

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

REPLACEMENT OF THE HERBERT C. BONNER BRIDGE (BRIDGE NO. 11) ON NC 12 OVER OREGON INLET

Bonner Bridge Public Workshops

TIP Project No. B-2500

Dare County, North Carolina

WELCOME to the Bonner Bridge – Phase II Public Workshops

Monday, December 5, 2011

4:00 p.m. to 7:00 p.m.

**Dare County Administration Building
954 Marshall Collins Drive, Manteo**

Tuesday, December 6, 2011

4:00 p.m. to 7:00 p.m.

**Rodanthe-Waves-Salvo Community Center
23186 Myrna Peters Road, Rodanthe**

Thursday, January 5, 2012

5:00 p.m. to 7:00 p.m.

**Ocracoke Community Center
1009 Irvin Garrish Highway, Ocracoke**

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PURPOSE OF PUBLIC WORKSHOP

Today's workshop is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the workshop is to obtain public input on Phase II of the Bonner Bridge Replacement project. NCDOT is holding three workshops, but the same information will be available at all of the workshops.

Hurricane Irene hit the North Carolina coast on August 27, 2011 and breached NC 12 in two locations – northern Rodanthe and within the Pea Island National Wildlife Refuge. NCDOT completed temporary repairs at the two breach sites and reopened NC 12 to traffic on October 10, 2011. With traffic restored to the area, NCDOT has started work on long-term solutions for these two sites, which combined are considered Phase II of the Bonner Bridge Replacement Project. However, before any decisions are made on long-term fixes, NCDOT wants to hear what you think about the design options under consideration.

Today's workshop is intended to provide you with an opportunity to learn more about the design options under consideration for each breach site. The workshop will be informal, with the public welcome to drop in at any time during the scheduled hours to view displays of the design options. Study team members will be available to explain the design options and answer any questions. You are urged to share your ideas, thoughts, and suggestions with study team members at today's workshop. You may also make comments or ask questions by filling out the comment sheet attached to this handout and leaving it in the comment box, mailing it by January 20, 2012 to the study team at one of the addresses shown below, or calling the toll-free project information line (1-866-803-0529).

Ms. Beth Smyre
NCDOT – Project Development
and Environmental Analysis Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
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Mr. Bobby Norburn
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After the comment period ends on January 20, 2012, all comments will be reviewed by the NCDOT Bonner Bridge project team. The information you provide will help NCDOT develop the project by including input from all stakeholders prior to project decisions being made. NCDOT considers a number of factors, including the public's comments, in making decisions.

PROJECT DESCRIPTION

NCDOT proposes to construct a bridge to replace the Herbert C. Bonner Bridge (Bonner Bridge) in Dare County, demolish and remove existing Bonner Bridge, and improve NC 12 between the community of Rodanthe and Oregon Inlet.

The Federal Highway Administration (FHWA) and NCDOT issued the decision document for the Bonner Bridge Replacement Project, which is called a Record of Decision (ROD), on December 20, 2010. It selected the Parallel Bridge Corridor with NC 12 Transportation Management Plan as the alternative for the project. This alternative includes:

- Construction of a new parallel bridge (“short bridge”) across Oregon Inlet as soon as possible (Phase I of the project); and
- The implementation of a coastal monitoring program on Hatteras Island between Oregon Inlet and Rodanthe to determine when and what to build for future phases of the project.

As a result of the damage caused by Hurricane Irene, Phase II of the project will develop long-term solutions for the two sections of NC 12 breached during the storm. The coastal monitoring program will continue during the planning and implementation of Phase II to determine the areas that later phases of the project should address.

The Bonner Bridge Replacement Project study area, along with the location of Phases I and II of the project, is shown on Figure 1 on the next page.

SUMMARY OF HURRICANE IRENE REPAIRS

NCDOT completed temporary repairs to the damage caused by Hurricane Irene and reopened NC 12 to traffic on October 10 – just seven weeks after the storm hit. Six miles south of Oregon Inlet within the Pea Island National Wildlife Refuge, crews installed a temporary metal bridge to span the largest breach on the Refuge, while filling in the three smaller breaches with sand. The bridge is a two-lane Mabey Universal Bridge manufactured with a modular design that allowed it to be assembled quickly. Although the bridge is a temporary solution and will require frequent maintenance, its strength and durability will allow it to remain in place for many years to keep traffic flowing.

