Appendix B – "Start of Study" Letters and Agency Responses

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

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Division of Highways

AUG 28 2007

Preconstruction
Project Development and
Environmental Analysis Branch

August 23, 2007

Gregory J. Thorpe, Ph.D.
North Carolina Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This letter is in response to your request for comments from the U.S. Fish and Wildlife Service (Service) on the potential environmental effects of the proposed replacement of Bridge No. 16 on NC 50-210 over the Intracoastal Waterway, Pender County, North Carolina (TIP No. B-4929). These comments provide information in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

For bridge replacement projects, the Service recommends the following general conservation measures to avoid or minimize environmental impacts to fish and wildlife resources:

1. Wetland, forest and designated riparian buffer impacts should be avoided and minimized to the maximum extent practical;

2. If unavoidable wetland or stream impacts are proposed, a plan for compensatory mitigation to offset unavoidable impacts should be provided early in the planning process;

3. Off-site detours should be used rather than construction of temporary, on-site bridges. For projects requiring an on-site detour in wetlands or open water, such detours should be aligned along the side of the existing structure which has the least and/or least quality of fish and wildlife habitat. At the completion of construction, the detour area should be entirely removed and the impacted areas be planted with appropriate vegetation, including trees if necessary;

4. Wherever appropriate, construction in sensitive areas should occur outside fish spawning and migratory bird nesting seasons. In waterways that may serve as travel corridors for fish, in-water work should be avoided during moratorium periods associated with migration, spawning and sensitive pre-adult life stages. The general moratorium period for anadromous fish is February 15 - June 30;

5. New bridges should be long enough to allow for sufficient wildlife passage along stream corridors;

6. Best Management Practices (BMP) for Construction and Maintenance Activities should be implemented;

7. Bridge designs should include provisions for roadbed and deck drainage to flow through a vegetated buffer prior to reaching the affected stream. This buffer should be large enough to alleviate any potential effects from run-off of storm water and pollutants;

8. The bridge designs should not alter the natural stream and stream-bank morphology or impede fish passage. To the extent possible, piers and bents should be placed outside the bank-full width of the stream; and

9. Bridges and approaches should be designed to avoid any fill that will result in damming or constriction of the channel or flood plain. If spanning the flood plain is not feasible, culverts should be installed in the flood plain portion of the approach to restore some of the hydrological functions of the flood plain and reduce high velocities of flood waters within the affected area.

Section 7(a)(2) of the Endangered Species Act requires that all federal action agencies (or their designated non-federal representatives), in consultation with the Service, insure that any action federally authorized, funded, or carried out by such agencies is not likely to jeopardize the continued existence of any federally-listed threatened or endangered species. A biological assessment/evaluation may be prepared to fulfill the section 7(a)(2) requirement and will expedite the consultation process. To assist you, a county-by-county list of federally protected species known to occur in North Carolina and information on their life histories and habitats can be found on our web page at http://nc-es.fws.gov/es/countyfr.html .

Although the North Carolina Natural Heritage Program (NCNHP) database does not indicate any known occurrences of listed species near the project vicinity, use of the NCNHP data should not be substituted for actual field surveys if suitable habitat occurs near the project site. The NCNHP database only indicates the presence of known occurrences of listed species and does not necessarily mean that such species are not present. It may simply mean that the area has not been surveyed. If suitable habitat occurs within the project vicinity for any listed species, surveys should be conducted to determine presence or absence of the species.

If you determine that the proposed action may affect (i.e., likely to adversely affect or not likely to adversely affect) a listed species, you should notify this office with your determination, the results of your surveys, survey methodologies, and an analysis of the effects of the action on listed species, including consideration of direct, indirect, and cumulative effects, before conducting any activities that might affect the species. If you determine that the proposed action will have no effect (i.e., no beneficial or adverse, direct or indirect effect) on listed species, then you are not required to contact our office for concurrence.

We reserve the right to review any federal permits that may be required for this project, at the public notice stage. Therefore, it is important that resource agency coordination occur early in the planning process in order to resolve any conflicts that may arise and minimize delays in

project implementation. In addition to the above guidance, we recommend that the environmental documentation for this project include the following in sufficient detail to facilitate a thorough review of the action:

1. A clearly defined and detailed purpose and need for the proposed project;

2. A description of the proposed action with an analysis of all alternatives being considered, including the "no action" alternative;

3. A description of the fish and wildlife resources, and their habitats, within the project impact area that may be directly or indirectly affected;

4. The extent and acreage of waters of the U.S., including wetlands, that are to be impacted by filling, dredging, clearing, ditching, or draining. Acres of wetland impact should be differentiated by habitat type based on the wetland classification scheme of the National Wetlands Inventory (NWI). Wetland boundaries should be determined by using the 1987 Corps of Engineers Wetlands Delineation Manual and verified by the U.S. Army Corps of Engineers;

5. The anticipated environmental impacts, both temporary and permanent, that would be likely to occur as a direct result of the proposed project. The assessment should also include the extent to which the proposed project would result in indirect and cumulative effects to natural resources;

6. Design features and construction techniques which would be employed to avoid or minimize impacts to fish and wildlife resources, both direct and indirect, and including fragmentation and direct loss of habitat;

7. If unavoidable wetland or stream impacts are proposed, project planning should include a compensatory mitigation plan for offsetting the unavoidable impacts.

The Service appreciates the opportunity to comment on this project. Please continue to advise us during the progression of the planning process, including your official determination of the impacts of this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520, ext. 32.

Sincerely,

Gary Jordan

for Pete Benjamin
Field Supervisor

cc: Chris Militscher, USEPA, Raleigh, NC

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Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina
Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

September 21, 2007

Mr. Gregory Thorpe
N.C. Dept. of Transportation
Proj. Dev. & Environmental Analysis
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Mr. Thorpe:

Re: SCH File # 08-E-4220-0060; EA; Replace bridge No. 16 on NC 50-210 over the Intracoastal waterway in Pender County. TIP No. B-4929

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Chrys Baggett/STC

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region O

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail Chrys Baggett@ncmail.net

Location Address:
116 West Jones Street
Raleigh, North Carolina

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NCDENR

North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

Secretary's Office
DOA

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MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 08-0060 Scoping, Replace Bridge No. 16 over the Intracoastal Waterway in Pender County

DATE: September 17, 2007

The Department of Environment and Natural Resources has reviewed the proposed project. The attached comments are a result of this review. More specific comments will be provided during the environmental review process.

Thank you for the opportunity to respond. If during the preparation of the environmental document, additional information is needed, the applicant is encouraged to notify our respective divisions.

Attachments

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
Phone: 919-733-4984 \ FAX: 919-715-3060 \ Internet: www.enr.state.nc.us/ENR/

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NCDENR
North Carolina Department of Environment and Natural Resources
Division of Coastal Management
Michael F. Easley, Governor James H. Gregson, Director William G. Ross Jr., Secretary

MEMORANDUM

TO: Melba McGee, NCDENR

FROM: Steve Sollod, DCM SOS

DATE: September 5, 2007

SUBJECT: Proposal to Replace Bridge No. 16 on NC 50-210 over the Intracoastal Waterway in Pender County, TIP No. B-4929, Project Review No. 08-0060

The North Carolina Division of Coastal Management (DCM) has reviewed the scoping letter regarding the above referenced project, which was submitted to the NC State Clearinghouse for intergovernmental review. We appreciate the opportunity to provide information relevant to the potential permitting of the proposed project by our agency and offer the following comments, which should be considered in preparation of an environmental document.

Based on the information provided in the scoping letter, it appears that the project will impact CAMA Areas of Environmental Concern (AECs) with the crossing of the Atlantic Intracoastal Waterway. Therefore, a Coastal Area Management Act (CAMA) Major Development and/or Dredge & Fill Permit will likely be required for the project. A formal DCM review of the project to determine consistency with the state's Coastal Management Program will not occur until a CAMA Major Permit application is received. At that time, the CAMA Major Development Permit application will be placed on public notice and circulated to state agencies with an interest in the proposed project for review and comment.

We hope that you find these comments helpful and that they will be addressed during planning and preparation of the environmental document for this project. During future interagency project coordination and review, DCM may have additional comments on the project. The information provided in this letter shall not preclude DCM from requesting additional information throughout the interagency project coordination and review process, and following normal consistency review procedures.

If you have any questions or concerns, please contact me at (919) 733-2293 x 230, or via e-mail at steve.sollod@ncmail.net. Thank you for your consideration of the North Carolina Coastal Management Program.

400 Commerce Avenue, Morehead City, North Carolina 28557-3421
Phone: 252-808-2808 \ FAX: 252-247-3330 \ Internet: www.nccoastalmanagement.net

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North Carolina Wildlife Resources Commission

MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: September 17, 2007

SUBJECT: Response to the start of study notification from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for the proposed replacement of bridge No. 16 on NC 50-210 over the Intracoastal Waterway, in Pender County, North Carolina. TIP No. B-4929, SCH Project No. 08-0060

This memorandum responds to a request from Gregory J. Thorpe of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

Our data indicates the presence of a colonial waterbird nesting site within the project area. NCDOT should conduct a survey to determine if the nesting site is located within the project study area, including a comprehensive list of colonial waterbirds utilizing the nesting site. Furthermore, to help facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program
Dept. of Environment & Natural Resources

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • Fax: (919) 707-0028

1601 Mail Service Center
Raleigh, NC 27699-1601.
WWW.ncnhp.org

and.

NCDA Plant Conservation Program
P. O. Box 27647
Raleigh, N. C. 27611
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.

5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.

8 A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.

9 If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Alan W. Klimek, P.E. Director
Division of Water Quality

September 14, 2007

MEMORANDUM

TO: Melba MCGee, Environmental Coordinator

FROM: David Wainwright, NC Division of Water Quality, Office DWJ

SUBJECT: Scoping Review of NCDOT's Proposed Bridge Replacement Projects: B- 4929 (Pender County).

In reply to your correspondence dated August 16, 2007 (received September 6, 2007) in which you requested comments for the above referenced projects, the NC Division of Water Quality offers the following comments:

Project-Specific Comments

1. Review of the project reveals the presence of surface waters classified as SA;HQW; High Quality Waters of the State in the project study area. This is one of the highest classifications for water quality. Pursuant to 15A NCAC 2H .1006 and 15A NCAC 2B .0224, NC DOT will be required to obtain a State Stormwater Permit prior to construction.

General Comments Regarding Bridge Replacement Projects

2. DWQ is very concerned with sediment and erosion impacts that could result from this project. NC DOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.

3. If foundation test borings are necessary, it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3624/Nationwide Permit No. 6 for Survey Activities.

4. If the old bridge is removed, no discharge of bridge material into surface waters is allowed unless otherwise authorized by the US ACOE. Strict adherence to the Corps of Engineers guidelines for bridge demolition will be a condition of the 401 Water Quality Certification.

5. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NC DWQ *Stormwater Best Management Practices*.

6. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured

Transportation Permitting Unit
1650 Mail Service Center, Raleigh, North Carolina 27699-1650
2321 Crabtree Boulevard, Suite 250, Raleigh, North Carolina 27604
Phone: 919-733-1786 / FAX 919-733-6893 / Internet: http://h2o.enr.state.nc.us/nsw/wetlands

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concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.

7. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

8. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.

9. In most cases, the DWQ prefers the replacement of the existing structure at the same location with road closure. If road closure is not feasible, a temporary detour shall be designed and located to avoid wetland impacts, minimize the need for clearing and to avoid destabilizing stream banks. If the structure will be on a new alignment, the old structure shall be removed and the approach fills removed from the 100-year floodplain. Approach fills shall be removed and restored to the natural ground elevation. The area shall be stabilized with grass and planted with native tree species. Tall fescue shall not be used in riparian areas.

Thank you for requesting our input at this time. The DOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact David Wainwright at (919) 715-3415.

cc. Jennifer Frye, US Army Corps of Engineers, Washington Field Office
Chris Militscher, Environmental Protection Agency
Travis Wilson, NC Wildlife Resources Commission
Gary Jordan, US Fish and Wildlife Service
Steve Soilod, Ecosystem Enhancement Program
Ken Averitte, DWQ Fayetteville Regional Office
File Copy

State of North Carolina
Department of Environment and Natural Resources

Reviewing Office: WIRO

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number 08-0060 Due Date 8-22-07

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	60-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☐	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
☐	Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
☐	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
☐	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 2D.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950.		
☐	Complex Source Permit required under 15 A NCAC 2D.0800		
☐	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of **$50** for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
X	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
☐	Mining Permit	On-site inspection usual. Surety bond filed with ENR. Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued	30 days (60 days)
☐	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A	30 days (60 days)

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
☐	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
☐	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
☑	401 Water Quality Certification	N/A	60 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	55 days (150 days)
☐	CAMA Permit for MINOR development	$50.00 fee must accompany application	22 days (25 days)
☐	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611		
☐	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
☐	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☑	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
☐	Tar Pamlico or Neuse Riparian Buffer Rules required.		

