



BRIDGES NOT BARRIERS

A Collaborative Bridge Bundle
Replacement Project

PROJECT READINESS

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

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Project Readiness

Planning and Constructability

STIP/TIP/TTIP/TAM Plan

The Peach Orchard Road, Robinson Church Road, Austin Grove Church Road, Old Aquadale Road, and Penninger Road structures have been assigned project numbers in the NCDOT Bridge Maintenance Improvement Plan (BMIP) to begin preliminary development. In the event of a successful BUILD application, funding for the replacement projects will be reflected in both the TIP and STIP.

Consistency with Other Plans

While the bridge replacement projects are not included in local plans, their replacements are consistent with NCDOT's mission to provide a safe traveling environment for citizens and visitors alike. As discussed in the **Merit Criteria Section**, the NCDOT Integrated Mobility Division (IMD) hosts a comprehensive database of all existing and proposed bicycle and pedestrian facilities called the Pedestrian and Bicycle Infrastructure Network (PBIN). According to PBIN, five bridges have existing or proposed bicycle or pedestrian facilities adjacent to the proposed bridge replacement projects. These bridges include:

- Peach Orchard Road Bridge – existing sidewalks along Peach Orchard Road west of the proposed bridge location.
- Robinson Church Road Bridge - proposed sidewalks along Robinson Church Road and a proposed multi-use path runs along Reedy Creek under the bridge.
- Austin Grove Church Road Bridge - proposed multi-use path along Salem Creek. There is also a proposed multi-use path along Traywick Farm Road/Austin Grove Church Road west of the bridge location. A proposed sidewalk is proposed east of the bridge location.
- Monroe-Ansonville Road Bridge - proposed multi-use path along Meadow Branch terminating 0.1 miles south of the bridge location; there are opportunities to connect and continue this multi-use path along Meadow Branch.
- Shannon Road Bridge – proposed multi-use path along the East Fork of Twelve Mile Creek.

The project will bring all the structures to NCDOT standard, including the addition of, or widening of, paved shoulders. This will provide space for bicycle and pedestrian users, buffering them from automobile traffic and supporting the multimodal accessibility strived towards by these existing and proposed bicycle and pedestrian facilities in the PBIN.

Freight Plans

Freight connections are important to the movement of goods throughout the state of North Carolina. While none of the bridges are along North Carolina Priority Highway Freight Network (NCPHFN) roadways, seven of the bridges are within five miles of designated NCPHFN roadways including I-485, US-74, US-601 and NC-49. These bridges serve as important connections for goods movement entering rural communities.



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The [North Carolina Statewide Freight Plan](#) highlights the importance of bridge conditions along and supporting the NCPHFN. This includes monitoring load restrictions and deteriorating bridge conditions and making improvements as necessary to maintain a state of good repair. This project will address load restriction issues and improve the substandard condition of seven bridges within five miles of designated NCPHFN roadways, supporting the state freight network and freight movement.

Property Acquisition / Right-of-Way (ROW)

BUILD program funding is not anticipated to be used to acquire right-of-way. Right-of-way needs will be identified as part of the conceptual design process. NCDOT has extensive experience navigating the right-of-way acquisition process in accordance with 49 CFR 24, 23 CFR 710 as detailed in the NCDOT Right of Way Manual. NCDOT has committed to minimizing negative impacts and disruption to the surrounding community and maintaining cohesion.

Construction Techniques and Phasing

To streamline the letting process, the fifteen structures are being grouped into three different bundles that will follow similar but separate schedules. The bridge groups are as follows:

- **Group 1:** Robinson Church Road Bridge, Austin Grove Church Road Bridge, Old Aquadale Church Road Bridge, Penninger Road Bridge
- **Group 2:** Peach Orchard Road Bridge, Mills Road Bridge, Potters Road Bridge, Stack Road Bridge, Monroe-Ansonville Bridge
- **Group 3:** Robinson Road Bridge, Bridge Port Road Bridge, Shannon Road Bridge, Bogger Hollar Road Bridge, Bridge Road Bridge, Lockhart Road Bridge

Proposed Schedule

Design/NEPA

- **Group 1:** April 2027 – April 2028
- **Group 2:** July 2026 – July 2027
- **Group 3:** October 2026 – October 2027

Permits/Approvals

- **Group 1:** April 2029 – January 2030
- **Group 2:** July 2028 – April 2029
- **Group 3:** October 2029 – July 2030

Right-of-way Acquisition

- **Group 1:** April 2028 – April 2030
- **Group 2:** July 2027 – July 2029
- **Group 3:** October 2027 – October 2029

Construction

- **Group 1:** April 2030 – April 2031
- **Group 2:** July 2029 – July 2030
- **Group 3:** October 2029 – October 2030



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Project Development Phases to be Funded with BUILD

The NCDOT is requesting BUILD funding for the completion of construction activities for the replacement of the 15 structures included in this application.