In Rodanthe, crews filled in the breach with sand and used sandbags to stabilize sections of the roadway. The dunes on the east side of the roadway that were damaged were repaired.

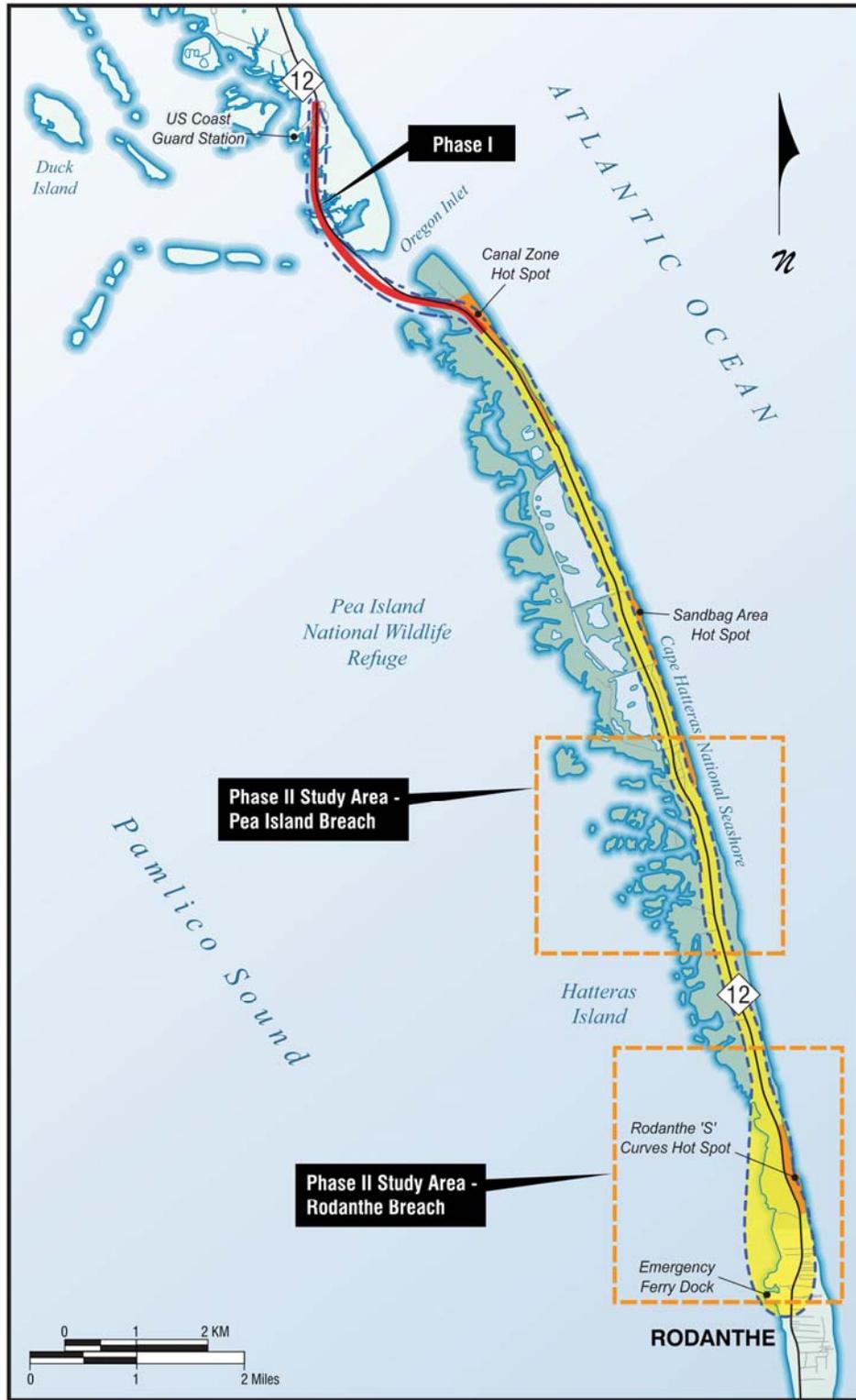


Figure 1

WHAT ARE THE ALTERNATIVES UNDER CONSIDERATION?

