



FY 2022 Bridge Investment Program (BIP) Bridge Projects

Application Template

This FY 2022 BIP Application Template is provided to assist project sponsors who intend to apply for a Bridge Project FY 2022 BIP grant. Interested eligible applicants should read the FY 2022 BIP Notice of Funding Opportunity (NOFO) in its entirety and especially where noted in this application template to submit eligible and competitive applications.

Basic Project Information

Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.

Project Name	<i>Replacing Aging and Poor Infrastructure to Drive Sustainability (RAPIDS)</i>
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Eligibility Criteria

Project Description (Replacement, Rehabilitation, Preservation, or Protection projects, including bridge bundling and NBIS culvert replacement and rehabilitation)	<p>After 65 years, North Carolina’s (NC) Bridge #410051 has extensive wear and tear and has passed the end of its useful service life. The North Carolina Department of Transportation (NCDOT) is faced with an imminent need to replace the bridge, as it is in poor condition and does not meet current geometric design standards.</p> <p>The Replacing Aging and Poor Infrastructure to Drive Sustainability (RAPIDS) (the “Project”) project will replace the NC 48 Gaston Road Bridge over the Roanoke River between the City of Roanoke Rapids in Halifax County and the Town of Gaston in Northampton County, NC. Additionally, the project will widen the bridge shoulders to enrich bicycle and pedestrian connectivity and develop a regional multimodal corridor between Northampton and Halifax Counties, as well as improve traffic flow to the WestRock paper mill, a major employer in the community. The new bridge will be constructed to NCDOT’s design standards, resulting in a service life of over 100 years (instead of the current bridge’s useful life of 50 years), which creates a more sustainable and resilient transportation network.</p> <p>For more detail, please see the project narrative.</p>
BIP Request Amount (minimum grant award is \$2.5 million):	Exact amount in year-of-expenditure dollars: \$23,652,144

Total Project Cost (total project cost cannot exceed \$100 million for Bridge Projects):	Estimate in year-of-expenditure dollars: \$29,565,179
Applicant:	North Carolina Department of Transportation (NCDOT)
Maintenance Commitment	NCDOT certifies that the completed project will be maintained and has included a letter of commitment in the application package (Attachment 5).
Bike and Pedestrian Accommodation required by 23 U.S.C. 217(e)	<p>The RAPIDS project will widen the bridge shoulders to enrich bicycle and pedestrian connectivity and develop a regional multimodal corridor between Northampton and Halifax Counties. The new bridge design includes twelve-foot travel lanes with eight-foot shoulders on each side.</p> <p>The current bridge and approach roads do not have sidewalks, but the project proposes to construct 1,500 feet of new sidewalk. One of the stated goals of this project is to provide safe, sustainable, and efficient multimodal movement of people and goods in the region, while supporting transportation, commerce, economic development, and regional response needs. The proposed new five-foot sidewalks and eight-foot shoulders will improve safety for pedestrians and bicyclists.</p> <p>The current railing is 33 inches above the raised section of deck, well under the minimum standard of 42" above the deck. In addition, the current intersection does not support pedestrian and Americana with Disabilities Act (ADA) requirements.</p> <p>For more detail, please see the project narrative.</p>

Additional Project Information

List State(s) in which the project is located:	North Carolina
Does the project serve an urban or rural community?	Rural Community
List all Project Co-Applicants:	N/A
Identify the Lead Applicant (who will also be the applicant responsible for administration of BIP funds if application is selected, and the point of contact for the application)	North Carolina Department of Transportation (NCDOT)
Was an application for USDOT discretionary grant funding for this project previously submitted?	No
Is the project located (entirely or partially) in Federal or USDOT designated areas?	<p>Yes, the project is within one of the Federally designated Opportunity Zones (Census Tract 9204.01).</p> <p>Yes, Census Tract 9303, which covers a portion of the project area, is a Historically Disadvantaged Community.</p> <p>No, the project is not located within an Empowerment Zone or Enterprise Communities.</p> <p>No, the project is not located within the Promise Zone Program.</p> <p>No, the project is not located within the Choice Neighborhood Program Grantees.</p> <p>For more detail, please see the project narrative and a detailed equity analysis included in Attachment 12.</p>