* Other comments (attach additional pages as necessary, being certain to cite comment authority)

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ **Asheville Regional Office**
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

☐ **Mooresville Regional Office**
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

☑ **Wilmington Regional Office**
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215

☐ **Fayetteville Regional Office**
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300

☐ **Raleigh Regional Office**
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200

☐ **Winston-Salem Regional Office**
585 Waughtown Street
Winston-Salem, NC 27107
(336) 771-5000

☐ **Washington Regional Office**
943 Washington Square Mall
Washington, NC 27889

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

RECEIVED AUG 22 2007 HISTORIC PRESERVATION OFFICE

STATE NUMBER: 08-E-4220-0060 F02
DATE RECEIVED: 08/20/2007
AGENCY RESPONSE: 09/17/2007
REVIEW CLOSED: 09/20/2007

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORD
DEPT OF CUL RESOURCES
ARCHIVES-HISTORY BLDG - MSC 4617
RALEIGH NC

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CH 07 - 1820
A- NC NCH/GJS 8/31/07
3- Applicant road on DOE NR eligibility from MPF RJE 9/9/07
9/12/07

PROJECT INFORMATION
APPLICANT: N.C. Dept. of Transportation
TYPE: National Environmental Policy Act
ERD: Environmental Assessment
DESC: Replace bridge No. 16 on NC 50-210 over the Intracoastal waterway in Pender County. TIP No. B-4929

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

☐ NO COMMENT

☒ COMMENTS ATTACHED

SIGNED BY: Renee Gledhill-Earley

DATE: 9-12-07

AUG 27 2007

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

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September 11, 2007

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck PBS for Peter Sandbeck

RE: Start of Study for Replacement of Bridge #16 on NC 50/210 over the Intracoastal Waterway, B-4929, Pender County, CH 07-1820

We are in receipt of your August 16, 2007, memorandum to Chrys Baggett of the State Clearinghouse, concerning the above referenced undertaking.

We have checked our maps and files and determined that Bridge #16 was determined eligible for listing in the National Register of Historic Places. Demolition and replacement of the bridge will have an adverse effect upon a historic property. Thus, additional coordination under Section 106 of the National Historic Preservation Act will be necessary.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: SCH
Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT

DS

DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

STATE NUMBER: 08-E-4220-0060 F02
DATE RECEIVED: 08/20/2007
AGENCY RESPONSE: 09/17/2007
REVIEW CLOSED: 09/20/2007

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PROJECT INFORMATION
APPLICANT: N.C. Dept. of Transportation
TYPE: National Environmental Policy Act
ERD: Environmental Assessment
DESC: Replace bridge No. 16 on NC 50-210 over the Intracoastal waterway in Pender County. TIP No. B-4929

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

☐ NO COMMENT

☒ COMMENTS ATTACHED

SIGNED BY: J Michael Moore

DATE: 9-7-07

TOWN OF SURF CITY

P. O. BOX 2475 214 N. NEW RIVER DRIVE SURF CITY, NC 28445
Telephone: (910) 328-4131 Fax: (910) 328-4132
http://surfcity.govoffice.com

A. D. (Zander) Guy, Jr., Mayor
Nelva R. Albury, Mayor Pro-tem
Michael H. Curley, Council Member

Donald R. Helms, Council Member
Douglas C. Medlin, Council Member
William J. (Buddy) Fowler, Council Member

SEP 2007
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Secretary's Office
DOA

September 7, 2007

N.C. State Clearinghouse for
Intergovernmental Review
1301 Mail Service Center
Raleigh NC 27699-1301

Re: Replace bridge No. 16 on NC 50-210 over the Intracoastal Waterway in Pender County. TIP No. B-4929

Dear Sir:

The Town of Surf City is extremely interested in this project and would very much like to be involved throughout this process. This bridge is the main access for our Island and is essential for commercial and residential. This bridge is also part of the Charm of Topsail Island even if it does cause delays while boat passage on the Intracoastal Waterway. Surf City has previously sent in information to DOT stating that we certainly do not wish a high rise bridge in this area due to the development that has occurred in this area.

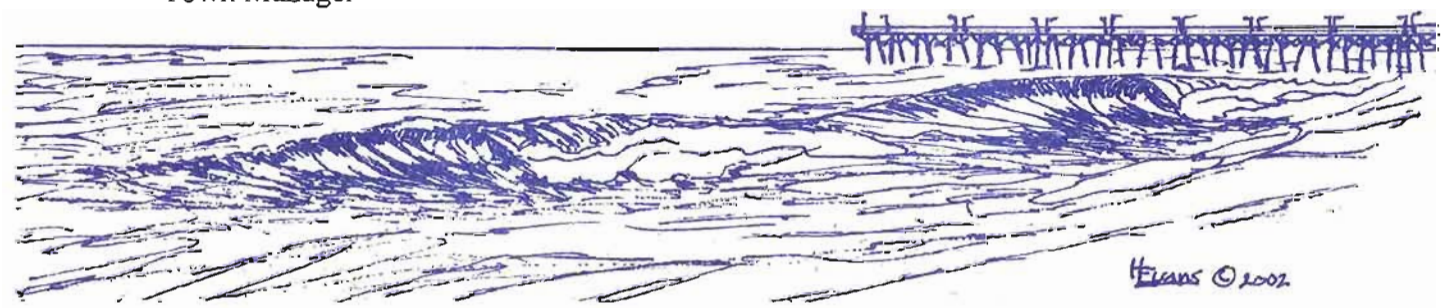
I realize this is going to be a long process and a very expensive project and could affect our current and future land use plans and development for the entire area.

I understand the reported need for the replacement of the bridge but I believe all will want to follow this very closely since it could potentially drastically change many wonderful development and plans we have worked very hard to put in place.

Thank you for the opportunity to respond and are hopeful we will be kept in the loop. If you have any further questions or wish information please feel free to contact us.

Sincerely,

J. Michael Moore
Town Manager



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Division of Highways

AUG 2 4 2007

Preconstruction
Project Development and
Environmental Analysis Branch

NCDENR
North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

August 22, 2007

MEMORANDUM

TO: Gregory J. Thorpe, DOT Project Development and Environmental Analysis

FROM: Harry LeGrand, Natural Heritage Program

SUBJECT: Replace Bridge No. 16 on NC 50-210 over the Intracoastal Waterway; Division 3, Pender County

REFERENCE: Federal Aid Project BRSTP-0050(10), WBS No. 40233.1.1, TIP No. B-4929

The Natural Heritage Program has records of several rare species in the general vicinity of the project area. However, locations for them are not precise. A nesting colony of 12 pairs of the State Special Concern least tern (*Sternula antillarum*) was found in 2004 (year of last census data available to our Program) on a dredge island in the Intracoastal Waterway (site # 29-01) "south of Surf City". However, coordinates for the site fall very close to the bridge; thus, we suspect that the colony might be (or have been) located on the dredge island immediately to the west of the bridge. The Department of Transportation should contact the N.C. Wildlife Resources Commission for more detailed data on this colony, or any other nearby bird nesting colonies that might have been found in the 2007 survey. The chief contact person is Sue Cameron <camerons@coastalnet.com>

The State Special Concern diamondback terrapin (*Malaclemys terrapin*) has been found "near Surf City" This turtle inhabits estuaries and would be assumed to occur in the project vicinity, despite the vague location.

You may wish to check the Natural Heritage Program database website at www.ncnhp.org for a listing of rare plants and animals and significant natural communities in the county and on the quad map.

Please do not hesitate to contact me at 919-715-8697 if you have questions or need further information.

cc: Sue Cameron, N.C. Wildlife Resources Commission

Appendix C – Programmatic Section 4(f) Evaluation

NORTH CAROLINA DIVISION
FINAL NATIONWIDE SECTION 4(f) EVALUATION AND APPROVAL
FOR FEDERALLY-AIDED HIGHWAY PROJECTS
THAT NECESSITATE THE USE OF HISTORIC BRIDGES

F. A. Project No. **BRSTP-50(10)**
W.B.S. No. **40233.1.1**
TIP No. **B-4929**

Description:

Bridge No. 16 was previously determined eligible for the National Register of Historic Places as part of the NCDOT's 1995 Historic Bridge Inventory Report as an early and intact example of a riveted Warren through truss, swing span bridge. Although moved from Sunset Beach to its current location in 1954, Pender County Bridge No. 16 remains in operable condition and retains c. 1930 gearing and mechanical systems. The historic boundary for the bridge includes the 254-foot long Warren through truss, operator's house, and concrete tee beam approach spans.

		Yes	No
1.	Is the bridge to be replaced or rehabilitated with Federal funds?	X	
2.	Does the project require the use of a historic bridge structure which is on or eligible for listing on the National Register of Historic Places?	X	
3.	Is the bridge a National Historic Landmark?		X
4.	Has agreement been reached among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA)?		*

ALTERNATIVES CONSIDERED AND FOUND NOT TO BE FEASIBLE AND PRUDENT

The following alternatives were evaluated and found not to be feasible and prudent:

1. Do nothing

Does the "do nothing" alternative:

	Yes	No
(a) correct the problem situation that caused the bridge to be considered deficient?		X
(b) pose serious and unacceptable safety hazards?	X	

2. Build a new structure at a different

* Further coordination to address Section 106 will be initiated after the LEDPA/Preferred Alternative is selected.

DRAFT

location without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

(i) The present bridge has already been located at the only feasible and prudent site

and/or (ii) Adverse social, environmental, or economic impacts were noted

and/or (iii) Cost and engineering difficulties reach extraordinary magnitude

and/or (iv) The existing bridge cannot be preserved due to the extent of rehabilitation, because no responsible party will maintain and preserve the historic bridge, or the permitting authority requires removal or demolition.

3. Rehabilitate the historic bridge without affecting the historic integrity of the structure.

(a) The following reasons were reviewed: (circle, as appropriate)

(i) The bridge is so structurally deficient that it cannot be rehabilitated to meet the acceptable load requirements and meet National Register criteria

and/or (ii) The bridge is seriously deficient geometrically and cannot be widened to meet the required capacity and meet National Register criteria

MINIMIZATION OF HARM	Yes	No
1. The project includes all possible planning to minimize harm.	**X**	

2. Measures to minimize harm include the following: (circle, as appropriate)

a. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.

DRAFT

b. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be removed or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge.

c. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.

d. For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project.

3. Specific measures to minimize harm are discussed below:

Currently, NCDOT is investigating options reuse of the existing swing span at a different location. Resulting information on these options will be included in subsequent documentation.

COORDINATION

The proposed project has been coordinated with the following (attach correspondence):

NCDOT met with SHPO's representative on April 5, 2011, and concluded that all seven Detailed Study Alternatives would result in an "adverse effect" because the existing Bridge No. 16 would be removed. This concurrence form is attached.

Upon selection of the Least Environmentally Damaging Practicable Alternative (LEDPA) \Preferred Alternative, FHWA will initiate Adverse Effects Process and identify further minimization efforts, which will be included in the Section 106 Memorandum of Agreement. This coordination will involve the following agencies:

a. State Historic Preservation Officer
b. Advisory Council on Historic Preservation
c. Local/State/Federal Agencies
d. US Coast Guard (for bridges requiring bridge permits)

SUMMARY AND APPROVAL

The project meets all criteria included in the programmatic 4(f) evaluation approved on July 5, 1983.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

There are no feasible and prudent alternatives to the use of the historic bridge. The project includes all possible planning to minimize harm, and there are assurances that the measures to minimize harm will be incorporated in the project.

All appropriate coordination has been successfully completed.

DRAFT

Approved:

Date	Manager, Project Development and Environmental Analysis Branch

Date	Division Administrator, FHWA

DRAFT

Federal Aid #: **BRSTP-50(10)** *TIP#:* **B-4929** *County*: **Pender**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: Replace Bridge No. 16 on NC 50/210 over the Intracoastal Waterway in Surf City

On 4/5/2011, representatives of the

- [x] North Carolina Department of Transportation (NCDOT)
- [x] Federal Highway Administration (FHWA)
- [x] North Carolina State Historic Preservation Office (HPO)
- [ ] Other

Reviewed the subject project and agreed on the effects findings listed within the table on the reverse of this signature page.