Under the Parallel Bridge Corridor with NC 12 Transportation Management Plan, the options that were studied for the section of NC 12 between Oregon Inlet and Rodanthe may be used in future sections of the project. These options were presented to the public as part of the Parallel Bridge Corridor at public hearings in November 2005, March 2007, and July 2010. Those options were called:

- Nourishment Alternative – NC 12 would remain in its current location, and beach nourishment (combined with dune enhancement) would be used to maintain an adequate protective beach and dune system. Nourishment would occur in four locations, likely repeated at four-year intervals.
- Road North/Bridge South Alternative – NC 12 would be relocated as a road west of the forecasted 2060 high erosion shoreline in the north end of the Refuge. At the south end of the Refuge and in Rodanthe, NC 12 would be placed on a bridge west of Hatteras Island.
- All Bridge Alternative – NC 12 would be relocated onto a bridge west of the forecasted 2060 high erosion shoreline in the north end of the Refuge. At the south end of the Refuge and in Rodanthe, NC 12 would be placed on a bridge west of Hatteras Island.
- Phased Approach Alternatives – NC 12 would be elevated in its current easement onto a series of bridges within the Refuge and in Rodanthe. There are two options for the Phased Approach in Rodanthe. The Phased Approach/Rodanthe Nourishment Alternative includes a bridge that ends just south of the Refuge border and the use of beach nourishment to stabilize NC 12 in Rodanthe. The Phased Approach/Rodanthe Bridge Alternative includes a bridge in Rodanthe that ends just north of the Rodanthe Historic District (no beach nourishment).

Based on the alternatives above, NCDOT has proposed several possible options for fixing the two breaches for the long-term.

For the Pea Island breach, these options include:

- Beach nourishment;
- Building a bridge within the existing NC 12 easement;
- Building a bridge on a new location to the west of the existing road; and
- Building a road on a new location to the west of the existing road.

For the Rodanthe breach, these options include:

- Beach nourishment;
- Building a bridge within the existing NC 12 easement;
- Building a bridge within the existing NC 12 easement and beach nourishment; and
- Building a bridge on a new location in Pamlico Sound.

These options are shown on Figures 2 and 3 on the following pages and in detail on the maps available at tonight's meeting.

