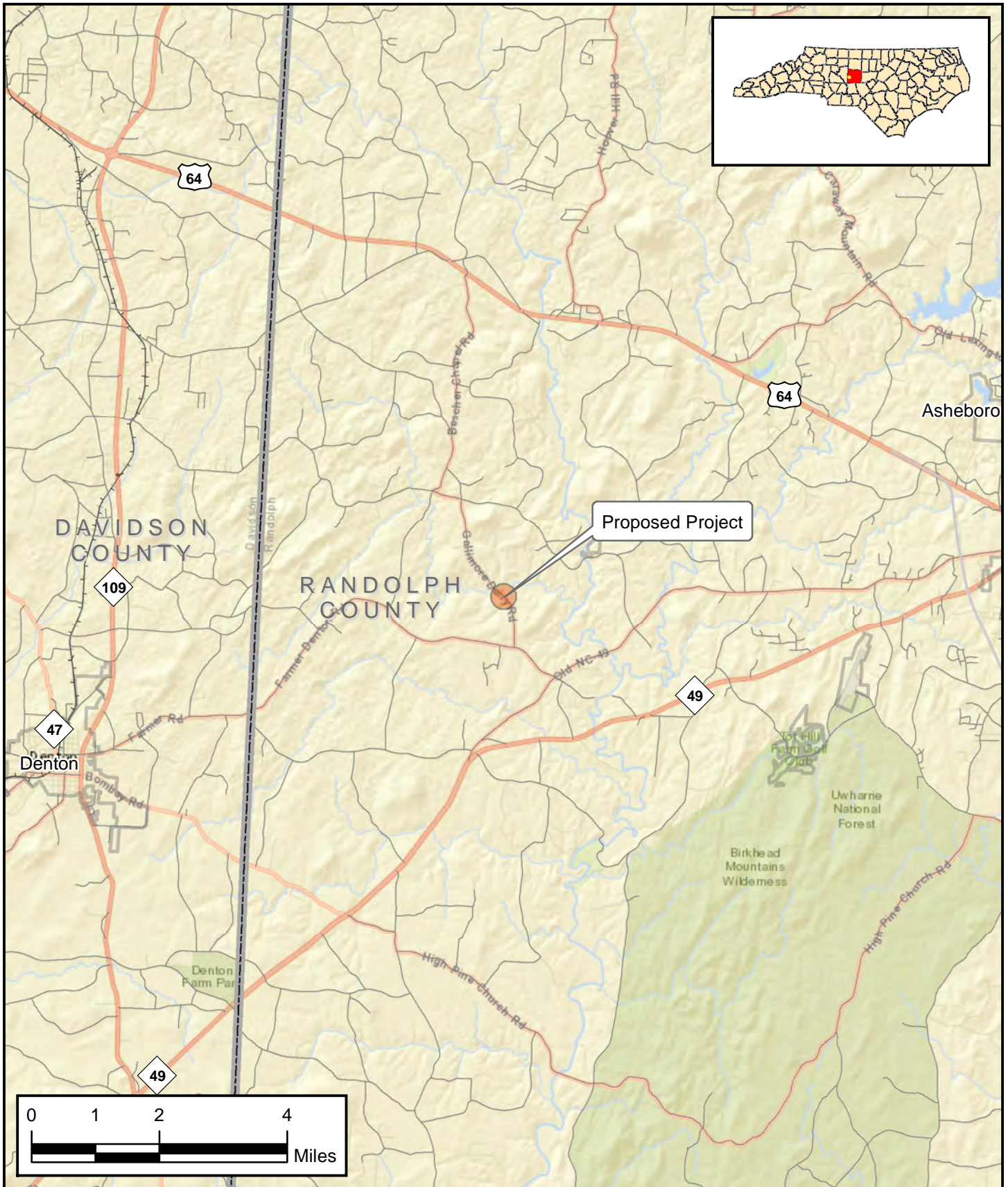
**Randolph County  
Bridge No. 43 on SR 1312 (Gallimore Dairy Road)  
over Jackson Creek  
W.B.S. No. 38570.1.1  
T.I.P. No. B-4800**

**NCDOT Division 8**

- This project involves construction activities on or adjacent to a FEMA-regulated stream. Therefore, the Division will submit sealed as-built construction plans to the NCDOT Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

**NCDOT Hydraulic Design Unit**

- The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the 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).



NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PROJECT DEVELOPMENT AND  
ENVIRONMENTAL ANALYSIS UNIT

**VICINITY MAP  
BRIDGE NO. 43 ON  
SR 1312 (GALLIMORE DAIRY RD)  
OVER JACKSON CREEK**

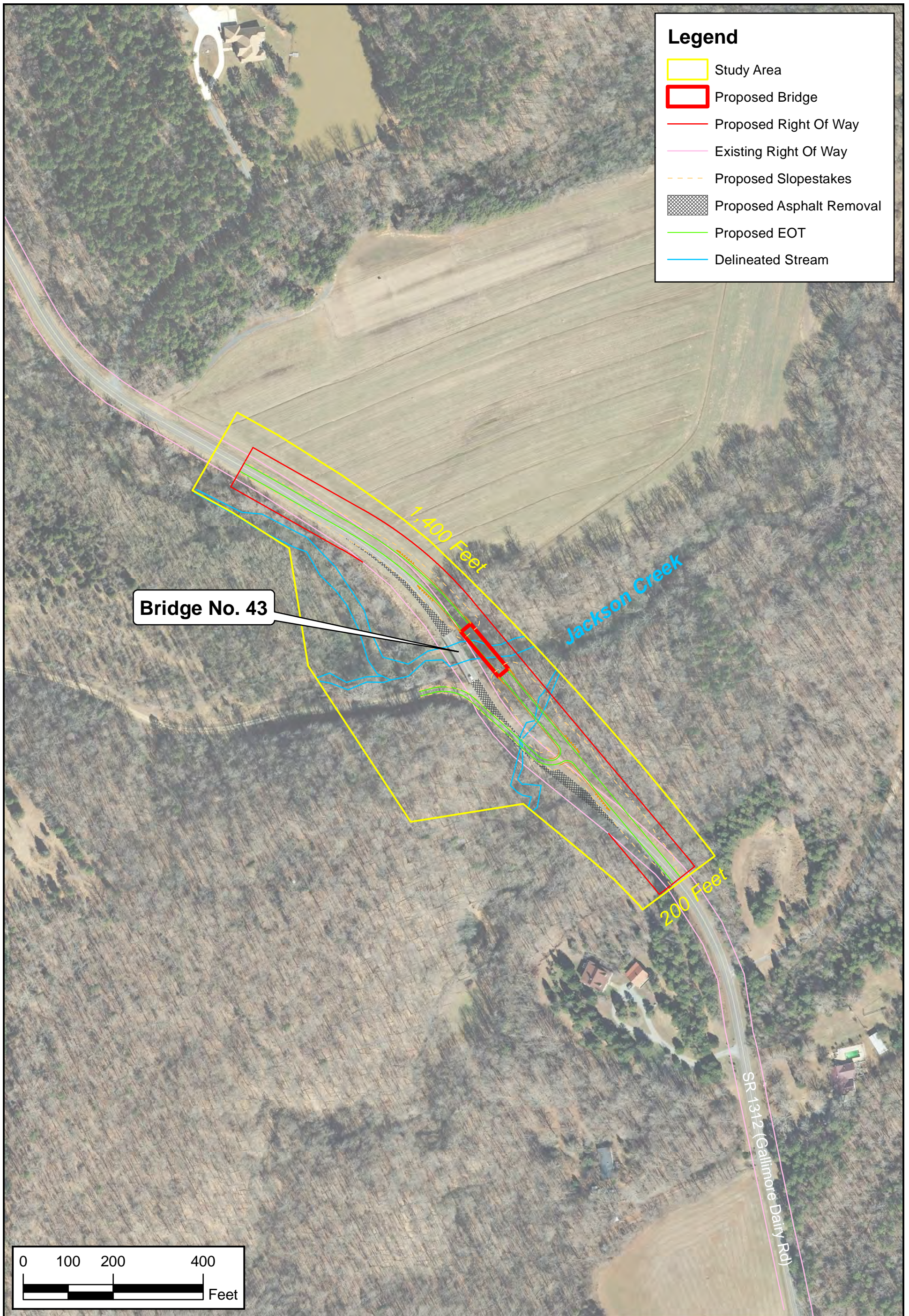
RANDOLPH COUNTY  
TIP PROJECT B-4800



County:	RANDOLPH	
Div:	8	TIP# B-4800
WBS:	38570.1.1	
Date:	MAY 2016	

**Figure  
1**

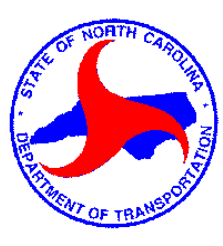
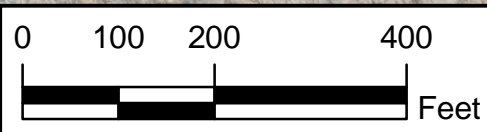




**Legend**

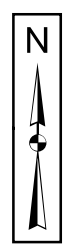
- Study Area
- Proposed Bridge
- Proposed Right Of Way
- Existing Right Of Way
- Proposed Slopestakes
- Proposed Asphalt Removal
- Proposed EOT
- Delineated Stream

**Bridge No. 43**



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS UNIT

**PROJECT MAP  
 BRIDGE NO. 43 ON  
 SR 1312 (GALLIMORE DAIRY RD)  
 OVER JACKSON CREEK**  
 RANDOLPH COUNTY  
 TIP PROJECT B-4800



County:	RANDOLPH
Div:	8
TIP#:	B-4800
WBS:	38570.1.1
Date:	JULY 2016

**Figure  
 2**