National Bridge Inventory Data

For each bridge on the project, fill out the NBI data in the following form. For projects with multiple bridges, including those utilizing bridge bundling, this table should be duplicated and populated with data for each individual bridge. This data is used to support and verify statements made about the project in other sections in this application template, as noted in Section D.2.d.II of the NOFO. Data, format, and coding information can be downloaded from [Download NBI ASCII files - National Bridge Inventory - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration \(dot.gov\)](#):

Identification

Item 1 – State Code & Name	37- North Carolina
Item 8 – Structure Number	000000000830051
Item 5A – Record Type	1-On Structure
Item 3 – County Code & Name	083 - Halifax County
Item 6 – Feature Intersected	ROANOKE RIVER
Item 7 – Facility Carried	NC48
Item 16 - Latitude	36.48068
Item 17 – Longitude	-77.64577

Classification

Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	0 - Not on NHS
Item 26 – Functional Classification	16 - Urban Minor Arterial
Item 110 – Designated National Network	0 - Not on National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency

Age and Service

Item 27 – Year Built	1957
Item 106 – Year Reconstructed	0
Item 42 – Type of Service	5 - Highway-pedestrian
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	9600
Item 109 – Average Daily Truck Traffic	6
Item 19 – Bypass, Detour Length	8.7

Structure Type and Material

Item 43 – Structure Type, Main	6 - Prestressed Concrete Continuous
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Replacing Aging and Poor Infrastructure to Drive Sustainability (RAPIDS)

Condition

Item 58 – Deck Condition	6 - Satisfactory Condition
Item 59 – Superstructure Condition	4 - Poor Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	7 - Channel remediation is in satisfactory condition
Item 62 – Culverts	N - Not a culvert

Geometric Data

Item 49 – Structure Length	1121.7
Item 50 – Curb of Sidewalk Widths	3
Item 51 – Bridge Roadway Width, curb-to-curb	27.9
Item 52 – Deck Width, out-to-out	36.1
Item 32 – Approach Roadway Width	24.9
Item 47 – Inventory Route, Total Horizontal Clearance	27.9
Item 53 – Minimum Vertical Clearance over Bridge Roadway	N - Not highway or railroad below, "9999"
Item 54 – Minimum Vertical Underclearance	N - Not highway or railroad below, "000"
Item 55 – Minimum Lateral Underclearance on Right	N - Not highway or railroad below, 0
Item 56 – Minimum Lateral Underclearance on Left	N - Not highway or railroad below, 0

Load Rating and Posting

Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open

Appraisal

Item 113 – Scour Critical Bridges	5 - Foundations Stable
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Inspections

Item 90 – Inspection Date	June 2021
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Project Selection Criteria

Provide narrative response how the project responds to the project selection criteria in Section E.1.b of the NOFO. In responding to project selection criteria, refer to statutory selection criteria included in Section E of the NOFO and address them in the appropriate project selection criteria.