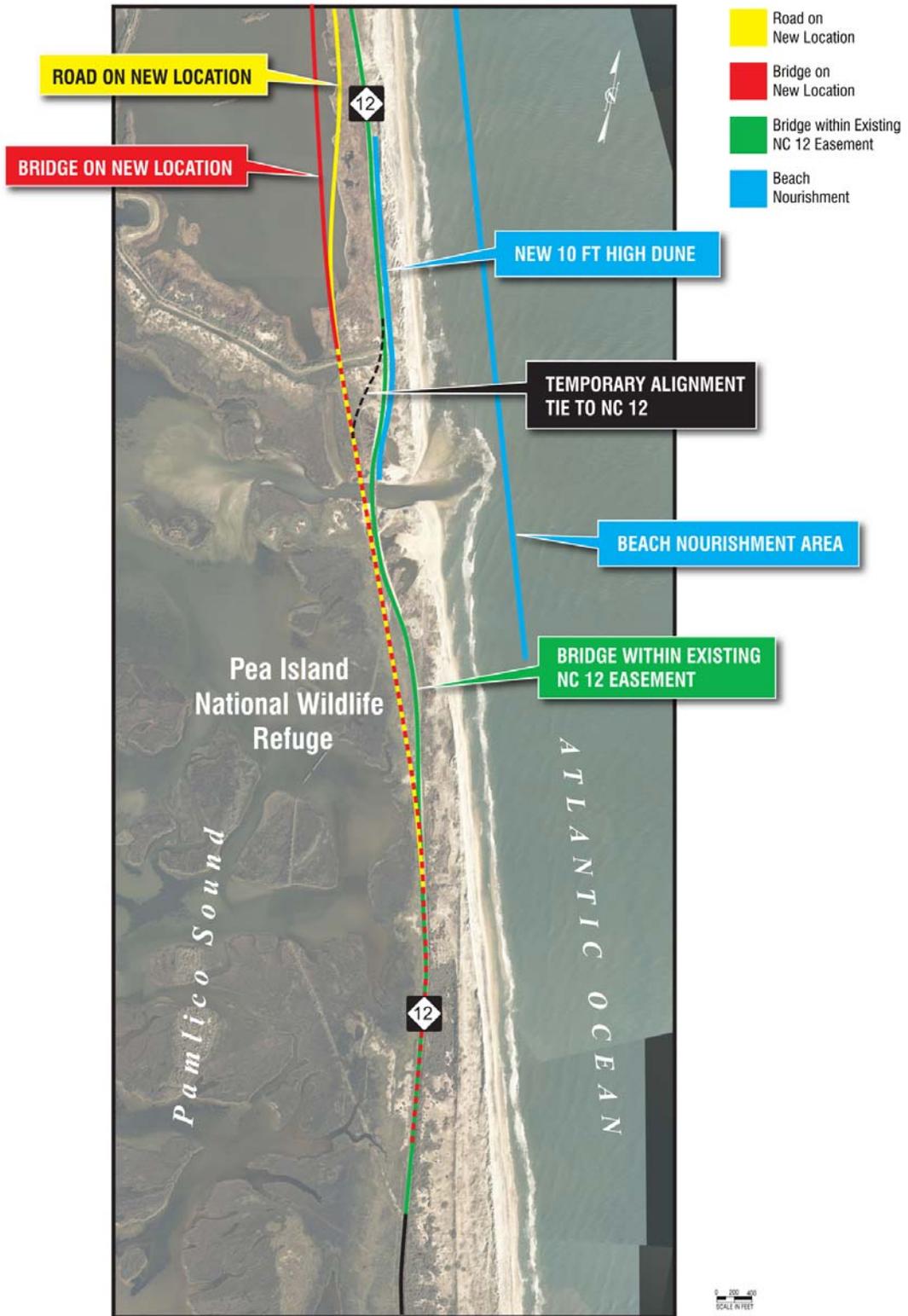


Figure 2

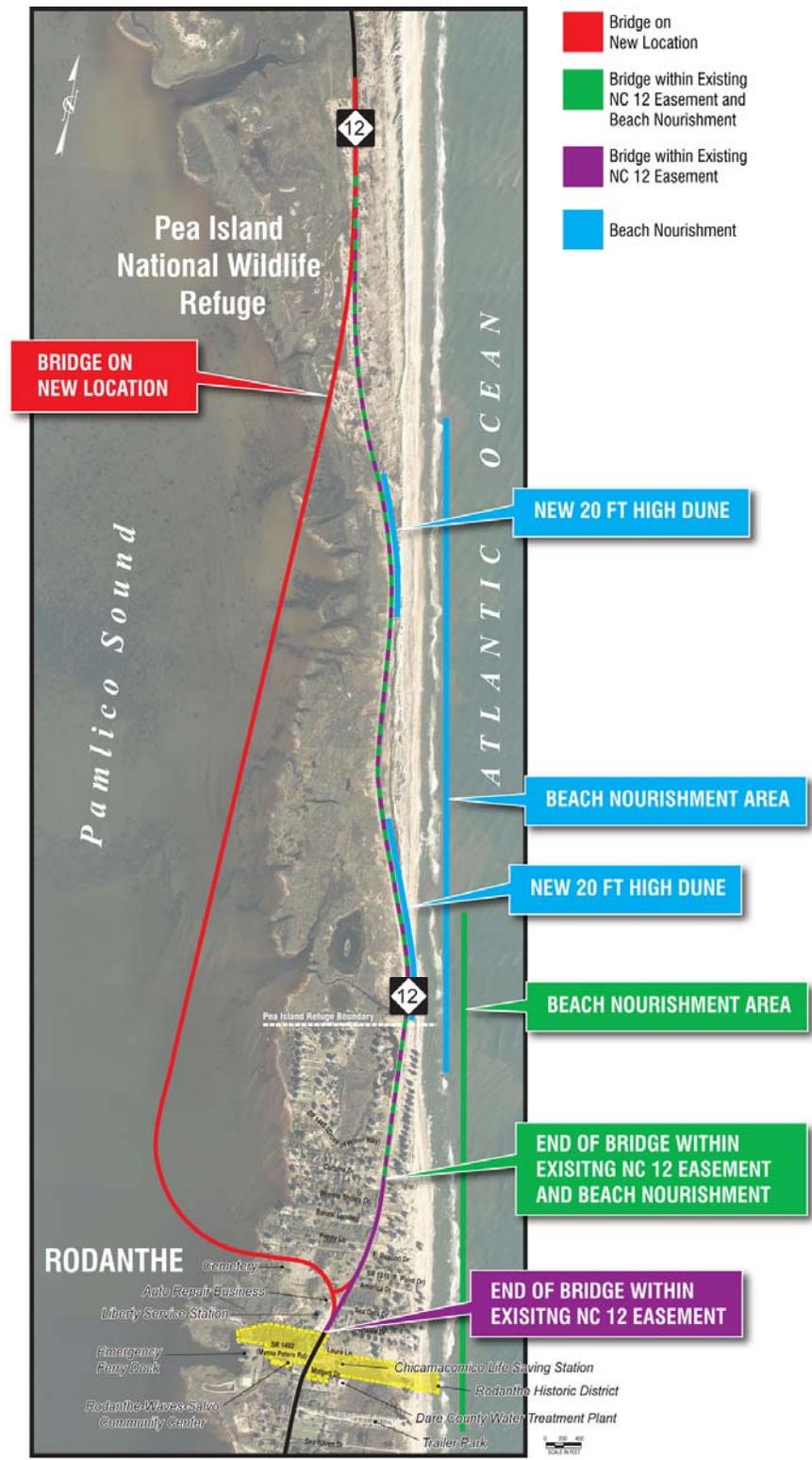


Figure 3

After analyzing the changes to existing conditions in the project area as a result of Hurricane Irene, NCDOT will re-evaluate the impacts of these design options to determine the best long-term solutions for both breach sites. Comments received from state and federal environmental resource and regulatory agencies, as well as from the public, will be used to determine which options should be studied further and ultimately which options are selected for each site.

IMPACT ANALYSIS

Tables 1 and 2 on the following pages illustrate the potential impacts of each option for the two breach sites. The information presented here is based on studies conducted for the project prior to Hurricane Irene; NCDOT will update this impact information to account for the current environmental conditions for those options that are chosen for further study. Only the most current information available will be used to select the final option for each site.

Included in the analysis of each site in Tables 1 and 2 is a list of potential concerns with each option that could prohibit the option from being studied further. These concerns are based on comments to NCDOT made by either the federal and state agencies associated with the project, or by coastal engineers and scientists that NCDOT has consulted with during the life of the project.

PROJECT COSTS

The contract for the final design and construction of the new Oregon Inlet bridge (Phase I of the project) was awarded in July 2011 at a cost of \$215.8 million.

The project's Record of Decision (ROD) presented a range of costs for different options for maintaining NC 12 between Oregon Inlet and Rodanthe. At that time, the costs of the Parallel Bridge Corridor alternatives (not including the cost of the new Oregon Inlet bridge) were as shown in Table 3 on page 11.

Long-term bridging options for the Pea Island Breach site are estimated to cost between \$97 million and \$147 million (2006 dollars); these costs represent only the initial construction cost of a new bridge.

Long-term bridging options that span the Rodanthe Breach site only are estimated to cost between \$114 million and \$240 million (2006 dollars); these costs represent only the initial construction cost of a new bridge.

Because the beach nourishment and road relocation options extend beyond the immediate breach areas, cost estimates for those options are not immediately available.

Updated construction cost estimates for the two breach sites will be prepared for the long-term options that are chosen for further detailed study.