Signed:

Mary Pope Furr — 4/5/2011

Representative, NCDOT — Date

Donald W Bruce — 4-5-11

FHWA, for the Division Administrator, or other Federal Agency — Date

Representative, HPO — Date

Renee Gledhill-Earley — 4/5/11

State Historic Preservation Officer — Date

Federal Aid #: **BRSTP-50(10)** *TIP#:* **B-4929** *County*: **Pender**

Property and Status	Effect Finding	Alternative	Reasons
Pender County Bridge No, 16 (DE) Criterion C	Adverse Effect	Alts 4,5, 5R, 6, 7, 11, 17	Bridge will be removed with all alternatives Rehabilitation will not increase sufficiency to a high enough level

Initialed: NCDOT MPA FHWA DB HPO Rye

☐ FHWA intends to use HPO's call of "No Adverse Effect" as the basis of a "de minimis" finding for the following properties, pursuant to Section 4(f): FHWA initials _____

file

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JAN - 7 2011

Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Carlisle, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

December 28, 2010

MEMORANDUM

TO: Mary Pope Furr, Architectural Historian
NCDOT/PDEA/HEU

FROM: Peter Sandbeck RLG for Peter Sandbeck

SUBJECT: Historic Architectural Resources Survey Report, Replace Bridge #16 over AIWW in Surf City, B-4929, Pender County, ER07-1820

We received the above referenced report, prepared by Courtney Foley, on October 21, 2010 and offer the following comments.

We concur that **Pender County Bridge #16**, which was determined eligible for listing in the National Register of Historic Places as part of the 1995 statewide bridge survey, is still eligible for listing.

We also concur that the **Ward Realty Corporation** (Bldg #63) at 116 S Topsail Drive is not yet eligible for listing in the National Register as it is not fifty years old and does not meet Criterion Consideration G. Please note that on page 6 of the report, this property is incorrectly referred to as Property 62. We have changed it to #63 in our copy.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and patience in awaiting our reply. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Ron Lucas, FHWA

create

HUMAN ENVIRONMENT UNIT
SEP 13 2007
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North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

September 11, 2007

MEMORANDUM

TO: Gregory Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck PBS for Peter Sandbeck

RE: Start of Study for Replacement of Bridge #16 on NC 50/210 over the Intracoastal Waterway, B-4929, Pender County, CH 07-1820

We are in receipt of your August 16, 2007, memorandum to Chrys Baggett of the State Clearinghouse, concerning the above referenced undertaking.

We have checked our maps and files and determined that Bridge #16 was determined eligible for listing in the National Register of Historic Places. Demolition and replacement of the bridge will have an adverse effect upon a historic property. Thus, additional coordination under Section 106 of the National Historic Preservation Act will be necessary.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: SCH
Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT

Federal Aid # BRSTP-50(10) *TIP #* B-4929 *County*: Pender

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Replace Bridge No. 16 on NC 50/210 over Intracoastal Waterway in Surf City

On 19 March 2010, representatives of the

☒ North Carolina Department of Transportation (NCDOT)
☐ Federal Highway Administration (FHWA)
☒ North Carolina State Historic Preservation Office (HPO)
☐ Other

Reviewed the subject project at historic architectural resources photograph review session/consultation and

All parties present agreed

☐ There are no properties over fifty years old within the project's Area of Potential Effects (APE).

☒ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's APE.

☒ There are properties over fifty years old within the project's APE, but based on the historical information available and the photographs of each property, the properties identified as 1-22, 24-62, 64-82 are considered not eligible for the National Register and no further evaluation of them is necessary. Photographs of these properties are attached.

☐ There are no National Register-listed or Study Listed properties within the project's APE.

☐ All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

☒ More information is requested on property numbers: 23: Bridge No. 16 (DOE) and 63: 116 S. Topsail Drive.

Signed:

Courtney Foley — 30 MARCH 2010
Representative, NCDOT — Date

FHWA, for the Division Administrator, or other Federal Agency — Date

Representative, HPO — Date

Renee Gledhill-Earley — 3/30/10
State Historic Preservation Officer — Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

Appendix D - Summary of August 17, 2011 Meeting with the Town of Surf City (Soundside Park Impacts Coordination)

Meeting Notes Memorandum

RS&H Architects-Engineers-Planners, Inc.

Meeting Date: August 17, 2011

Subject: B-4929 – Soundside Park Impacts

Location: Town Hall, Surf City

Attendees:

Town of Surf City:
Zander Guy, Mayor
Michael Moore, Town Manager
Todd Rademacher, Planner

RS&H:
Chad Critcher
Ken Herring
Radha Krishna Swayampakala

NCDOT:
Charles Cox, PDEA
Michele James, PDEA
Tony Houser, Roadway Design Unit
Lee Moore, Roadway Design Unit
Allen Pope, Division 3

FHWA:
Ron Lucas

Meeting Purpose: The purpose of the meeting was to discuss impacts to Soundside Park and determine whether these impacts are considered as adverse or *de minimis*.

Introductions: Michele James opened the meeting and invited introductions from attendees. Michele then explained the purpose of the meeting and introduced Chad Critcher with the consultant firm of RS&H.

Presentation: Chad Critcher presented the PowerPoint presentation with the following outline:

- History of Study Alternatives
- Detailed Study Alternatives Carried Forward for Additional Study
- Temporary and Permanent impacts to Soundside Park
- Definition of Section 4(f) and *de minimis*

Note: A copy of the PowerPoint presentation is attached with these meeting notes.

The following is a summary of the items discussed in the meeting:

- With Alternatives 6 and 7, the temporary detour bridge will allow for access to the Soundside Park near the same location as the existing access.

- Alternatives 6 and 7 would have significant utility impacts as the large transmission poles located adjacent to the Intracoastal Waterway would need to be moved twice during the construction period (move once into the park area to accommodate temporary construction efforts and move back to the original location after construction is complete).

- With Alternative 6 and 7, the picnic area and amphitheater in the Soundside Park along with Bumble Bee Market would be impacted by the temporary detour bridge. The detour bridge would also result in travel pattern changes to a few businesses and residences in the area.

- Even though the detour alignment is temporary, impacts to facilities such as the amphitheater would be severe enough to render the Soundside Park unusable during construction. It should be noted that any facilities impacted by the temporary detour bridge would be restored once the permanent bridge is open to traffic.

- Based on the information provided by the NCDOT Project Team so far, the Town officials felt that the temporary detour bridge impacts to Soundside Park would be more adverse and thereby could not be considered as *de minimis* impacts.

- FHWA came to this meeting to seek input from the Surf City Town officials and determine whether the impacts should be considered as adverse or not. Based on the input from the Surf City Town officials and NCDOT Project Team, FHWA considers that Alternatives 6 and 7 would result in temporary adverse impact to Soundside Park. Therefore, these alternatives would have a 4(f) use.

- Alternative 17 would have a minor/non-adverse impact to a small unusable portion of the Park, which would be considered as a *de-minimis* impact.

- Alternative 17 would provide a good view of the business district and proper signage could be provided to help attract people to these businesses.

- FHWA also stated that if Alternative 17 wasn't considered *de minimis*, and Alternatives 6 and 7 result in adverse temporary impacts to 4(f) usage, the Project Team, by law, will be required to choose another feasible and prudent alternative (such as Alternatives 4, 5, 5R or 11, which avoid impacts to the Soundside Park).

- Construction of the new bridge, whether moveable or high-level fixed bridge, would take 2-3 years.

- The Town officials felt that of the seven Detailed Study Alternatives, Alternatives 6, 7 and 17 are considered as the only feasible alternatives. Alternative 6 does not appear to be desirable due to low-level clearance and number of required openings per day. Alternative 17 appears to result in lower impacts to businesses; where as Alternatives 6 and 7 appear to result in higher impacts along Roland Avenue (both during and after the construction period).

- Subject to input to be received from public, Town believes that Alternatives 6 and 7 would cause an adverse impact to the Soundside Park and Alternative 17 would cause a minor impact.

- In the preliminary design plans, it appears that Alternative 17 could potentially impact the wastewater pump station on the island side. Town requests the Project Team to avoid impacts to the wastewater pump station.

- NCDOT and Town officials discussed that several area business owners contacted the Project Team members outside the Citizens Informational Workshops with questions regarding the study alternatives and associated impacts. NCDOT plans to hold a Business Forum with business owners to further discuss project impacts and/or possible mitigation measures.

- The Town will identify affected property owners in the area and provide their contact information to NCDOT. Todd Rademacher, town planner will be the contact person for this effort.

- FHWA indicates that some monies to fund other improvements in the study area as mitigation for the park impacts might be available.
- The new bridge will have a standard railing along the bridge.
- The Town believes that the NCDOT Project Team has done a great job with informing the community since the project initiation.
- Based on the current TIP, right-of-way acquisition is expected to start in 2014.

Appendix E - NRCS-CPA-106 Form (Farmland Conversion Impact Rating Form)

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request **10/20/11**	4. Sheet 1 of **1**
1. Name of Project **B - 4929 Topsail Island Bridge Replacement**	5. Federal Agency Involved **FHWA**	
2. Type of Project **Bridge Replacement**	6. County and State **Pender County, North Carolina**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction **Acres:** %	7. Amount of Farmland As Defined in FPPA **Acres:** %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment _____			
		Alternative 4	Alternative 5	Alternative 5R	Alternative 11
A. Total Acres To Be Converted Directly		5	5	5	3
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0	0	0	0
C. Total Acres In Corridor		5	5	5	3
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	**Maximum Points**				
1. Area in Nonurban Use	15	10	10	10	10
2. Perimeter in Nonurban Use	10	6	6	6	6
3. Percent Of Corridor Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	5	5	5	5
6. Creation Of Nonfarmable Farmland	25	5	5	5	5
7. Availablility Of Farm Support Services	5	3	3	3	3
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	29	29	29	29
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	29	29	29	29
TOTAL POINTS *(Total of above 2 lines)*	260	29	29	29	29

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☑

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

Appendix F – Relocation Reports

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate 4 of	Alternate
T.I.P. NO.:	B-4929				
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	4	0	4	0
Businesses	3	2	5	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	4

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	1	$ 0-150	0
20-40M	0	150-250	0	20-40M	8	150-250	0
40-70M	0	250-400	0	40-70M	33	250-400	15
70-100M	0	400-600	0	70-100M	68	400-600	25
100 UP	4	600 UP	0	100 UP	620	600 UP	50
TOTAL	4		0		730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available

4.Thomas Seafood Produce - SM - 6-8 employees
Starfish Gift Shop - SM - 2-4 employees
Linda's Family Affair - SM - 2-4 employees
Topics Design Computer Repair - SM - 4-6 employees

The Harbor Thrift Store - SM - 2-4 employees
6. Realtors, MLS, news papers, private market
8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.
14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate 5 of	Alternate
T.I.P. NO.:	B-4929				
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	2	0	2	0
Businesses	3	1	4	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	2

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	1	$ 0-150	0
20-40M	0	150-250	0	20-40M	8	150-250	0
40-70M	0	250-400	0	40-70M	33	250-400	15
70-100M	0	400-600	0	70-100M	68	400-600	25
100 UP	2	600 UP	0	100 UP	620	600 UP	50
TOTAL	2		0		730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4. Thomas Seafood Produce - SM - 6-8 employees
Starfish Gift Shop - SM - 2-4 employees
Mainsail Bar & Restaurant - SM - 12-15 employees
Just Baked Bakery - SM - 2-4 employees
6. Realtors, MLS, news papers, private market

8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.
14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate	***5R***	of Alternate
T.I.P. NO.:	B-4929					
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway					

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	3	10	13	0
Businesses	6	1	7	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	5	8

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	0	250-400	0
70-100M	0	400-600	0
100 UP	3	600 UP	10
TOTAL	3		10

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	8	150-250	0
40-70M	33	250-400	15
70-100M	68	400-600	25
100 UP	620	600 UP	50
	730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4. Thomas Seafood Produce - SM - 6-8 employees
Starfish Gift Shop - SM - 2-4 employees
Cheri's Restaurant - SM - 8-10 employees
Surf City Seafood Market - SM - 8-10 employees
Blackbeard's Campground Office - SM - 4-6 employees
Mainsail Bar & Restaurant - SM - 12-15 employees
Just Baked Bakery - SM - 2-4 employees
6. Realtors, MLS, news papers, private market
8. As required by law

11. Pender County Section 8
12. There is an ample and active real estate market.
14. Same as Number 6 above.
NOTE: 10 tenants are mobile homes in Blackbeard's Campground. Appear to be seasonal occupants.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate 6 of Alternate
T.I.P. NO.:	B-4929			
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	0	0	0	0
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	0

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	1	$ 0-150	0
20-40M	0	150-250	0	20-40M	8	150-250	0
40-70M	0	250-400	0	40-70M	33	250-400	15
70-100M	0	400-600	0	70-100M	68	400-600	25
100 UP	0	600 UP	0	100 UP	620	600 UP	50
TOTAL	0		0		730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4.Bumble Bee Market Gift Shop - SM - 4-6 employees
6. Realtors, MLS, news papers, private market
8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.