Figure 1: Group 1 Project Schedule

	2024				2025				2026				2027				2028				2029				2030				2031			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Design/NEPA													■	■	■	■	■	■	■	■												
Right-of-Way Acquisition																	■	■	■	■	■	■	■	■	■	■	■	■				
BUILD agreement													«																			
Construction																													■	■	■	■
Obligation Deadline																																

Figure 2: Group 2 Project Schedule

	2024				2025				2026				2027				2028				2029				2030							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Design/NEPA													■	■	■	■																
Right-of-Way Acquisition																	■	■	■	■	■	■	■	■	■	■	■	■				
BUILD agreement																					«											
Construction																																
Obligation Deadline																																

Figure 3: Group 3 Project Schedule

	2024				2025				2026				2027				2028				2029				2030							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Design/NEPA													■	■	■	■																
Right-of-Way Acquisition																	■	■	■	■	■	■	■	■	■	■	■	■				
BUILD agreement																					«											
Construction																																
Obligation Deadline																																

NEPA and Permitting

NEPA Status and Class of Action

Four out of the fifteen structure replacements have been assigned project numbers and are being evaluated by the SEPA process, as they are entirely state funded. If federal funding becomes available, these projects would be evaluated in accordance with the NEPA process. Based on NCDOT’s experience with similar projects, it is anticipated that these structures will be evaluated as Categorical Exclusions.



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NEPA Milestones

NEPA has not started and would be anticipated to begin in Q2 2027 for Group One, Q3 2026 for Group Two, and Q4 2026 for Group 3 with the start of the Design. Design and NEPA are anticipated to take 12 months.

Permits and Approvals

The project requires a North Carolina Division of Water Quality 401 Water Quality Certification and Stormwater Certification, in accordance with Section 401 of the Federal Water Pollution Control Act of 1972 as amended by the Clean Water Act of 1977 and the Water Quality Act of 1987. Permitting is anticipated to begin in April 2029 for Group 1, July 2028 for Group 2, and October 2029 for Group 3.

Coordination with USDOT/FHWA

NCDOT will coordinate extensively with FHWA and other parties in the completion of NEPA and to obtain a NEPA class of action. NCDOT will continue coordination throughout implementation of the project.

Project Support

Public and Agency Involvement Process

NCDOT maintains communication with local stakeholders, including the Charlotte Regional Transportation Planning Organization (CRTPO), Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) and the Centralina Regional Council, through newsletters, the NCDOT website, and NCDOT social media platforms. NCDOT Division 10 will continue this communication and will bring all bridge designs before local stakeholders before progressing into right-of-way acquisition and construction. Should a BUILD award be granted, the project will progress through NEPA and will undergo extensive public and stakeholder engagement during this process as well.

Public and Agency Involvement Results

The Counties and Municipalities comprising Division 10 prioritize maintaining their bridges in a state of good repair and maintaining accessibility for their low income and rural communities. They have expressed support for this project. Letters of support can be found in the Letters of Support Attachment.

Risks and Mitigation

Potential Risks

NCDOT has formalized a [Risk Management](#) process that applies to all agency projects. This process prescribes continuous actions to mitigate risk throughout the project lifecycle and has proven effective at keeping major projects on schedule and within budget.

Table 1 identifies risks to the project and presents mitigation measures that have been or will be undertaken.



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Table 1 | Potential Project Risks and Mitigation Strategies

#	Risk	Description	Mitigation Strategy
1	Rising Costs	Costs associated with the project increase more quickly than anticipated.	Every effort will be made to maintain accurate cost estimates reflecting market volatility during final design. NCDOT is an experienced recipient of federal funds.
2	Schedule Adherence	Project elements such design, right-of-way acquisition, and construction take longer than anticipated and delay project completion.	An effort has been made to develop an early project schedule using industry best practices which will be updated on a regular basis. Should an announcement be issued in Q1 of 2026, construction is anticipated to begin in Q3 2029, Q4 2029, and Q2 2030 respectively.
3	Public/ Stakeholder Scrutiny	Stakeholders and the public raise concerns about the project during design and/or construction.	NCDOT will maintain continual communication with the community throughout project design and installation using a variety of outreach methods, including newsletters and social media.
4	Familiarity with Federal Funds	Project partners unfamiliar with program development and delivery requirements miss key steps, dates, or conditions.	The project is being administered by NCDOT, which has extensive experience with Federal programs and procurement standards. NCDOT will monitor the project throughout the process to ensure successful delivery of the project.

Technical Capacity Assessment

Federal Funding and Regulations

The NCDOT is an experienced recipient of U.S. DOT funding and understands the Federal process associated with programs such as BUILD. For example, NCDOT received a \$110 million in MPDG funds to replace Alligator River Bridge on US-64 between Tyrell and Dare Counties. Federal aid was approximately 38 percent of the total capital cost of \$289.5 million. Construction is anticipated to begin in January 2025.

Project Planning and Delivery

The project is being administered by the NCDOT which has experience with federal programs and procurement standards. The NCDOT regularly adds new projects to the STIP and regularly coordinates with the Charlotte Regional Transportation Planning Organization (CRTPO), Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) and the Centralina Regional Council to ensure alignment between local TIPs and the STIP. NCDOT will monitor the project to ensure the projects are programmed in the STIP and TIP with plenty of time to remain on schedule with a buffer between funding obligation and the BUILD obligation deadline.