<p>Criteria #1: State of Good Repair</p>	<p>Replacing the bridge will enable the NCDOT to avoid major near-term O&M costs needed to maintain current lift span elements and keep operations moving effectively. The deteriorating condition of the bridge requires NCDOT to continually reevaluate the condition of the bridge to ensure it is still safe to use. Following any of these more frequent inspections, results could reach the likely conclusion that the bridge has degraded to “critical” condition, and the heightened risk to safety will require it to be closed. If the Project was delayed or unable to be implemented, and the bridge was deemed unsafe, not only will traffic not be able to use the bridge, but the public would not be able to utilize the Roanoke River State Paddle Trail. As a result, the closure will cause severe travel time and reliability impacts for the traveling public. The detoured route via NC 46, I-95, and NC 158 increases travel time by 4.5 miles or 6 minutes in each direction, plus those routes will face more congestion, safety and reliability challenges</p> <p>Implementation of the Project will generate significant O&M cost savings for NCDOT, while also bringing crucial landside infrastructure to a state of good repair. Under the no-build scenario, costs associated with the ongoing infrastructure O&M to ensure a suitable state of good repair includes both the capital costs associated with replacement as well as the costs associated with inspections and maintenance of the infrastructure during its first 20 years of operations.</p> <p>For more detail, please see the project narrative.</p>
<p>Criteria #2: Safety</p>	<p>The continued deterioration of the bridge will result in the high probability of implementing weight limit restrictions and potential closure which would have significant economic, quality of life, and safety impacts for both communities and the region.</p> <p>One of the stated goals of this Project is to provide safe, sustainable, and efficient multimodal movement of people and goods in the region, while supporting transportation, commerce, economic development, and regional response needs. The current bridge and approach roads do not have sidewalks. The Project proposes construction of 1,500 feet of new sidewalk on the approach to the new bridge and wider shoulders and higher railings on the new bridge. The proposed new five-foot sidewalks and eight-foot shoulders will improve safety for pedestrians and bicyclists. Additionally, improved traffic flow and access the WestRock paper mill due to the Project, will reduce the number of conflicts at the bridge between trucks and other users.</p> <p>For more detail, please see the project narrative.</p>

<p>Criteria #3: Mobility and Economic Competitiveness</p>	<p>The project will contribute to the economic competitiveness of the US by providing a safe transportation network and improving mobility. The project supports long-term growth in high quality employment in an area with low-income populations. The economy is based in part on its geographic position and its connection to some of the major transportation systems of the country. The labor force located within a 30-mile labor recruiting area is approximately 52,900 workers and 470,600 workers within 60 miles.¹ The superior quality of life in this region makes it easy to recruit key executives and managers from outside the area.</p> <p>The bridge provides a critical route to work and services for communities on both sides of the river. In the scenario of a long-term closure, passage over the bridge would be halted, requiring vehicles to find alternate routes, and removing the only direct connection for passenger vehicles between Northampton and Halifax Counties. The detoured route via NC 46, I-95 and NC 158 increases travel time by 4.5 miles or six minutes in each direction, plus those routes will face more congestion, safety and reliability challenges. Thus, the NC 48 Gaston Road bridge provides essential routes to work, school, health care, and other services for working families throughout the region.</p> <p>The proposed bridge allows for better pedestrian and bicycle access in the area, as it eliminates this barrier within the communities. The Project provides safer transportation facilities to accommodate existing and forecasted transportation demand. These benefits would be experienced by all people, non-Environmental Justice (EJ) and EJ populations alike. As the Project limits are located within a Federal Opportunity Zone, there is opportunity to incentivize new investment leveraging the attractiveness of sustainable transportation in combination with neighborhood redevelopment, new affordable housing options, and business development strategies. The NC 48 improvements will benefit the residents of these disadvantaged communities and support development within them by improving safe and efficient access to the regional transportation network. For more detail, please see the project narrative.</p>
<p>Criteria #4: Climate Change, Resiliency, and the Environment</p>	<p>Eastern and Central North Carolina, like many other communities around the world, are bearing the brunt of climate change impacts. Hurricanes and extreme weather events are becoming more frequent and more severe. Since 1999, Hurricanes Floyd, Matthew, and Florence have caused \$31.2 billion in damage in eastern North Carolina, primarily due to major flooding, which have resulted in 119 fatalities. The bridge between Roanoke Rapids and Gaston serves as a key evacuation corridor for communities during major storm events. The ability to forecast, report, and scenario test transportation infrastructure flooding provides operational awareness that is critical during these events to minimize disruptions and save lives.</p>