14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate 7 of	Alternate
T.I.P. NO.:	B-4929				
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	0	0	0	0
Businesses	3	0	3	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	0

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	1	$ 0-150	0
20-40M	0	150-250	0	20-40M	8	150-250	0
40-70M	0	250-400	0	40-70M	33	250-400	15
70-100M	0	400-600	0	70-100M	68	400-600	25
100 UP	0	600 UP	0	100 UP	620	600 UP	50
TOTAL	0		0		730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4. Bumble Bee Market Gift Shop - SM - 4-6 employees
   Max's Pizza - SM - 10-12 employees
   Century 21 Action Realty - SM - 12-15 employees
6. Realtors, MLS, news papers, private market
8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.
14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate *11* of	Alternate
T.I.P. NO.:	B-4929				
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	3	1	4	0
Businesses	1	0	1	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	1	3

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	2	250-400	0
70-100M	0	400-600	1
100 UP	1	600 UP	0
TOTAL	3		1

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	8	150-250	0
40-70M	33	250-400	15
70-100M	68	400-600	25
100 UP	620	600 UP	50
	730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4.Large warehouse - SM - 6-8 employees
6. Realtors, MLS, news papers, private market
8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.

14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

FRM15-E

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. ☐ CORRIDOR ☐ DESIGN

WBS ELEMENT:	40233.1.1	COUNTY	Pender	Alternate *17* of	Alternate
T.I.P. NO.:	B-4929				
DESCRIPTION OF PROJECT:	Replacement of Bridge 16 over the Intracoastal Waterway				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	1	0	1	0
Businesses	0	3	3	0
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
0	0	0	0	1

VALUE OF DWELLING

Owners		Tenants	
0-20M	0	$ 0-150	0
20-40M	0	150-250	0
40-70M	0	250-400	0
70-100M	1	400-600	0
100 UP	0	600 UP	0
TOTAL	1		0

DSS DWELLING AVAILABLE

For Sale		For Rent	
0-20M	1	$ 0-150	0
20-40M	8	150-250	0
40-70M	33	250-400	15
70-100M	68	400-600	25
100 UP	620	600 UP	50
	730		76

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affected by displacement?
X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? **12-18 months**

REMARKS (respond by number)

3. There is an ample supply of similar type businesses available
4.Crabby Mikes Restaurant - SM - 12-15 employees
Mystic Treasures Jewelry - SM - 2-4 employees
Topsail Art Gallery - SM - 2-4 employees
6. Realtors, MLS, news papers, private market
8. As required by law
11. Pender County Section 8
12. There is an ample and active real estate market.
14. Same as Number 6 above.

	6/26/11		6/30/11
Right of Way Agent	Date	Relocation Coordinator	Date

Appendix G – Artistic Renderings of Detailed Study Alternatives

High-Level Fixed Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

High-Level Fixed Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

High-Level Fixed Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

Low-Level Moveable Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

Mid-Level Moveable Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

High-Level Fixed Bridge

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

High-Level Fixed Bridge

Bird's Eye View

Island Tie-in Location

Mainland Tie-in Location

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

RS&H
IMPROVING YOUR WORLD

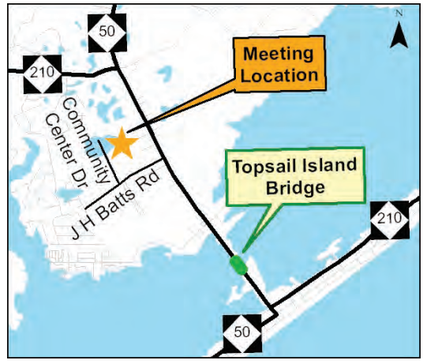
Appendix H – Project Newsletters

TOPSAIL ISLAND BRIDGE REPLACEMENT PROJECT TEAM
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

First Citizens Informational Workshop

When: Thursday, June 25, 2009 from 2:30 PM – 7:30 PM
Where: Surf City Community Center
201 Community Center Drive
Surf City, NC 28445

Maps denoting the proposed project area will be displayed and NCDOT representatives will be available to receive comments, discuss the project, and answer questions. Citizens may drop in anytime during the workshop hours.



CONTACT US

Toll-Free Project Hotline: 1-877-392-5996

Written comments and questions are welcomed and may be mailed or emailed to:

Topsail Island Bridge Replacement Project Team
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

email: topsailislandbridge@rsandh.com
website: http://www.ncdot.gov/projects/TopsailIslandBridge/

Topsail Island Bridge Replacement Project

Issue 1 | June 2009

TIP No. B-4929

Project Schedule

- **June 25, 2009**
  Citizens Informational Workshop #1 – Project Information
- **Spring 2010**
  Citizens Informational Workshop #2 – Project Alternatives Evaluation
- **Fall 2010**
  Environmental Assessment Complete
- **Spring 2011**
  Project Public Hearing
- **Summer 2011**
  Selection of Recommended Alternative
- **Fall 2011**
  Finding of No Significant Impact (FONSI) Complete
- **2013**
  Right-of-Way Acquisition Begins
- **2015**
  Construction Begins

Project Overview

The North Carolina Department of Transportation (NCDOT) proposes to build a new bridge to replace the existing swing bridge over the Intracoastal Waterway on NC 50/210 in Surf City. This is one of two bridges providing access to Topsail Island.

Purpose and Need of the Project

The existing bridge is a steel truss swing span bridge that was built in the 1950's and is due for replacement. The new bridge will address the existing needs as follows:

- Provide a connecting structure between the mainland and the island with sufficient capacity allowing for emergency access, hurricane evacuation, and acceptable travel times.
- Improve the structural capacity of the bridge.
- Provide consistency with State/Local land use and transportation plans.

Your Input is Essential

The NCDOT will hold a Citizens Informational Workshop on Thursday, June 25, 2009 between the hours of 2:30 PM and 7:30 PM at the Surf City Community Center, located at 201 Community Center Drive, Surf City, 28445. The workshop will be informal. Citizens may drop in anytime during the workshop hours. In accordance with the Americans with Disabilities Act, NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. Persons requiring special services are requested to call 1-877-392-5996 as early as possible so that arrangements can be made.

The purpose of this workshop will be to listen to the community's issues, concerns, ideas and comments concerning the project and to introduce the NCDOT project team.

continued on page 2

CITIZENS INFORMATIONAL WORKSHOP ANNOUNCEMENT

Thursday, June 25, 2009
2:30 PM – 7:30 PM
Surf City Community Center
201 Community Center Drive
Surf City, NC 28445

Connecting people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity.

continued from page 1

Your answers to the following questions and others will help the NCDOT team as they move forward with project development.

- How often do you travel over the bridge (via automobile), or under/through the bridge (via boat)?
- How does the bridge support your community or business?
- If the bridge were closed short-term or long-term, how would this impact you?
- How are you affected by delays due to the opening of the draw bridge?
- Do you use the bridge at North Topsail to avoid delays at Surf City?
- Do you think a high span bridge similar to the bridge at North Topsail is appropriate for the existing bridge replacement? How about a bascule bridge (draw bridge)?
- Should the new bridge accommodate pedestrians and bicyclists?
- Do you have specific issues or ideas that you would like to share concerning the bridge replacement?

Now is the time for you to talk with the planners and engineers responsible for the proposed replacement of the bridge you use every day. We encourage you to bring your responses to the questions above to the workshop and we will have comment cards available for your use. Comments may be left at the workshop, mailed in, posted on the project website, or recorded on the project toll free number.

After the meeting, the project team will categorize the comments received to determine the community's highest concerns, preferences, and ideas. These items will be analyzed to determine how best to implement into the design process. Results from this analysis will be included at the next community workshop to be scheduled once design alternatives have been prepared.

The Project Development Process

The Topsail Island Bridge Replacement project development, environmental studies, and engineering will be conducted in accordance with the National Environmental Policy Act (NEPA). NEPA is a federal law enacted in 1970 that requires the Federal Government to consider the environmental impacts of, and alternatives to, major proposed actions in its decision-making processes. The act is the basic national charter for the protection of the environment. Under NEPA, an environmental document is required for any projects that receive federal funds.

As a part of this process, the project team will prepare several studies to evaluate the direct or indirect potential project impacts in the study area. The project study area will include the entire Topsail Island including the towns of Topsail Beach, Surf City and North Topsail Beach and the mainland portion of Surf City between the Intracoastal Waterway and US 17.

Over the next few months, you can expect to see different project team members visit the area. You may notice biologists, environmental scientists, engineers, planners, surveyors, and architectural historians surveying the area. Each has a different field of expertise that provides information the project team needs to develop an effective project as well as minimize the impacts to the community and environment.

Team members may snap photographs, take measurements, or mark important locations. However, these markers are only surveying and documentation guides and they do not necessarily indicate that your property will be impacted by the project.

As representatives of the State of North Carolina, we strive to treat you and your land, home or business with respect and courtesy. NCDOT kindly asks that you allow our staff on your property to conduct the necessary studies. If the highest standards of customer service are not observed, please contact the project team at 1-877-392-5996.

Project Location

TOPSAIL ISLAND BRIDGE REPLACEMENT PROJECT TEAM
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

What's Next?

The next step in the project development process is to prepare alternatives. Each alternative will be evaluated based on environmental impacts, costs and how well they meet the purpose and need. Results from the designs and comparisons will be presented to the public at the next Citizens' Informational Workshop scheduled for Fall 2010.

Be Informed...Be Involved

Continued public involvement and participation is a very important part of the project development process. The Project Team will continue to provide frequent project updates as major milestones are reached. Citizens are encouraged to stay involved and obtain project information from any of the following sources:

- Access the project web site at: http://www.ncdot.gov/projects/TopsailIslandBridge. All of the material presented at the CIW #1 is available on this website.
- Add your name to the project mailing list to receive future project correspondence.
- Contact the Project Team members to provide input or ask any questions via the Toll-Free Project Hotline at

1-877-392-5996

- Mail or email your comments and questions to:
  Topsail Island Bridge Replacement Project Team
  8008 Corporate Center Drive, Suite 410, Charlotte, NC 28226
  email: topsailislandbridge@rsandh.com

Topsail Island Bridge Replacement Project

Issue 2 / March 2010

TIP No. B-4929

Project Schedule

- **June 25, 2009**
  CIW #1 – Project Information
- **Fall 2010**
  CIW #2 – Evaluation of Alternatives
- **Fall 2011**
  Environmental Assessment Complete

  Corridor Public Hearing
- **Spring 2012**
  Selection of Preferred Alternative
- **Summer 2012**
  Finding of No Significant Impact (FONSI) Complete
- **Fall 2012**
  Design Public Hearing
- **2013***
  Right-of-Way Acquisition Begins
- **2015***
  Construction Begins

* Based on 2009-2015 NCDOT Transportation Improvement Program, which will be updated in summer 2010.

Project Overview and Public Outreach Efforts

The North Carolina Department of Transportation (NCDOT) proposes to build a new bridge to replace the existing swing bridge over the Intracoastal Waterway on NC 50/210 in Surf City. This newsletter provides an update on this public outreach process.

A series of Public Officials Meetings were held on June 24-25, 2009 with Topsail Beach, Surf City, and North Topsail Beach community representatives. The first Citizens' Informational Workshop (CIW #1) was held on June 25, 2009 at the Surf City Community Center.

The workshop was an informal open house with over 350 citizens in attendance. The attendees were first shown a video that provided an overview of the study bridge, potential bridge types, and the project schedule. They also had an opportunity to interact with Project Team members, ask questions, share ideas, draw new bridge alignments on aerial mapping, and complete comment cards. A summary of public comments is shown on page 2.

Coordination with Environmental Agencies

The feedback obtained from the CIW #1 was presented at the first public agency Merger meeting. The Merger process consists of a series of meetings devoted to streamlining the project development and permitting processes, agreed to by the US Army Corps of Engineers, NC Department of Environment and Natural Resources (Division of Water Quality, and Wildlife Resources Commission), Federal Highway Administration, and NCDOT and supported by other stakeholder agencies and local units of government. To this effect, the Merger process provides a forum for appropriate agency representatives to discuss and reach consensus on ways to facilitate and satisfy regulatory requirements.