Table 1. Phase II Impacts – Pea Island Breach Area

	Beach Nourishment	Bridge on New Location	Road on New Location	Bridge within Existing NC 12 Easement
Community and Visual Impacts				
Visual Impact	None	Sizeable visual intrusion into the landscape of the Refuge.	None	Sizeable visual intrusion into the landscape of the Refuge.
Anticipated Need for Refuge Compatibility Determination	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).	No Compatibility Determination required.
Cultural Resource Impacts				
Pea Island National Wildlife Refuge (historic site)	No Adverse Effect.	Adverse Effect because the relocation of NC 12 would intrude into the existing dikes and ponds, and because of the elevation of the bridge as it passes through the Refuge.	Adverse Effect because the relocation of NC 12 would intrude into the existing dikes and ponds.	Adverse Effect because of the elevation of the bridge as it passes through the Refuge.
Parks and Recreation Impacts				
General Refuge Access	Little change in access. Refuge facilities protected from future beach erosion.	Direct access to some Refuge facilities lost.	Paved road access maintained but with some changes.	Direct access to some Refuge facilities lost.
Coastal Conditions Impacts				
Potential for Breach and Need for Closing Breach to Maintain NC 12	If additional breach occurs, breach would need to be closed.	Potential (and current) breach areas bridged. No expected need to close future breaches.	If additional breach occurs, breach would need to be closed.	Potential (and current) breach areas bridged. No expected need to close future breaches.
Natural Resources Impacts				
Biotic Communities Fill and Pile Impacts, acres (hectares)				
• Wetlands	0.8 (0.3)	0.1 (0.1)	3.0 (1.2)	0.1 (0.1)
• Uplands – Natural and Man Dominated	2.7 (1.1)	1.6 (0.6)	10.5 (4.2)	1.2 (0.5)
• Aquatic Bottom	0.0 (0.0)	0.0 (0.0)	0.2 (0.1)	0.0 (0.0)
Total	3.5 (1.4)	1.7 (0.7)	13.7 (5.5)	1.3 (0.5)
Wetlands shaded, acres (hectares)	0.0 (0.0)	1.1 (0.4)	0.0 (0.0)	0.2 (0.1)
Protected Species Impacts	Likely disturbance to piping plover and sea turtles nesting on beach; not likely to adversely affect in ocean. Beach nourishment could affect seabeach amaranth habitat.	None likely.	None likely.	None likely.
Potential Constraints	Not likely to be found compatible with Refuge’s mission and purpose; sand quality and sand availability for a long-term solution is a concern; at least partial filling of breach would be required.	Not likely to be found compatible with Refuge’s mission and purpose.	Not likely to be found compatible with Refuge’s mission and purpose; at least partial filling of breach would be required.	None

Table 2. Phase II Impacts – Rodanthe Area

	Beach Nourishment	Bridge on New Location	Bridge within Existing NC 12 Easement	Bridge within Existing NC 12 Easement and Beach Nourishment
Community and Visual Impacts				
Residential Relocations	0	2	6	0
Business Relocations	0	5	7	0
Cemetery Impacts	None	Proposed right-of-way would cross cemetery, but no known gravesites would be affected.	None	None
Anticipated Need for Refuge Compatibility Determination	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).	No Compatibility Determination required.	Compatibility Determination expected (for all alternatives that use Refuge lands outside the existing NC 12 easement).
Rodanthe Community Cohesion and Accessibility	No impact.	No impact.	0.8 mile (1.3 kilometers) of bridge would bisect community and make vehicle access more circuitous.	0.3 mile (0.5 kilometer) of bridge would bisect community; access more circuitous
Noise Impact (estimated number of sensitive receptors affected)	2 residential receptors exceeding FHWA NAC	3 residential receptors exceeding FHWA NAC, and 3 residential receptors (including 1 of the 3 exceeding FHWA NAC) and 1 business receptor with substantial noise increases	3 residential receptors exceeding FHWA NAC	2 residential receptors exceeding FHWA NAC
Visual Impact	None	Panoramic views of Pamlico Sound from homes along shoreline in Rodanthe would be affected.	Sizeable visual intrusion into the landscape of the Refuge; views in Rodanthe near the Refuge affected.	Sizeable visual intrusion into the landscape of the Refuge; views in Rodanthe near the Refuge affected.
Cultural Resource Impacts				
Rodanthe Historic District and Chicamacomico Life Saving Station	No Effect.	No Adverse Effect; the alternative ends outside the district, so cultural resources would not be directly affected; alternatives would be within view of resources, but view also currently includes modern commercial and residential structures.	No Adverse Effect; the alternative ends outside the district, so cultural resources would not be directly affected; alternative would be within view of resources, but view also currently includes modern commercial and residential structures.	No Effect
Pea Island National Wildlife Refuge	No Adverse Effect.	Adverse Effect because the alternatives would leave the existing NC 12 easement, and because of the elevation of the bridge as it passes through the Refuge.	Adverse Effect because of the elevation of the bridge as it passes through the Refuge.	Adverse Effect because of the elevation of the bridge as it passes through the Refuge.

