

## **MINIMUM CRITERIA DETERMINATION CHECKLIST**

**STIP Project No.**                B-5416  
**W.B.S. Project No.**        55046.1.1

**Project Description:** The proposed project involves replacing Perquimans County Bridge No. 29 on SR 1200 (Bethany Church Road) over a branch of the Perquimans River. 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 2018 and 2019, respectively, in the STIP.

Bridge No. 29 carries 240 vehicles per day with 480 vehicles per day projected for the future. The posted weight limit on the bridge is 18 tons for single vehicles and 27 tons for truck-tractor semi-trailers. The bridge was constructed in 1964 and is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations and a more durable structure at this location.

Bridge No. 29 is 52 feet long and 25.33 feet wide. It will be replaced on the existing alignment, and the replacement structure will be a bridge approximately 90 feet long providing a minimum 26 feet clear deck width. The bridge will include two 10-foot lanes and 3-foot offsets. 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.

Traffic will be detoured offsite (see Vicinity Map) during the construction period. The offsite detour for this project would include SR 1001 (Sandy Cross Road), SR 1214 (Louis Spivey Road), and Bethany Church Road. The detour would result in a maximum of 6 miles of additional travel. A 6- to 9-month duration of construction is expected on this project. NCDOT Division 1 agrees with the use of an offsite detour.

The cost estimate for the project included in the 2016-2025 TIP is \$850,000. Of this total, \$75,000 is estimated for right-of-way acquisition, and \$775,000 is estimated for construction. The latest cost estimate for the project is \$685,800. Of this total, \$9,500 is estimated for right-of-way acquisition, \$26,300 is estimated for utilities and \$650,000 is estimated for construction.

**Purpose and Need:** The purpose of the proposed project is to replace a deficient bridge. NCDOT Bridge Management Unit records indicate Bridge No. 29 has a sufficiency rating of 62.86 out of a possible 100 for a new structure.

**Anticipated Permit or Consultation Requirements:** The project is expected to impact approximately 0.05 acres of wetlands. A Nationwide Permit (NWP) 3 (maintenance) and NC Water Quality Certification No. 3883 will likely be required for impacts to "Waters of the United States" resulting from this project. Other permits that may apply include a NWP No. 6 (survey activities) and NWP No. 33 and NC Certification 3893 (temporary construction activities). Pre-construction notification should be provided to the US Army Corps of Engineers and NC Division of Water Resources. A Coastal Area Management Act (CAMA) Major Permit will also likely be required. Construction will also need to adhere to a moratorium on in-water work from February 15 to June 30 due to the presence of anadromous fish.

**Environmental Commitments:** The list of project commitments (greensheet) is located at the end of the checklist.

**Bicycle and Pedestrian Accommodations:** No special bicycle or pedestrian accommodations are proposed for the project.

**Bridge Demolition:** The existing bridge is constructed of timber and steel and should be possible to remove with no resulting debris in the water based on standard demolition practices.

**Alternatives Considered:** The no-build alternative was considered but eliminated, as it would result in eventually closing the road.

**Floodplains:** Perquimans County is a participant in the National Flood Insurance Program. The proposed project is located within a 100-year floodplain. 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 the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

**Public Involvement:** A landowner notification letter was sent to all property owners affected directly by this project, and 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?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| If “yes”, under which category?  | <b>Category # 9</b>                 |                                     |

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 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 2 through 14 in part B are answered “YES”, the proposed project does not qualify as a Non-Major Action. A state EIS or EA 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Cultural Resources</u>		
17. Will the project have an "effect" on a property or site listed on the National Register of Historic Places?	<input checked="" type="checkbox"/>	<input 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"/>

**Additional Information:**

**Response to Question 12:** Due to its proximity to the Perquimans River, the tributary of the Perquimans crossed by Bridge No. 29 may provide suitable habitat for Atlantic sturgeon, a federally-protected anadromous fish. It is expected the proposed project may affect, but is not likely to adversely affect Atlantic sturgeon. An in-water construction moratorium will be observed from February 15<sup>th</sup> to June 30<sup>th</sup> to allow anadromous fish passage.