The first Merger meeting was held on August 20, 2009. The intent of this meeting was to agree on the project's Purpose and Need and Study Area. The environmental agencies agreed on the following:

Need for Proposed Action – Structurally deficient, functionally obsolete bridge

Purpose of Proposed Action – Improve bridge safety and functionality

Design Study Area – This was developed based on feasible alternatives suggested during CIW #1 and developed by the Project Team. This study area is shown in Figure 1 on page 3 of this newsletter.

A bridge is structurally deficient when it has elements that need to be monitored and/or repaired to maintain its structural integrity. It does not mean that the bridge is unsafe. A bridge is functionally obsolete when its layout no longer meets current design standards for width shoulders, and rails.

The following are some of the additional comments, ideas, or concerns collected from the workshop attendees:

General Ideas

- Have public meetings on Saturday to allow more people to attend.
- Form a steering committee of local citizens.
- Speed up the process.
- Speak to affected landowners on a more personal one-on-one basis.

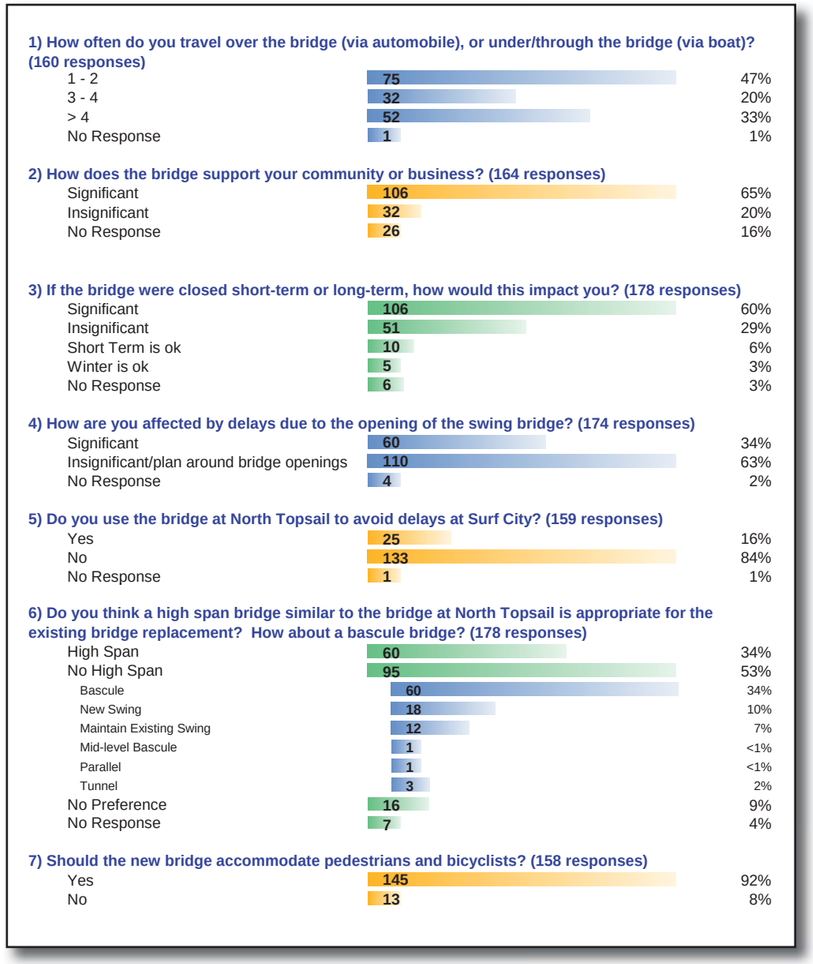
Citizens' Concerns

- Need to have access to the island during construction.
- What will happen to the park by the bridge?
- Avoiding disruption to property and business owners should be a major priority.
- The closing of the bridge for boat traffic has a horrible affect on traffic flow.

Design Suggestions

- New bridge should have four-lanes and should reflect the scenic community of Surf City.
- High-rise is the best economical choice. Without a high-rise bridge, congestion will only get worse.
- Bascule bridge is the answer.
- Repair existing bridge. Minimize long-term impact to property and business owners and maintain Surf City's character.
- Build a third bridge at the south end of island.
- Adapt the design of the Ocean Isle Beach bridge to fit Topsail.
- A draw bridge at a higher elevation would allow for fewer bridge openings.
- Replace the swing bridge with a new swing bridge.
- Provide a bridge that safely allows for walkers and bike riders.

At CIW#1, a total of 170 comment cards were collected at the workshop along with over 100 phone calls, emails, or written correspondence. These comments have been categorized and tallied to provide an overall picture of the responses and citizens' preferences, as shown below:



Project Location and Study Area

	Pender County	Topsail Island Bridge Replacement Project Replacement of NC 50/210 Bridge (No. 16) Over Intracoastal Waterway	T.I.P. No: B-4929 WBS: 40233.1.1 Division: 3	Figure 1: Study Area March 2010

TOPSAIL ISLAND BRIDGE REPLACEMENT PROJECT TEAM
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

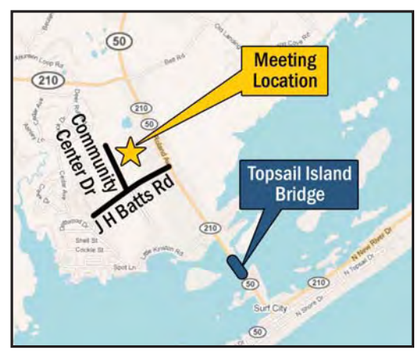
Citizens Informational Workshop #2

WHERE: **Surf City Community Center**
201 Community Center Drive, Surf City, NC 28445

WHEN: **Thursday October 21, 2010 from 3:00 PM to 7:00 PM**

The NCDOT Project Team members will be available to present large maps and renderings as well as impact comparisons and relative costs for the 14 study alternatives. Citizens may drop in anytime during the workshop hours.

All the information presented at the workshop will be posted on the project website immediately after the workshop. If you cannot attend the meeting in person, please check the project website to review the material and provide your feedback.



Contact Us

Toll-Free Project Hotline: 1-877-392-5996

Written comments and questions are welcomed any time and may be mailed or emailed to:

Topsail Island Bridge Replacement Project Team
8008 Corporate Center Drive, Suite 410, Charlotte, NC 28226
email: topsailislandbridge@rsandh.com
website: http://www.ncdot.gov/projects/TopsailIslandBridge

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA
BRIDGE AHEAD

9,600 copies of this public document were printed at a cost of $5,500, or .57¢ each.

Topsail Island Bridge Replacement Project

Issue 3 / October 2010

TIP No. B-4929

Project Schedule

- June 25, 2009
  CIW #1 – Project Information
- **October 21, 2010**
  CIW #2 – Corridor Alternatives Evaluation
  We Are Here
- **Fall 2011**
  Environmental Assessment Document Complete
- **Fall 2011**
  CIW #3 – Preliminary Design Alternatives Evaluation
- **Spring 2012**
  Selection of Preferred Alternative
- **Fall 2012**
  Anticipated Finding of No Significant Impact (FONSI) Document Complete
- **Fall 2012**
  Design Public Hearing
- **2014**
  Right-of-Way Acquisition Begins
- **2016**
  Construction Begins

We are Re-Visiting Your Community

The North Carolina Department of Transportation (NCDOT) will hold the Citizens Informational Workshop #2 (CIW #2) on Thursday, October 21, 2010 to provide an update on the Topsail Island Bridge Replacement Project. The workshop will be informal, with NCDOT Project Team members available to discuss the project. Citizens may drop in at anytime during the workshop hours.

October 21, 2010

Citizens Informational Workshop #2

3:00 PM - 7:00 PM

Surf City Community Center
201 Community Center Drive
Surf City, NC 28445

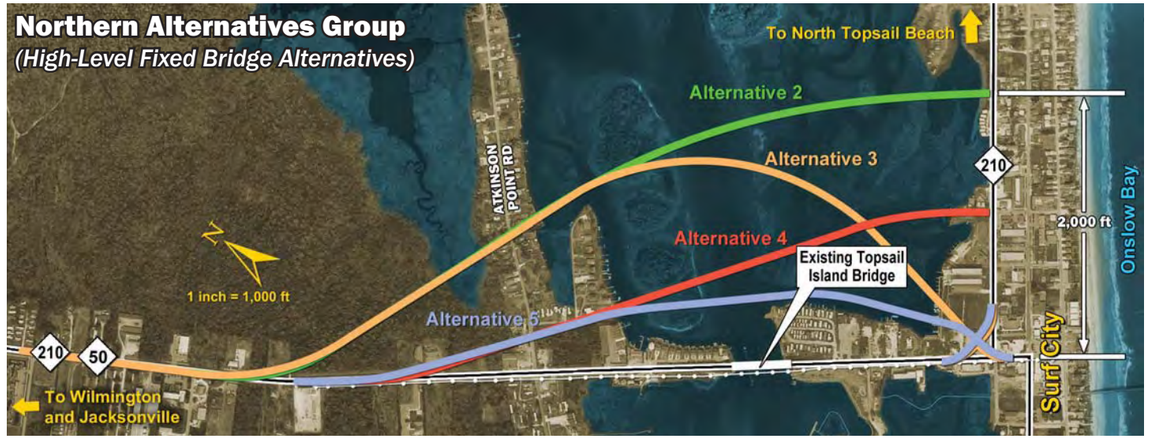
Project Update

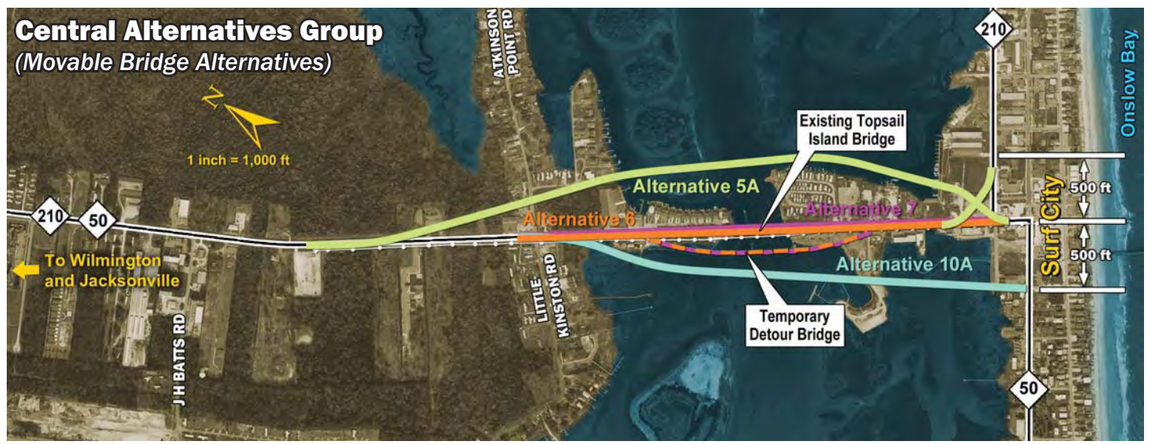
NCDOT proposes to replace the existing swing bridge over the Intracoastal Waterway on NC 50/210 in Surf City, as this bridge has been determined to be structurally deficient, and functionally obsolete. A bridge is structurally deficient when it has elements that need to be monitored and/or repaired to maintain its structural integrity. It does not mean that the bridge is unsafe. A bridge is functionally obsolete when its layout no longer meets current design standards for width of shoulders and rails.

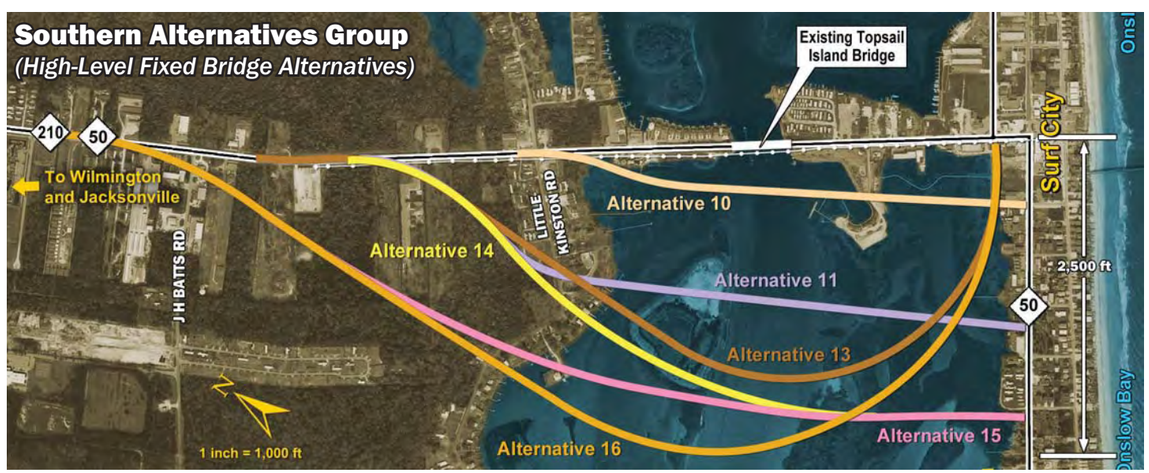
Based on citizens' feedback at the previous workshop, held on June 25, 2009, eighteen alternatives were developed to replace the existing bridge and to potentially realign the approaching NC 50/210 roadway.