Table 2 (concluded). Phase II Impacts – Rodanthe Area

	Beach Nourishment	Bridge on New Location	Bridge within Existing NC 12 Easement	Bridge within Existing NC 12 Easement and Beach Nourishment
Parks and Recreation Impacts				
General Refuge Access	Little change in access. Refuge facilities protected from future beach erosion.	Bridge through Pamlico Sound in southern portion of Refuge would reduce access in that area.	Bridge in existing NC 12 easement in southern portion of Refuge would reduce access in that area.	Bridge in existing NC 12 easement in southern portion of Refuge would reduce access in that area.
Length of NC 12 Outside the Existing Easement within the Refuge	None.	0.7 mile (1.1 kilometers)	None.	None.
Coastal Conditions Impacts				
Potential for Breach and Need for Closing Breach to Maintain NC 12	Nourishment would reduce the risk of a breach. Any breaches through the Refuge would need to be closed.	Potential breach area north of Rodanthe bridged. No expected need to close future breaches.	Potential breach area north of Rodanthe bridged. No expected need to close future breaches.	Potential breach areas bridged. Phases II and III may need to be accelerated, if a breach occurred before all four phases are completed.
Natural Resources Impacts				
Biotic Communities Fill and Pile Impacts, acres (hectares)				
• Submerged Aquatic Vegetation (SAV)	0.0 (0.0)	0.1 (0.1)	0.0 (0.0)	0.0 (0.0)
• Wetlands	0.0 (0.0)	2.0 (0.8)	0.0 (0.0)	0.0 (0.0)
• Uplands – Natural and Man Dominated	11.2 (4.5)	5.6 (2.2)	7.2 (2.9)	2.8 (1.1)
Total	11.2 (4.5)	7.7 (3.1)	7.2 (2.9)	2.8 (1.1)
Wetlands and SAV Shaded, acres (hectares)				
• Wetlands	0.0 (0.0)	1.5 (0.6)	0.0 (0.0)	0.0 (0.0)
• SAV	0.0 (0.0)	5.3 (2.1)	0.0 (0.0)	0.0 (0.0)
Protected Species Adversely Affected	Likely disturbance to piping plover and sea turtles nesting on beach; not likely to adversely affect in ocean. Beach nourishment could affect seabeach amaranth habitat.	None likely.	None likely.	Likely disturbance to piping plover and sea turtles nesting on beach; not likely to adversely affect in ocean. Beach nourishment could affect seabeach amaranth habitat.
Potential Constraints	Not likely to be found compatible with Refuge’s mission and purpose; sand quality and sand availability for a long-term solution in an area with a rapid erosion rate is a concern; would require extensive dredging to acquire the sand needed; would have to be repeated frequently.	Not likely to be found compatible with Refuge’s mission and purpose.	Rapid erosion rate in this area may cause portions of the structure to be in the surf zone or offshore in the future.	Same concerns as with beach nourishment option; in addition, rapid erosion rate in this area may cause portions of the structure to be in the surf zone or offshore in the future.

**Table 3. Total Highway Costs through 2060*
(Costs for Alternatives to Maintain NC 12 between Oregon Inlet and
Rodanthe, including the Two Breach Sites)**

	Low	High
Beach Nourishment	\$407,745,000	\$657,260,000
Road North/Bridge South	\$330,958,000	\$412,958,000
All Bridge	\$791,108,000	\$1,063,108,000
Phased Approach/Rodanthe Nourishment	\$816,068,000	\$1,136,320,000
Phased Approach/Rodanthe Bridge	\$797,459,000	\$1,076,113,000

* All costs are in 2006 dollars. These estimates include the costs of project construction, maintenance, and mitigation.