¹ <https://halifaxdevelopment.com/labor-profile/>

	<p>In the rural counties traversed by the Project, 16.5% of the population is below the poverty line and 41.6% are minority populations (according to the 2015-2020 American Community Survey). By improving the roadway standards, the Project will extend the useful life of the corridor and ultimately allow residents and visitors to evacuate more safely in the future.</p> <p>To address the regular, and increasing, occurrence of major storm events in North Carolina, NCDOT, partnering with the Federal Emergency Management Administration (FEMA) developed the Flood Inundation Mapping Alert Network for Transportation (FIMAN-T). This system is a web-based tool used to provide NCDOT officials and emergency management stakeholders with real-time and forecasted flood inundation depths along roads, bridges, and other NCDOT assets in support of risk-based decision-making during flooding events.</p> <p>In the event of a bridge closes or weight restrictions are enforced, trucks and personal vehicles linked to commuter trips will need to detour. The shortest detoured route via NC 46, I-95, and NC 158 increases travel time by 4.5 miles or six minutes in each direction, increasing air pollutants and congestion, safety, and reliability challenges. As previously discussed, CSX train operations at the WestRock paper mill loading docks can block ingress truck traffic for up to 30 minutes and cause the queues to spill onto NC 48. The construction of a new jug handle truck access and a new truck exit near the intersection of NC 48, Gaston Rd and Roanoke Ave Extension will improve traffic flow and reduce idling emissions.</p> <p>For more detail, please see the project narrative.</p>
<p>Criteria #5: Equity, Partnership, and Quality of Life</p>	<p>The proposed improvements for bicycles and pedestrians include widening the bridge shoulders to eight feet and increasing the bridge railings from 33 inches to 42 inches above the deck. The improvements also include adding 1,500 feet of new sidewalks on the approach to the bridge.</p> <p>Consistent with the policy intent of Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, the project will create good paying construction jobs and, upon completion, support thousands of union and non-union jobs for various skill sets with higher-than-average wages and benefits. Good paying jobs include those within civil engineering and construction companies to accommodate the demand for resources to complete the project. The goal of the project will be to maximize opportunities for historically Disadvantaged Business Enterprises (DBEs) including Small Businesses (SBEs), Minority Businesses (MBEs), and Women-Owned Businesses (WBEs). In accordance with the provisions of 49 CFR §26.45, the Federal Highway Administration (FHWA) reviewed the overall DBE Goal Methodology submitted by North Carolina Department of Transportation (NCDOT) for Federal Fiscal Years (FFY) 2022 - 2024. NCDOT submitted an overall goal of 13%, of which it projects that it will</p>

	<p>meet 2.2% through race neutral measures and 10.8% through race conscious measures.</p> <p>For more detail, please see the project narrative.</p>
<p>Criteria #6: Innovation</p>	<p>NCDOT has sought innovative strategies for project delivery in numerous other projects. While the project is still completing the preliminary engineering and environmental phases, as the project progresses, there will be careful consideration of whether to utilize the innovative design-build process. Design build is an alternative project delivery method in which a single contract is awarded to provide both design and construction services. In this method of project delivery, contractors and consultant design firms form an integrated team and assume the responsibility for both design and construction.</p> <p>For more detail, please see the project narrative.</p>

Project Costs

Provide information detailing the costs associated with the project. These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors. More information on this section can be found in Section D.2.d.III of the NOFO.