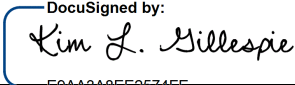
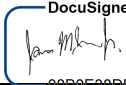
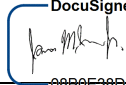
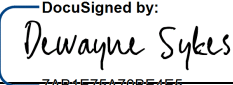
The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration, the US Army Corps of Engineers and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The PBO provides incidental take coverage for the NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 1-8, which includes Perquimans County. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020. The programmatic determination for NLEB for the NCDOT program is "May Affect, Likely to Adversely Affect."

**Response to Question 13:** The bridge is expected to have interior bents in the water. The project may also impact approximately 0.05 acres of wetlands (based on an area 25 feet beyond the proposed slope stakes).

**Response to Question 16:** The tributary of the Perquimans crossed by Bridge No. 29 is considered an Area of Environmental Concern and falls under the jurisdiction of the Coastal Area Management Act.

**Response to Question 17:** The National Register-eligible Thomas D. White House is located southwest of Bridge No. 29 within the Area of Potential Effects. On February 2, 2016, the State Historic Preservation Office issued an effects determination of "No Adverse Effect" based on a review of preliminary design plans for the proposed project, contingent upon the conditions of tree protection during construction and inclusion of a single-bar metal rail for the replacement bridge.

Reviewed by:

6/10/2016	
Date	Project Planning Engineer NCDOT Project Development & Environmental Analysis Unit
6/13/2016	
Date	Project Engineer NCDOT Project Development & Environmental Analysis Unit
6/13/2016	
Date	For Eastern Project Development Section Head NCDOT Project Development & Environmental Analysis Unit
6/10/2016	
Date	Consultant Project Manager

## **PROJECT COMMITMENTS**

**Perquimans County  
Bridge No. 29 on SR 1200  
over a branch of Perquimans River  
W.B.S. No. 55046.1.1  
STIP Project B-5416**

### **Division 1 Construction, Resident Engineer's Office – Offsite Detour**

In order to have time to adequately reroute school busses, Perquimans County Schools will be contacted at least one month prior to road closure.

Perquimans County Emergency Services will be contacted at least one month prior to road closure to make the necessary temporary reassignments to primary response units.

### **Hydraulic Unit – 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).

### **Division Construction-FEMA**

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.