Preliminary screening for environmental impacts was prepared for all the alternatives. The Project Team eliminated four alternatives from further study based on unacceptable environmental impacts. Alternatives eliminated include Alternatives 1, 8, 9, and 12. The remaining fourteen alternatives are shown on Page 2 of this newsletter. It should be noted that some of these fourteen study alternatives follow the same alignment, however they differ in elevation and type of replacement structure. For example, Alternative 5 is a high-level fixed bridge, where as Alternative 5A is a mid-level movable bridge.

Connecting people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity







Study Alternatives

Based on similarity and proximity, the Project Team has divided the fourteen study alternatives into three groups as follows: Northern Alternatives Group, Central Alternatives Group, and Southern Alternatives Group.

- The Northern Alternatives Group includes four alternatives, located between 500 feet and 2,000 feet north of the existing bridge. Under each northern alternative, the existing bridge would be replaced with a high-level fixed bridge; having waterway clearance of 65 feet.
- The Central Alternatives Group includes four alternatives, located within 500 feet north or south of the existing bridge. Under each central alternative, the existing bridge would be replaced with a movable bridge. Alternatives 5A, 7, and 10A are mid-level movable bridges with a waterway clearance of 30 feet. Alternative 6 is a low-level movable bridge with a waterway clearance of 15 feet, which is the same as the existing bridge.
- The Southern Alternatives Group includes six alternatives, located between 500 feet and 2,500 feet south of the existing bridge. Under each southern alternative, the existing bridge would be replaced with a high-level fixed bridge; having waterway clearance of 65 feet.

Questions for the Community

Now that alternatives have been developed, we need your continued input on narrowing the number of alternatives for further study. Following are a few sample questions we would like you to think about prior to arriving at the workshop on October 21st:

- Do you have property that will be directly impacted by one of the alternatives? If so, which alternative? What is the address of this property and how are you currently using the property (residential, business, vacation)?
- Do you prefer the bridge to be replaced to the north, south, or near the existing location?
- What is your preferred alternative in **EACH** of the three groups (Northern, Central, and Southern Group)?
- What are the reasons for choosing your preferred alternatives?
- Are there any other bridge alternatives that are not shown on the maps that you feel should be considered?
- Do you have other issues or ideas that you would like to share concerning the replacement of the bridge?
- What makes this community important to you?

What's Next?

Your input (along with potential environmental impacts and costs) associated with each alternative will be used by the Project Team as they continue narrowing the number of alternatives. Results of the detailed study of the remaining alternatives will be presented at the next Citizens Informational Workshop #3 tentatively scheduled for the Fall of 2011.

TOPSAIL ISLAND BRIDGE REPLACEMENT PROJECT TEAM
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

What's Next?

The next step in the project development process is to prepare preliminary roadway designs for each alternative. With these design plans, the Project Team will start to develop cost estimates and determine the environmental impacts for each alternative. The results of this work will be included in the Environmental Assessment (EA) document scheduled for completion around Fall 2011. Upon completion of this EA, the Project Team will make the EA available for public review and also hold a Corridor Public Hearing to present these findings to the public for comments.

Be Informed... Be Involved

Continued public involvement and participation is a very important part of the project development process. The Project Team will continue to provide frequent project updates as major milestones are reached. Citizens are encouraged to stay involved and obtain project information from any of the following sources:

- Access the project web site at: http://www.ncdot.gov/projects/TopsailIslandBridge
  All of the material presented at the CIW #2 is available on this web site.
- Add your name to the project mailing list to receive future project correspondence.
- Contact the Project Team members to provide input or ask any questions via the Toll-Free Project Hotline at
  1-877-392-5996
- Mail or email your comments and questions to:
  Topsail Island Bridge Replacement Project Team
  8008 Corporate Center Drive, Suite 410, Charlotte, NC 28226
  email: topsailislandbridge@rsandh.com

TOPSAIL ISLAND BRIDGE REPLACEMENT
SURF CITY, NORTH CAROLINA

9,800 copies of this public document were printed at a cost of $5,500 at .56 cents each.

Topsail Island Bridge Replacement Project

Issue 4 / April 2011

TIP No. B-4929

Project Schedule

- **June 25, 2009**
  CIW #1 – Project Information
- **October 21, 2010**
  CIW #2 – Corridor Alternatives Evaluation
- **Fall 2011**
  Environmental Assessment Document Complete
  Corridor Public Hearing
- **Spring 2012**
  Selection of Preferred Alternative
- **Fall 2012**
  Anticipated Finding of No Significant Impact (FONSI) Document Complete
  Design Public Hearing
- **2014**
  Right-of-Way Acquisition Begins
- **2016**
  Construction Begins

Project Overview and Public Outreach Efforts

The North Carolina Department of Transportation (NCDOT) proposes to build a new bridge to replace the existing swing bridge over the Intracoastal Waterway on NC 50/210 in Surf City. This newsletter is an update on the project status and NCDOT's public outreach process.

The Project Team held the second Citizens Informational Workshop (CIW #2) on October 21, 2010 at the Surf City Community Center. Similar to the first workshop held on June 25, 2009, the CIW #2 was an informal open house with over 300 citizens in attendance. Public officials from Topsail Beach, Surf City, and North Topsail Beach were also in attendance. The attendees were first shown a presentation that provided an overview of the project schedule as well as the 16 study alternatives, which were developed based on citizens' feedback at the previous workshop. Following the presentation, citizens viewed maps of the alternatives with corresponding artistic renderings. NCDOT Project Team members were available to answer questions and listen to citizens comments. Citizens were also encouraged to complete comment card questionnaires.

Results from the Public Outreach Effort

A summary of the citizens' comments provided during or subsequent to CIW #2 are shown on page 2. Based on citizens' comments and coordination with reviewing agencies, the Project Team has subsequently developed two additional study alternatives. The two study alternatives are Alternative 5R and Alternative 17.

Alternative 5R: Alternative 5R is very similar to Alternative 5 and is a high-level fixed bridge alternative; however, the revised alignment shifts slightly toward the south, allowing vessel access to the Beach House Marina to be maintained. Previously, Alternative 5 did not allow for the marina access, resulting in substantial business operations impacts.

Alternative 17: Alternative 17 combines design elements from Alternative 10 and Alternative 13. This high-level fixed bridge alternative was shifted slightly south to minimize impacts to Soundside Park.

Both Alternative 5R and Alternative 17 are included in the maps shown on page 3.

Environmental Planning Process Update

Alternative designs as well as comments received from CIW #2 were presented to the federal, state, and local environmental agencies at a meeting held on December 21, 2010. Agencies were provided an opportunity to question the potential impacts associated with each alternative. Based on the information obtained to date, the reviewing agencies and Project Team agreed to eliminate several alternatives, narrowing the alternatives to be carried forward to only the seven listed below (also shown on page 3):

- Northern Group: Alternatives 4, 5, and 5R (high-level fixed bridges)
- Central Group: Alternatives 6 and 7 (low/mid-level moveable bridges)
- Southern Group: Alternatives 11 and 17 (high-level fixed bridges)

Summary of Community Feedback

At CIW #2, a total of 220 comment cards were received during or subsequent to the workshop. These comments have been categorized and tallied to provide an overall picture of the responses and citizens' preferences, as shown below:

1) Where do you live? (216 responses)

Surf City Island	100	46%
Surf City Mainland	52	24%
Topsail Beach	25	12%
North Topsail Beach	17	8%
Hampstead	10	5%
Other	12	6%

2) Your relationship with the Island: (214 responses)

Permanent Resident	152	71%
Seasonal Resident	48	22%
Other	14	7%

3) Do you have property that will be directly impacted by one of the alternatives? (196 responses)

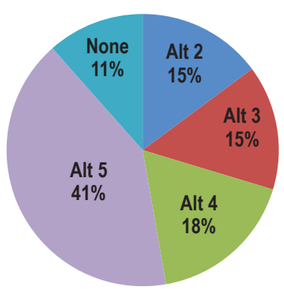
a.	Yes	129	66%
b.	No	67	34%

4) What is your property's use ? (176 responses)

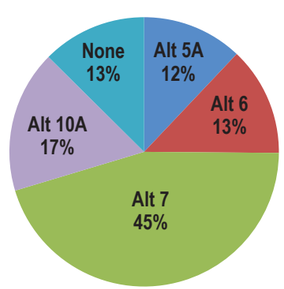
Residential	128	73%
Business	21	12%
Vacation	20	11%
Other	7	4%

5) What is your preferred alternative in EACH of the three groups?

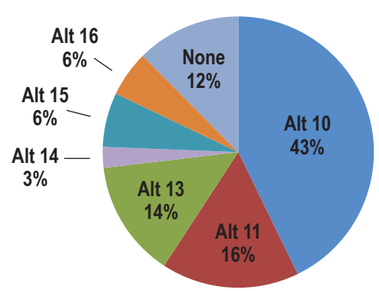
Northern Group (182 responses)



Central Group (199 responses)



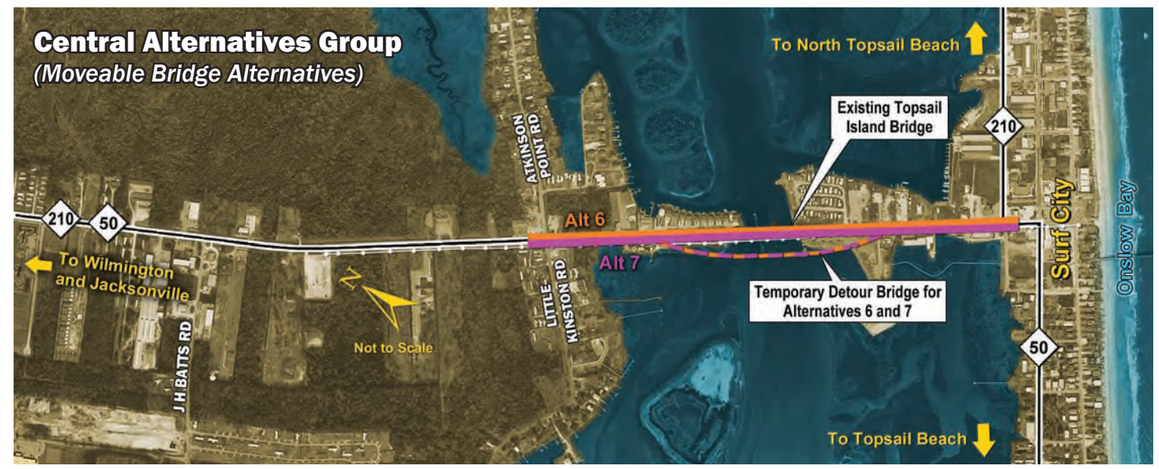
Southern Group (201 responses)



At CIW #2, citizens indicated that their preferences were based on reducing impacts associated with each alternative. Listed impacts of concern included:

- Disruption of business operations and effects on the local economy
- Property acquisition and access
- Vehicle and vessel safety and operations
- Emergency response times
- Bridge visibility and aesthetics
- Pedestrian and bicycle accessibility
- Future island development and growth

Detailed Study Alternatives



Note: In order to avoid impacts, alternative alignments shown above may be adjusted as more detailed designs are developed.