BIP Request Amount	Exact Amount in year-of-expenditure dollars: \$23,652,144
Estimated Total of Other Federal funding (excluding BIP Request)	Estimate in year-of-expenditure dollars: \$0
Estimated Other Federal funding (excluding BIP) further detail	(List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program, e.g., Program: N/A Amount: \$0, and repeat for each source)
Estimated non- Federal funding	(Identify each source of non-Federal funding and estimated amount, e.g. Source: State Highway Trust Funds Amount: \$5,913,036, and repeat for each source)
Future Eligible Project Cost (Sum of BIP request, Other Federal Funds, and non-Federal Funds, above.	Estimate in year-of-expenditure dollars: \$29,565,179
Previously incurred project costs (if applicable)	Estimate in year-of-expenditure dollars: \$3,515,763
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	Estimate in year-of-expenditure dollars: \$33,080,942
If more than one bridge, will bridge bundling be used to deliver the Project?	N/A.
If proposed project utilizes bundling, Cost of Unbundled Projects	N/A

<p>Amount of Future Eligible Costs by Project Type</p>	<p>Indicate Improvement Type by Structure Number (Bridge Replacement, Bridge Rehabilitation, Bridge Preservation, Bridge Protection, or Culvert Replacement or Rehabilitation) and amount per bridge (if bundling, include the unbundled cost in brackets[\$__]²) (Ex. Bridge Replacement Str. 001: \$20,000,000[\$25,000,000] Bridge Replacement Str, 002, \$15,000,000[\$18,000,000] Bridge Rehabilitation Str. 003, \$5,000,000)[\$5,500,000]</p> <p>1. Bridge Replacement Str. <u>410051</u>: \$33,080,942 [\$33,080,942] 2. Bridge _____ Str. _____: \$ _____ [\$ _____] 3. Bridge _____ Str. _____: \$ _____ [\$ _____] 4. Bridge _____ Str. _____: \$ _____ [\$ _____] 5. Bridge _____ Str. _____: \$ _____ [\$ _____] 6. Will request \$0 of the amounts awarded to the entity to pay subsidy and administrative costs necessary to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6.³</p>
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² Costs of unbundled project will be compared with bundled costs to determine potential amount of cost savings and as a factor in the ability to unbundle bridges for an award

³ Receipt of a BIP award does not guarantee that an applicant will receive TIFIA credit assistance, nor does it guarantee that any award of TIFIA credit assistance will be equal to 49% of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant’s ability to satisfy applicable creditworthiness standards and other Federal requirements.

Benefit-Cost Analysis

<p>Benefit Cost Analysis– Submit the requested information in Section D.2.d.V for the DOT to conduct a review of the benefit-cost analysis for the project and provide a summary of the analysis.</p>
<p>In compliance with USDOT’s guidelines, NCDOT has prepared a BCA for the proposed project. Over the 20-year assessment period, the Project generates under No Build Option 1 \$28.8 million in benefits and under No Build Option 2 \$133.5 million, all discounted at 7% discount rate and has a Benefit-Cost Ratio (BCR) of 1.4:1 under No Build Option 1 and 6.5:1 under No Build Option 2, meaning, that for every \$1 the project costs, the region benefits more than \$1 in return. Additionally, the Project has a Net Present Value (NPV) of \$8.4 million under No Build Option 1 and \$113.1 million under No Build Option 2, again, both discounted at 7% and in 2020 dollars.</p> <p>For more detail, a technical memorandum and workbook detailing the methodology, assumptions, and findings of the Benefit-Cost Analysis (BCA) are included in Attachments 2, 3, and 4.</p>

Project Readiness and Environmental Risk

Project Readiness and Environmental Risk – Submit the requested information in Section E.2.b.iii for the DOT to conduct a review of the project readiness and environmental risk criteria for the project and provide a summary. If project includes multiple bridges, indicate the information for each bridge included in the application and what impact would occur on the timeframes if the project were unbundled.