RIGHT-OF-WAY PROCEDURES

Construction of Phase I (the new Oregon Inlet bridge) of the project will not require the purchase of land from private property owners. However, Phase II of the project within Rodanthe could require the purchase of private property and relocation of homes and businesses. Specific acquisitions will depend on the alternative selected.

After the final design of any future phase(s) is complete, the proposed right-of-way limits will be staked on the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy; then, the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

Right-of-Way Agents are available at tonight's meeting to answer your questions.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

WHAT'S NEXT FOR PHASE II?

After reviewing comments from citizens as well as input from a panel of coastal engineers and scientists, NCDOT and FHWA will meet with the project's "merger team," which includes members of federal and state agencies with interests in the project. That group is scheduled to meet in December and determine what options will be studied further for each site.

The merger team will meet again in early 2012 to determine the final option for each site. NCDOT and FHWA will then complete any required environmental documentation and apply for the appropriate environmental permits.

NCDOT expects to issue a construction contract for the Pea Island Breach site in August 2012, and a construction contract for the Rodanthe Breach site in December 2012.

In the meantime, NCDOT will continue the current coastal monitoring program of the entire project area to determine when future phases of the project should be implemented.

STATUS OF PHASE I (OREGON INLET BRIDGE)

A design-build contract for Phase I (the new Oregon Inlet bridge) was awarded in July. The contractor is currently working on the final design of the new bridge. Once all of the necessary environmental permits have been received, the contractor will start construction of the new bridge; construction is scheduled to start in January 2013. The new bridge is expected to be opened in the Spring of 2015, with all remaining work (including the demolition of the current bridge) to be completed in 2016. More information about Phase I of the project is available at tonight's meeting, and additional workshops will be scheduled in 2012 so that the contractor can answer your questions about the construction of the new bridge.

ADDITIONAL INFORMATION

As mentioned above, please leave comments in the comment box at the hearing or send them to Ms. Beth Smyre at the address on page 2.

For more information on NC 12 and the Bonner Bridge Replacement Project:

- Visit www.ncdot.org/travel/nc12recovery
- Follow our NC 12 Twitter feed at http://twitter.com/NCDOT_NC12
- Go to our Repairing NC 12 blog at <http://nc12repairs.blogspot.com/>
- Visit www.ncdot.org/projects/bonnerbridgerepairs
- Or call John Page or Bobby Norburn at the Project Hotline (toll-free): 1-866-803-0529.

Title VI Public Involvement Form

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Workshops	Date: 12/05/11, 12/06/11, 01/05/12
Location: Manteo/Rodanthe/Ocracoke	
TIP No.: B-2500	
Project Description: Bonner Bridge Replacement Project	

In accordance with Title VI of the Civil Rights Act of 1964 and other civil rights provisions of Federal statutory law, the North Carolina Department of Transportation (NCDOT) assures that no person(s) affected by its programs, policies, or activities, shall be excluded from participation in, denied the benefits of, or subjected to discrimination on the grounds of race, color, national origin, disability, age, income, or gender.

This form helps the State DOT meet its statutory obligations for data collection and public involvement under Title VI and NEPA. Please place completed forms in the designated box on the registration table or mail it to the NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.

Completed forms will be held on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Disabled: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

For further information regarding Title VI or this process, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov.

Thank you for your cooperation!



**NCDOT Office of Civil Rights
Title VI Section
1511 Mail Service Center
Raleigh, NC 27699-1511**

COMMENT SHEET

**Bonner Bridge Replacement Project
Public Workshops – Phase II
TIP No. B-2500
Dare County**

NAME:

ADDRESS:

E-MAIL:

COMMENTS AND/OR QUESTIONS:

Comments may be mailed by January 20, 2012 to:

Ms. Beth Smyre, PE
NCDOT – Project Development and Environmental Analysis Unit
1548 Mail Service Center
Raleigh, NC 27699-1548
Email: bsmyre@ncdot.gov



**Ms. Beth Smyre, PE
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