Appendix I - Section 404/NEPA Merger Team Meeting

(Concurrence Point) Minutes and Signature Forms

Meeting Notes Memorandum

FINAL VERSION

RS&H Architects-Engineers-Planners, Inc.
Architectural, Engineering, Planning and Environmental Services

NCDOT/RS&H Project Team

Meeting Date: August 20, 2009

Subject: NEPA/404 Merger Team Concurrence Point 1 Meeting for Topsail Island Bridge Replacement Project TIP Project No. B-4929

Location: Board Room, NCDOT Highway Building

Attendees:

Agencies:
Brad Shaver, US Army Corps of Engineers
Kim Garvey, US Army Corps of Engineers
Tom Steffens, US Army Corps of Engineers
Teresa Russell, US Army Corps of Engineers
Christopher Militscher, US EPA
Kathy Matthews, EPA
Ron Lucas, FHWA
Travis Wilson, Wildlife Resources Commission
David Wainwright, DWQ
Gary Jordan, Fish and Wildlife Service
Steve Sollod, Division of Coastal Management
Renee Gledhill-Earley, DCR-SHPO

Via Conference Call:
Rich Carpenter, Division of Marine Fisheries

Consultants:
Chad Critcher, RS&H
Radha Krishna Swayampakala, RS&H

NCDOT:
Don Idol, Bridge Management
Missy Pair, PDEA
Rob Hanson, PDEA
Charles Cox, PDEA
Michele James, PDEA
Drew Joyner, HEU
Ed Lewis, HEU
Herman Huang, HEU
Thomas Stoddard, TIP Development
Allen Pope, Division 3
Mason Herndon, Division 3
Mark Staley, Roadside Environmental
Lonnie Brooks, Structure Design
Ray Moore, Structure Design
Judy Joines, Right-of-way
Don Eggert, Cape Fear RPO
Tony Houser, Roadway Design
Tyler Stanton, NEU

Bill Brazier, US Coast Guard, and Ron Sechler, National Marine Fisheries Service were unable to attend the meeting.

A NEPA/404 Merger Team meeting for the subject project was held on August 20, 2009 in the Board Room of the NCDOT Highway Building. The purpose of this meeting was to reach agreement on Concurrence Point 1 - Purpose and Need/Study Area defined.

Introductions:

Mr. Brad Shaver opened the meeting and invited introductions from attendees. Mr. Sharer then explained the purpose of the meeting and introduced Michele James - NCDOT PDEA Project Manager. Ms. James welcomed the attendees, requested all the attendees to sign in and introduced Mr. Chad Critcher with the consultant firm of RS&H.

Presentation:

Mr. Chad Critcher offered a Concurrence Point 1 packet to the attendees that did not already have one. Mr. Critcher then presented the PowerPoint presentation of the proposed project's Purpose and Need and Study Area Defined. Following is the presentation outline:

- Project Vicinity and Description
- Project History
- Study Area and Communities
- Purpose & Need Community Outreach
- Agency Comments
- Need for Proposed Action
- Purpose of Proposed Action
- Project Schedule and Funding

A copy of the PowerPoint presentation is attached with these meeting notes.

Questions and Comments:

A question and answer session followed the presentation. Comments and answers are shown below:

Christopher Militscher asked if the NCDOT Project Team has any information on the current and future projected AADT on the Topsail Island Bridge?

Chad Critcher responded that the based on the existing data, the 2008 AADT is approximately 12,000 vehicles per day (vpd) and the 2035 projected AADT is 26,000 vpd.

Christopher Militscher asked if the island is mostly built out, what causes the projected traffic on the Topsail Island Bridge to double in the next 25 years?

Charles Cox responded that the island portion of Surf City is mostly built out. However, Surf City is growing more on the mainland side towards US Highway 17. Several residential and commercial developments are planned on the mainland portion of Surf City and most of the government facilities are located on the island portion of the town. As a result, residents/visitors of this area would commute more between the island and mainland via the study bridge, which is expected to add a lot more traffic.

Christopher Militscher inquired whether a two-lane bridge be sufficient to accommodate 26,000 vpd in year 2035? He also asked whether this traffic demand warrant more lanes on the bridge?

Charles Cox and Chad Critcher answered that a movable bridge with 26,000 vpd may require more than two lanes. Currently, the capacity of the bridge is limited by bridge openings to allow boats. These openings are causing delays to road traffic and thereby worsening the traffic flow conditions in the study area. A fixed span bridge would have more capacity compared to a movable bridge. As a part of the design process, NCDOT will perform a detailed traffic operations analysis which will determine the capacity needs for the proposed new bridge.

However, providing additional capacity is not a Purpose of Proposed Action NCDOT is presenting to the Merger Team.

Christopher Militscher asked why did the presentation indicate that bridge capacity is a problem?

Allen Pope responded that the presentation was referring to load carrying capacity of the bridge. Currently, the posted allowable load on the bridge is 14 tons for single vehicles and 19 tons for tractor trailers.

Christopher Militscher questioned whether the 19 tons load limit caused any issues? He also asked if there is any information about the number of trucks crossing this bridge every day?

Don Idol, Allen Pope and Chad Critcher said that the 19 tons load limit is causing issues. They also said that generally, fully loaded single vehicle and tractor trailer would weigh 42 and 45 tons respectively. According to the current standards new bridges are designed to carry these loads – 42 tons for single vehicles and 45 tons for tractor trailers. Over the years, the Topsail Island Bridge's structural capacity has deteriorated to 14 tons for single vehicles and 19 tons for tractor trailers.

At this point, the NCDOT Project Team does not have any specific information on the number of trucks on the Topsail Island Bridge. During field visits, the NCDOT Project Team members observed several trucks carrying higher than restricted load limits across the bridge every day causing a dangerous situation.

Christopher Militscher and Charles Cox mentioned that they do not expect higher truck traffic during the peak periods (summer time) across the bridge.

Renee Gledhill-Early said that the needs should be clearly stated in the Merger Team Meeting Agreement (Concurrence Form).

Charles Cox and Chad Critcher responded that the Needs for Proposed Action are included in the Concurrence Point 1 packet and they could be summarized and listed on the Concurrence Form.

Renee Gledhill-Early asked that as the existing bridge is narrow, is widening the bridge a Need for the Proposed Action?

Chad Critcher said that the existing Topsail Island Bridge is only 32' wide with two 12' lanes and 3' sidewalks. This narrow bridge is a safety concern for vehicular traffic, bicyclists and pedestrians. The NCDOT Project Team will design the new bridge with appropriate widths for travel lanes, bike lanes, and sidewalks to increase the safety conditions for commuters across the bridge.

Ron Lucas asked whether the NCDOT Project Team defined an appropriate travel width for this bridge?

Charles Cox and Chad Critcher responded that the desired width of travel lanes would be 12 feet. At this point, the NCDOT Project Team does not have any information on the proposed typical section. As a part of the design process, the NCDOT Project Team will develop a typical section for the proposed new bridge, which will meet the current AASHTO/NCDOT design standards.

Christopher Militscher stated that the Need for the Proposed Action should be something simple like – "bridge is structurally unsafe".

Missy Pair said that the Bridge is not "unsafe". NCDOT would not allow vehicular traffic on an unsafe bridge.

Brad Shaver and Gary Jordan said that the Need should be as simple as "Bridge is structurally deficient". All other needs shown in the Concurrence Point 1 packet should be secondary. The Purpose should be "Replace structurally deficient bridge".

Christopher Militscher said that he had a problem with the second point in the Purpose of Proposed Action: i. e. to "maintain current system linkage between the island and mainland". This infers that a new bridge should be built in the same location of the existing bridge, which may limit the possible alternatives for the proposed bridge. This should be a secondary purpose.

Subsequent to Mr. Militscher's statement, the merger team members further discussed the Purpose and Need being revised as follows:

Need for Proposed Action

- Structurally deficient, functionally obsolete bridge

Purpose of Proposed Action

- Improve bridge safety and functionality

Secondary purposes are included in the Concurrence Point 1 package discussed on August 20, 2009.

Study Area Defined

The study area is as shown on the attached Figure 3-1 of the Concurrence Point 1 package.

The Merger Team members in attendance signed the Concurrence Form with the above revised Purpose and Need statement. A copy of the signed Concurrence Form is included with these meeting notes.

If any recipient of the meeting notes would like to add comments or feels a comment is erroneous or needs to be expanded, please feel free to contact Michele James at (919) 733-7844 ext. 233 or by email at mjames@ncdot.gov.

Copies to:

Meeting Attendees
Bill Brazier, USCG
Ron Sechler, NMFS

Attachments:

Concurrence Form
PowerPoint Presentation

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NEPA/404 Merger Team Meeting Agreement

Concurrence Point 1: Purpose & Need and Study Area Defined

Project Name/Description: Topsail Island Bridge Replacement, Pender County, NC

TIP Project No.: B-4929

Federal Aid Project No.: BRSTP-50 (10)

WBS No.: 40233.1.1

Need for Proposed Action

- Structurally deficient, functionally obsolete bridge

Purpose of Proposed Action

- Improve bridge safety and functionality

Secondary purposes are included in the Concurrence Point 1 package discussed on August 20, 2009.

Study Area Defined

The study area is as shown on the attached Figure 3-1 of the Concurrence Point 1 package.

The Project Team met and concurred on this date of August 20, 2009 with the Purpose & Need and Study Area Defined for the proposed project as stated above:

USACE		NCDOT	
USEPA		USFWS	
NCDCR		NCDWQ	
FHWA		NCWRC	
USCG		NCDCM	
NCDMF		NMFS	

Meeting Notes Memorandum

FINAL VERSION

RS&H Architects-Engineers-Planners, Inc.
Architectural, Engineering, Planning and Environmental Services

NCDOT/RS&H Project Team

Meeting Date: December 14, 2010

Subject: NEPA/404 Merger Team Concurrence Point 2 Meeting for Topsail Island Bridge Replacement Project TIP Project No. B-4929

Location: Board Room, NCDOT Highway Building

Attendees:

Agencies:
Brad Shaver, US ACE
Christopher Militscher, US EPA
Ron Lucas, FHWA
Brian Wrenn, DWQ
Steve Sollod, DCM
Renee Gledhill-Earley, DCR-SHPO

Via Conference Call:
Jessi O'Neal, DMF

Consultants:
Chad Critcher, RS&H
Ken Herring, RS&H
Radha Krishna Swayampakala, RS&H
Jan Anderson, JKA

NCDOT:
Dan Holderman, Bridge Management
Rob Hanson, PDEA
Charles Cox, PDEA
Michele James, PDEA
Herman Huang, HEU
Lee-Ann Billington, HEU
Thomas Stoddard, TIP Development
Allen Pope, Division 3
Stonewall Mathis, Division 3
Mark Staley, Roadside Environmental
Lonnie Brooks, Structure Design
Randy Henegar, Hydraulics
Reggie Abbott, Right-of-way
Don Eggert, Cape Fear RPO
Tony Houser, Roadway Design
Shane York, TPB
Chris Rivenbark, NEU
Elizabeth Lusk, NEU
Tyler Stanton, NEU

Travis Wilson (NC Wildlife Resources Commission), Gary Jordan (US Fish and Wildlife Service), Terens Knowles (US Coast Guard), and Ron Sechler (National Marine Fisheries Service) were unable to attend the meeting.

A NEPA/404 Merger Team meeting for the subject project was held on December 14, 2010 in the Board Room of the NCDOT Highway Building. The purpose of this meeting was to reach agreement on Concurrence Point 2 – Detailed Study Alternatives Carried Forward.

Introductions: Mr. Brad Shaver opened the meeting and invited introductions from attendees. Mr. Brad Shaver then explained the purpose of the meeting and introduced Michele James - NCDOT PDEA Project Manager. Ms. Michele James welcomed the attendees, requested all the attendees to sign in and introduced Mr. Chad Critcher with the consultant firm of RS&H.

Presentation: Mr. Chad Critcher offered additional Concurrence Point 2 packets and updated Alternatives Evaluation Matrix including a Study Alternatives map to the attendees. Mr. Chad Critcher then presented the PowerPoint presentation with the following outline:

- Concurrence Point 1 Summary
- Study Alternatives

- Community Outreach Summary
- Community Feedback
- Functional Design Alternatives Costs and Impacts Summary
- Detailed Study Alternatives Carried Forward - Project Team's recommendations

Note: A copy of the PowerPoint presentation, updated Alternatives Evaluation Matrix and Study Alternatives map are attached with these meeting notes.

Mr. Chad Critcher presented a total of 16 alternatives. These alternatives were divided into three groups: northern, central and southern groups. The northern group consisted of Alternatives 2, 3, 4, 5, & 5R. The central group consisted of Alternatives 5A, 6, 7, and 10A. The southern group consisted of Alternatives 10, 11, 13, 14, 15, 16, and 17. Mr. Chad Critcher methodically led a presentation of the costs and impacts for each alternative beginning with the northern group. As he led the presentation, he offered the Project Team's recommendation to "carry forward" or to "eliminate" each alternative. After the presentation of the alternatives in each of the three groups, Mr. Critcher asked that the question and answer discussion begin with the northern group alternatives, concurring on the northern group alternatives to carry forward first, then proceed to the other two groupings in the same manner.

Questions, answers, and discussions are provided below:

<u>Northern Group Alternatives:</u>

Brian Wrenn inquired whether the alternatives carried forward would require any utility relocations. He also asked, if they do require, whether that information was included in the Alternatives Evaluation Matrix prepared for this meeting.