Other Federal Funding and Non-Federal Funding Secured	Yes
NEPA Status – Indicate if the determination will likely be the result of a Categorical Exclusion (CE), Environmental Assessment (EA), or Environmental Impact Statement (EIS)	Planned or Actual Start of NEPA Date: 7/2022 Planned or Actual Completion of NEPA Date: 10/2022 Final NEPA Determination or current status of NEPA process: CE
Is the project currently programmed in the: <ul style="list-style-type: none"> • TIP • STIP • MPO Long Range 	RAPIDS meets the goals and criteria identified in the following planning document: <ul style="list-style-type: none"> • 2040 Comprehensive Transportation Plan/ Northampton County (2021)⁴ • Comprehensive Transportation Plan/ Halifax County (2012)⁵

⁴ <http://cms1files.revize.com/northampton/Northampton%20County%20Comprehensive%20Plan%20-%20Adopted%204-19-2021.pdf>

⁵ https://connect.ncdot.gov/projects/planning/TPBCTP/Halifax%20County/Halifax_Report.pdf#:~:text=In%20February%20of%202008%2C%20the%20Transportation%20Planning%20Branch,includes%20Halifax%2C%20Littleton%2C%20Hobgood%2C%20Scotland%20Neck%20and%20Enfield.

<p>Transportation Plan</p> <ul style="list-style-type: none"> State Long Range Transportation Plan 	<ul style="list-style-type: none"> NC State Logistics Plan (2008)⁶ NC Moves 2050 Plan⁷ NC Statewide Multimodal Freight Plan⁸ NCDOT Resilience Policy⁹ <p>This Project is not in the current Statewide Transportation Improvement Program (STIP) as efforts have been fully state funded to this point. Upon award, NCDOT will include RAPIDS in the STIP.</p>
Is right-of-way acquisition necessary?	Yes
Right-of way acquisition considerations.	<p>To accommodate the new improvements, plans call for the acquisition of adjacent property. The majority of the proposed alignment is located in the existing NCDOT right-of-way. NCDOT has good relationships with the community and will communicate with the property owners about the upcoming land acquisition. Real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710. A right-of-way acquisition plan is being prepared to ensure that there are minimal disruptions to the communities and community cohesion is maintained.</p>
Design Status	<p>Planned or Actual Start of Preliminary Design Date: 8/1/21 (approx.)</p> <p>Planned or Actual Completion of Preliminary Design Date: 2/3/21</p> <p>Planned or Actual Start of Final Design Date: 11/17/23</p> <p>Planned or Actual Completion of Final Design Date: 7/23/24</p>
Anticipated Construction Start Date	<p>Utilities Relocation Date: 11/2/23</p> <p>Let Date: 10/1/24</p>
Anticipated Project Completion Date:	Date:12/31/27
<p>Project Readiness:</p> <p>The Project design is currently 65% complete with environmental clearance anticipated in October 2022 and will be ready to advance as soon as the BIP grant is awarded and funds are obligated. Coordination is underway with FHWA and regulatory agencies to ensure all required regulatory permits are in place. The following sections summarize the assurances demonstrating that the Project is viable and that the NCDOT, has the technical and financial capacity to obligate funding to begin early construction (third party utility relocation) as early as November 2023, before the September 30, 2025, program goal. NCDOT has experience quickly implementing projects of this scale and complexity. Furthermore, early stakeholder</p>	

⁶ https://www.ncdot.gov/initiatives-policies/Transportation/freight/Documents/StatewideLogisticsPlan_080513.pdf

⁷ <https://www.ncdot.gov/initiatives-policies/Transportation/nc-2050-plan/Pages/draft-final-reports.aspx>

⁸ <https://www.ncdot.gov/initiatives-policies/Transportation/freight/Pages/statewide-multimodal-plan.aspx>

⁹ <https://www.ncdot.gov/initiatives-policies/Transportation/transportation-resilience/Documents/ncdot-resilience-policy.pdf#:~:text=It%20is%20the%20policy%20of%20the%20North%20Carolina,enhance%20the%20economy%20and%20vitality%20of%20North%20Carolina.%E2%80%9D>

coordination demonstrates broad public support for this Project. NCDOT is confident it will be able to deliver the Project in a timely manner and will spend the funds well in advance of the September 30, 2030, deadline.