### **All Design Groups/Division 1 Construction, Resident Engineer's Office – Anadromous Fish**

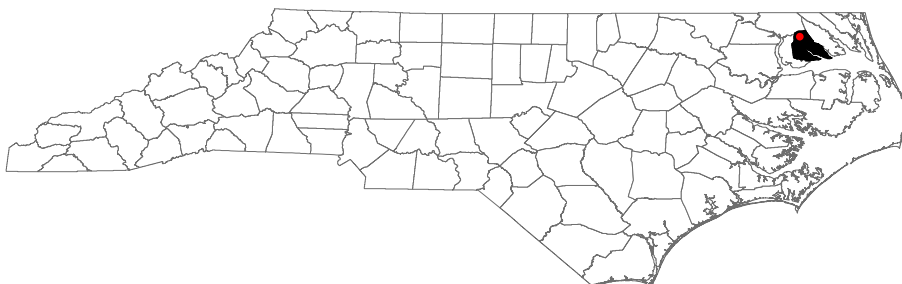
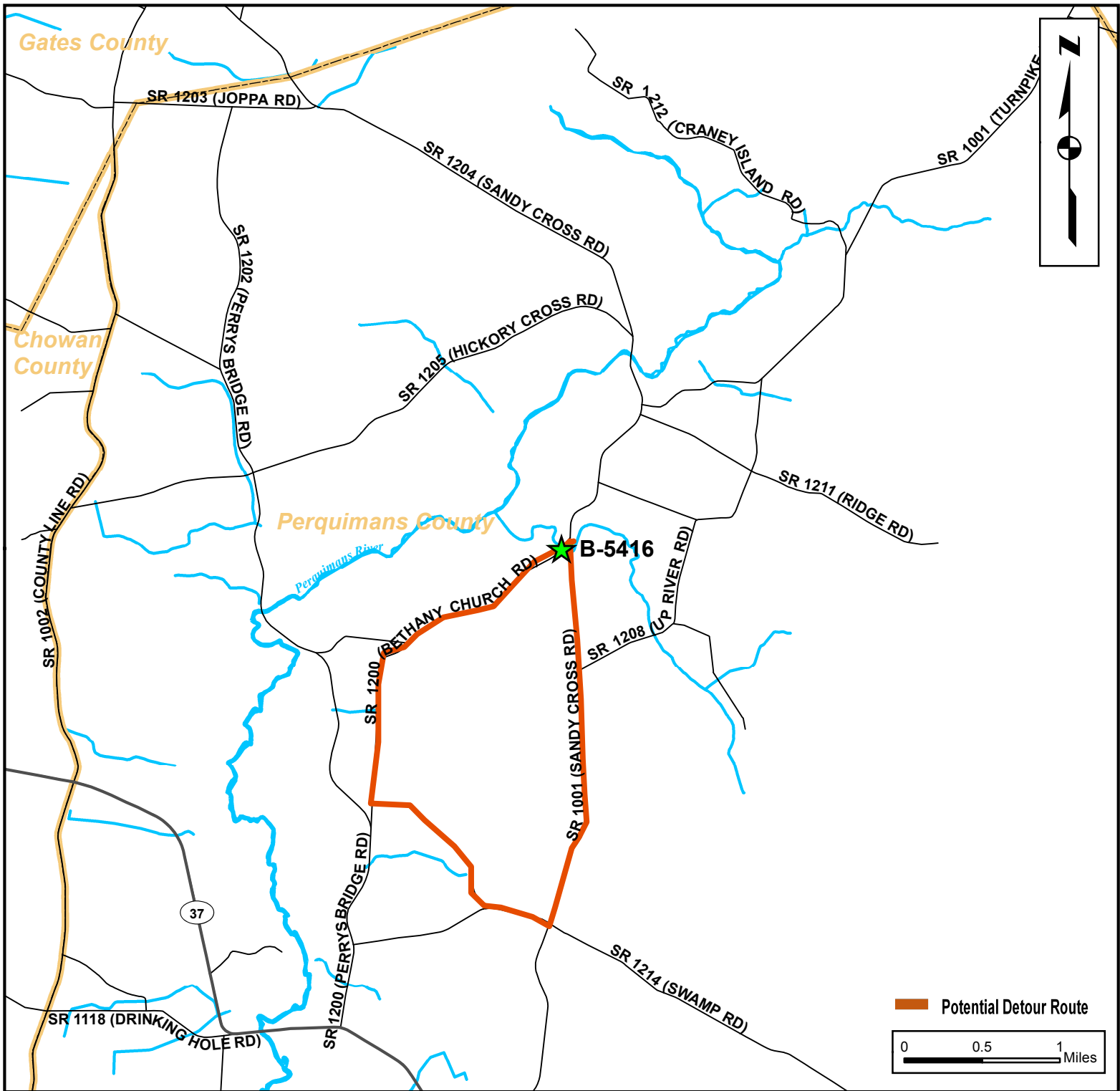
A moratorium on in-water construction will be in place from February 15 to June 30 of any given year.

Stream Crossing Guidelines for Anadromous Fish will be implemented in the design and construction of this project.

### **Structure Design/Division 1 Construction, Resident Engineer's Office – Section 106 Coordination**

The proposed project is located adjacent to the National Register-eligible Thomas D. White House. The proposed project was determined to have no adverse effect on the historic property with the following conditions:

- Tree protection is implemented for the historic property during construction.
- Single-bar metal rail is used in the bridge design.



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

**PERQUIMANS COUNTY  
REPLACE BRIDGE NO. 29  
ON SR 1200 OVER PERQUIMANS RIVER BRANCH  
TIP PROJECT B-5416**

**VICINITY MAP**