

## **Herbert C. Bonner Bridge Replacement Project Timeline**

**November 1989** – The project is added to the N.C. Department of Transportation’s State Transportation Improvement Program, a biannual document that outlines transportation priorities for the next seven years. Funding is included for the Environmental Assessment only.

**1989-1990** – A rock structure called a terminal groin is built on the northern tip of Pea Island National Wildlife Refuge. It extends into Oregon Inlet and helps reduce erosion on the southern bridge approach, as well as stops the southern migration of the inlet.

**March 1990** – NCDOT begins the planning process to replace the existing Bonner Bridge.

October 1990 – A barge crashes into the bridge, destroying several spans. The bridge is closed for several months.

**November 1993** – The Draft Environmental Impact Statement is approved.

**1994** – A preferred alternative for the project is identified.

**May 2001** – The preliminary Final Environmental Impact Statement is distributed to regulatory and resource agencies for comment.

**February 2002** – The draft of the N.C. 12 Shoreline Erosion Analysis Report for “hot spots” on the northern end of Pea Island National Wildlife Refuge is completed. The draft report predicts high rates of continuing erosion just south of the Bonner Bridge touchdown on Pea Island.

**May 2002** – The decision is made to prepare a Supplemental Draft Environmental Impact Statement that studies additional bridge alignments that will not be endangered by shoreline movement through the year 2050.

**September 2005** – The SDEIS is approved. It analyzes two “long bridge” and three “parallel bridge” options for the project.

**August 2006** – Constructability workshop held to determine the feasibility of the “phased approach” alternatives; all construction would occur within the existing NC 12 easement in the Refuge. Alternative was developed in response to comments on the SDEIS.

**February 2007** – A supplement to the SDEIS is prepared. It adds two “phased approach” options for the project.

**August 2007** – An interagency group selects the Parallel Bridge with Phased Approach/Rodanthe Bridge Alternative as the Least Environmentally Damaging

Practicable Alternative. NCDOT and the Federal Highway Administration adopt this alternative as the preferred alternative.

**September 2008** – NCDOT and FHWA sign the FEIS, which examines the potential social, economic and environmental impacts related to the preferred alternative. The National Environmental Policy Act of 1969 requires NCDOT to complete an FEIS before it can move forward with construction on a federally funded project.

**November 2008** – NCDOT and FHWA meet with the merger team to discuss bridging concerns and ways to minimize and avoid wetland impacts (CP2A/4A signed).

**Late 2008/Early 2009** – NCDOT and FHWA review comments on the FEIS, specifically concerns with the Phased Approach alternatives. Consider changing preferred alternative to one of the other Parallel Bridge Corridor alternatives.

**May 21, 2009** – An interagency group decides to move forward with Phase I of the preferred alternative. (The dispute resolution board signs an amended CP 3 agreement changing the preferred alternative to the NC 12 Transportation Management Plan on January 7, 2010.)

**October 9, 2009** – FHWA issues the Revised Final Section 4(f) Evaluation, which was issued in response to comments on the FEIS' 4(f) analysis. It was sent to the State Historic Property Office, U.S. Department of Interior and the Southern Environmental Law Center for review and comment.

**May 7, 2010** – FHWA and NCDOT sign the Environmental Assessment that analyzes the NC 12 Transportation Management Plan alternative and determines that there are no new significant impacts of this alternative. The Revised Final 4(f) is included as an appendix.

**July 2010** – Public hearings held as part of the EA comment period. NCDOT receives over 4000 comments.

**December 20, 2010** – FHWA signs the Record of Decision.

**July 26, 2011** – NCDOT awards a design-build contract to replace the bridge; construction scheduled to begin in early 2013 and new bridge open to traffic in 2015.