Title VI and Environmental Justice populations in the RAPIDS Project area may include low-income, minority, disabled, limited English proficiency, or tribal/indigenous groups. Therefore, NCDOT will provide meaningful stakeholder and public engagement practices to allow for equal and fair opportunities for all persons and stakeholders to participate in the engagement process.

Utilities: Major utility conflicts and impacts are anticipated, and NCDOT has identified utility relocation as a critical path item.

Right-of-Way: The majority of the proposed alignment is located in the existing NCDOT right-of-way. To accommodate the new improvements, the design calls for the acquisition of adjacent property. Real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710. A right-of-way acquisition plan is being prepared to ensure that there are minimal disruptions to the communities and community cohesion is maintained.

Hazardous Materials: A Phase I Field Investigation was conducted and identified four sites of concern within the Project study area (BR-0021 GeoEnvironmental Planning Report date November 7, 2018). All four sites were of low concern. Low monetary and scheduling impacts are anticipated for these sites.

Endangered Species: The Project will require a Section 401/404 permit as the Roanoke River at the Project site is designated as a Primary Nursing Area and requires an anadromous fish moratorium from February 15th to September 30th. Additional moratorium associated with Atlantic and Shortnose Sturgeon by NMFS may also be required and this has been accommodated in our proposed schedule.

Floodplains: The Project will require a no-rise certification (CLOMR or LOMR) for the project and coordination with the NC Floodplain Mapping Program (FMP). A HEC-RAS analysis conducted for the project, confirms that there are no structures impacted by an increase greater than 0.00 ft for the 100-year storm or 500-year event, and qualifies the bridge to be in compliance with 44 CFR Subpart B.

Environmental: The environmental process is underway. Mitigation for environmental permits is facilitated by a Division of Mitigation Services. The 401/404 permitting requirements will be coordinated with the North Carolina Department of Environmental Quality and any participating federal agencies. Based on project experience elsewhere in the Project area, it is anticipated that the appropriate National Environment Policy Act (NEPA) action is a documented Categorical Exclusion (CE). However, it is recognized that the FHWA will make the determination regarding the NEPA action required. NCDOT's participation in USDOT's innovative environmental process and also in the Pilot Program to use GIS scans of the Project area to reduce data collection will help expedite Project implementation. If, for unforeseen reasons, the Project does not qualify for a Categorical Exclusion, NCDOT has institutionalized several environmental review innovations from FHWA's Every Day Counts Toolkit to expedite environmental review.

For more detail, please see the project narrative

Project Priority Considerations

Project Priority Considerations: Does the application support any of the DOT Priority Considerations – Bridge Projects listed in Section E.2.b of the NOFO? If the applications supports one or more of the considerations for the FY22 submissions, describe which consideration(s) is supports and how. In the discussion below, reference to previous sections in which additional information was detailed to support the consideration(s).

Based on the 2022 NBI condition ratings, the NC 48 Gaston Road Bridge’s superstructure and substructure are rated in “Poor” and “Fair” condition respectively, and do not meet current design standards. Due to the existing condition, the NC 48 Gaston Road Bridge is at risk of becoming Structurally Deficient and closure of the bridge would thereby remove the only direct connection for bikers, pedestrians, passenger vehicles, and trucks traveling between Northampton (and part of Central Virginia) and Halifax Counties. Replacing the bridge will address the BIP goal to reduce the number of bridges that do not meet current geometric design standards and reduce the number of bridges at risk of falling into “Poor” condition.

The schedule and budget demonstrate that the Project is at 65% design ready, allowing for early construction (third party utility relocation) as early as October 2023, before the September 30, 2025, program goal. NCDOT’s prior experience combined with early stakeholder coordination, ensures that the agency is confident it will be able to deliver the Project in a timely manner and will spend the funds well in advance of the September 30, 2030, deadline. NCDOT has committed substantial resources to the Project to advance the Project to 65% design, however without a FY 2022 BIP grant to assist with funding the Project, construction is unlikely to commence before September 30, 2025.

For more detail, please see the project narrative