> Chad Critcher responded that none of the study alternatives impact the large transmission poles on either side of the Intracoastal Waterway. Some of the alternatives do impact the smaller transmission poles but not to an extent for justifying an alternative be eliminated.

Steve Sollod asked if the riparian wetlands shown in the figures and tables of the CP 2 packet are the same as CAMA wetlands He also requested the NCDOT to continue their commitment to avoid impacts to CAMA Coastal Wetlands on this project.

> Tyler Stanton said that the riparian wetlands shown in the CP 2 packet are not the same as CAMA wetlands. NEU will perform further investigation to provide the additional wetland categories.

Christopher Militscher questioned why Alternative 4 would need to be carried forward in addition to Alternatives 5 and 5R He also commented that the Evaluation Matrix shows that Alternative 4 would have higher property, stream, and wetland impacts.

> Charles Cox and Chad Critcher indicated that the Project Team would like to study at least one alternative to the south and one alternative to the north of the current bridge location (offset from the Surf City Central Business District). If Alternatives 5 and 5R encounter a fatal flaw, then Alternative 4 is the only option remaining in the northern group.
>
> Impacts to the private marina could result in the elimination of Alternative 5; likewise, the property impacts along Roland Avenue may result in the elimination of Alternative 5R. These two Alternatives (5 & 5R) also include a roundabout at the island landing. Drainage issues may

present an issue to these alternatives. The Project Team considers Alternatives 5 and 5R as one alternative with minor adjustments.

Christopher Militscher inquired whether the feedback received during the Citizens Informational Workshop #2 (CIW #2) process was from business owners or residents He thought that the residents would prefer the new bridge away from the Central Business District (CBD) to avoid congestion.

Chad Critcher and Jan Anderson answered that the feedback was from both the permanent residents and the business owners in the area.

Steve Sollod indicated that in the figures, Alternative 5R appeared to impact a row of houses, not impacted by Alternative 5; however, the Alternatives Evaluation Matrix shows the same number of residential impacts for both the alternatives.

Jan Anderson responded that the houses Steve Sollod is referring to are trailers in the Blackbeard's Campground. They are not permanent houses, instead they are vacation houses for seasonal residents.

Steve Sollod said that Alternative 5R would impact the water access of several properties along Roland Avenue. He also asked if there was any thought to providing water access under the new bridge, or developing the area near the bridge with water access.

Chad Critcher, Jan Anderson, and Allen Pope indicated that the water access on the back side of the properties along Roland Avenue is private access. The Soundside Park has a public boat access, remaining unchanged under Alternative 5R. Some redevelopment options exist in this area, either under the bridge or near the current bridge (to be removed under Alternative 5R) and the details of this redevelopment would need to be explored as the project moves forward.

Charles Cox and Chad Critcher asked the Merger Team if they were in concurrence with carrying forward Alternatives 4, 5, and 5R into Detailed Design and eliminating Alternatives 2 and 3. The Merger Team verbally agreed with no further discussion.

<u>Central Group Alternatives:</u>

Renee Gledhill-Early indicated that the existing bridge was eligible for listing in the National Register of Historic Places. She inquired as to if the Project Team had considered any options to improve and keep the existing bridge.

At Chad Critcher's request, Don Holderman provided the following summary of the rehabilitation alternative:

- The State Bridge Management Unit (SBMU) estimated that the suggested repair/ rehabilitation work would cost approximately $13.5 million.
- This repair/rehabilitation option will extend the life of the bridge by approximately 25 years.
- Even after the repair/rehabilitation, this bridge will still be "functionally obsolete" and be classified as "fracture critical" due to the swing span being a truss.

- The suggested repair/rehabilitation option will increase the sufficiency rating of this bridge to approximately 28.
- It should be noted that the FHWA requires the bridge sufficiency rating be improved to at least 80 in order to qualify for the Federal Highway Bridge Program funds, the funds NCDOT normally utilizes for this type work.
- The suggested repair/rehabilitation work will necessitate the bridge being out of service for approximately nine months. This would require constructing a detour bridge, which would cost an additional $10-12 million.
- In summary, the SBMU does not recommend this option.

Chad Critcher and Ron Lucas added that even with these improvements, the rehabilitated bridge would not meet the Purpose and Need of this project.

Renee Gledhill-Early asked if there was significant support for the rehab option from the community.

Chad Critcher, Jan Anderson and Don Eggert responded that the Project Team received feedback with support for another moveable bridge but not specifically a rehab option.

Christopher Militscher questioned why Alternative 9 was eliminated before presenting to the Merger Team.

Chad Critcher explained that Alternative 9 was a high-level fixed bridge option, which resulted in significant impacts to the Soundside Park property. The FHWA would not consider these impacts as *de minimis Section 4(f)* impacts. Tony Houser added that this alternative would result in significant access issues for Soundside Park and other businesses along Roland Avenue.

Steve Sallod stated that the Department of Coastal Management would not support Alternative 9, as it would result in significant impacts to the coastal wetlands.

Christopher Militscher indicated that the Alternatives Evaluation Matrix shows Alternative 10A with less than 0.1 acres of impact to the park property. He asked why this alternative was recommended to be eliminated.

Chad Critcher and Ron Lucas indicated that the FHWA would not consider this alternative as a *de minimis Section 4(f)* impact. This alternative would divide the park into two parts, resulting in a significant visual impact.

Brad Shaver and Renee Gledhill-Early inquired whether there would be enough vertical clearance to accommodate the vehicular traffic under the bridge in the park. Brad Shaver also added that there is not much usage under the bridge in this area of the park.

Chad Critcher indicated that the vehicular traffic can travel under the bridge; however it would be NCDOT's right-of-way and therefore is not preferred. Ron Lucas visited the park and spoke to people in the area before concluding that Alternative 10A would not be a *de minimis Section 4(f)* impact. Initially, the Project Team was unsure, but after further investigation, the Project Team recommends dropping this alternative.

Christopher Militscher stated that the Project Team will need to maintain documentation on why the Alternatives 1, 8, 9 and 12 were eliminated early in the process.

Renee Gledhill-Early asked why the Project Team is recommending to carry forward Alternatives 5 and 5R, but drop 5A.

Chad Critcher explained that Alternative 5A received low support from the community as it is a moveable option away from the existing bridge. The feedback received by the Project Team indicated that for a moveable bridge option, the community preferred in-place replacement. Charles Cox added that Alternative 5A would also cause impacts to the channel connecting the Intracoastal Waterway to the private marina.

Dan Holderman stated that Alternatives 6 and 7 would require a temporary detour bridge. He also added that the NCDOT does not prefer any usage of the right-of-way under the bridge, whether it is for parking, pedestrian traffic or vehicular traffic. He is also not in favor of any alternatives going through the park.

Charles Cox stated that the Project Team would like to carry forward at least one moveable bridge and one high-level fixed bridge alternatives into detailed design. Based on the detailed design and associated impacts, these alternatives will be evaluated at Concurrence Points 2A and 3.

Christopher Militscher inquired which alternative received the Town of Surf City's support.

Chad Critcher responded that the Town of Surf City approved a resolution supporting Alternative 7 as the preferred alternative for the study location.

Christopher Militscher said that he is in favor of carrying Alternatives 6 and 7 forward for detailed design.

Charles Cox and Chad Critcher asked the Merger Team if they were in concurrence with carrying forward Alternatives 6, and 7 into Detailed Design and eliminating Alternatives 5A and 10A. The Merger Team verbally agreed with no further discussion.

<u>Southern Group Alternatives:</u>

Christopher Militscher questioned why Alternative 10 would need to be eliminated.

Ron Lucas responded that this alternative would cause impacts to the Soundside Park and would become a Section 4(f) impact. Under Alternative 10, the Soundside Park will be divided into two parts. Carrying this alternative forward would be a waste of effort.

Brad Shaver said that he understands the Section 4(f) impact; however, he does not understand carrying Alternative 17 forward, which would result in more wetland impacts than Alternative 10.

Chad Critcher explained that the wetland impact shown for Alternative 17 for the most part are a result of the modifications to the Roland Avenue tie-in on the mainland side. This tie-in was shown differently in Alternatives 10 and 17. During the preliminary design, the Project Team will evaluate these tie-ins and minimize the impacts as much as possible. Ron Lucas added that the FHWA will also review Alternative 17 closer as the project moves forward.

Steve Sollod asked how Alternative 17 would impact the park property.

Chad Critcher responded that Alternative 17 would span across the park on the backside, which is an unusable section of the park.

Renee Gledhill-Early inquired how the bridge would be accessed for routine maintenance and inspection activities.

Allen Pope answered that in situations like this, the routine activities are usually performed in "Top-Down" approach. If land access is possible, the NCDOT would need right-of-way to access the bridge.

Brad Shaver asked whether there is a mitigation option for Section 4(f) impacts on Alternative 10.

Ron Lucas responded that there is a possibility but only if we could prove that there was no other prudent alternative which would meet the "Purpose and Need Statement".

Christopher Militscher inquired as to where the piers would be located under Alternative 10 near the Soundside Park.

Chad Critcher showed Alternative 10 renderings and explained the pier locations in this area.

Rob Hanson said that if the FHWA is convinced that Alternative 10 would result in Section 4(f) impact, the NCDOT can not legally recommend carrying this alternative forward.

Christopher Militscher and Renee Gledhill-Early stated that the community liked this alternative the best and asked if the Project Team would study this alterative more and if needed, drop at Concurrence Point 3. They also asked whether Alternative 17 would cause visual impacts to the park Christopher Militscher added that his understanding was that for the Bonner Bridge project, the Preferred Alternative resulted in section 4(f) impacts.

Chad Critcher stated that Alternative 17 would impact an unusable section of the park property. The visual impacts caused by Alternative 17 are very minimal compared with the visual impacts on Alternative 10. Charles Cox added that even after eliminating Alternative 10, there will be seven alternatives for detailed study.

Rob Hanson added that even if the wetland impacts caused by Alternative 17 are not reduced, the NCDOT would recommend Alternative 17 over Alternative 10 due to the FHWA's ruling on the section 4(f)/*de minimis* impacts.

Renee Gledhill-Early asked why the Project Team eliminated Alternative 9 but not Alternative 10 earlier.

Charles Cox explained that Alternative 9 had definite section 4(f) impacts to the park. With respect to the impacts on Alternative 10, the Project Team was undecided until after visiting the site. Upon visiting the site in October, 2010, the FHWA determined that Alternative 10 would not be a *de minimis Section 4(f)* impact.

Christopher Militscher said that Alternative 4 had four business impacts, but the Project Team still carried it forward. He wanted to whether that would be considered as a fatal flaw or not.

Tony Houser answered that the Project Team will minimize the impacts for Alternative 4 in the preliminary design.

Renee Gledhill-Early suggested the FHWA to prepare a memo summarizing the Section 4(f)/de minimis impacts associated with Alternative 10, if it is not a significant effort. Brad Shaver requested the NCDOT to further differentiate the CAMA, riparian, and non-riparian wetlands and re-calculate the wetland impacts for these different categories for Alternatives 10 and 17.

Ron Lucas said that the FHWA will prepare a memo. Charles Cox added that the Project Team will update the wetland information as well.

Steve Sollod inquired whether the Project Team considered connecting Alternative 11 directly to the CBD.

Chad Critcher and Radha Krishna Swayampakala explained that the Project Team considered this option, however did not pursue it as it would result in much longer bridge and higher impacts compared with Alternative 17.

Charles Cox and Chad Critcher asked the Merger Team if they were in concurrence with carrying forward Alternatives 11, and 17 into Detailed Design and eliminating Alternatives 13, 14, 15, and 16. The Merger Team verbally agreed with no further discussion.

Once the Merger Team reviews the FHWA's section 4(f)/*de minimis* impacts memo for Alternative 10 and the updated wetlands information, a decision will be made whether to carry forward or eliminate Alternative 10. The official Concurrence Point 2 form will be signed subsequent to the Alternative 10 review.

If any recipient of the meeting notes would like to add comments or feels a comment is erroneous or needs to be expanded, please feel free to contact Michele James at (919) 733-7844 ext. 233 or by email at mjames@ncdot.gov.

Comments will be received through February 15, 2011. After such date, the meeting notes herein along with subsequent implemented comments will be considered final and an accurate record of the Concurrence Point 2 meeting.

Copies to:

Meeting Attendees
Travis Wilson, NC Wildlife Resources Commission
Gary Jordan, US Fish and Wildlife Service
Terens Knowles, US Coast Guard
Ron Sechler, National Marine Fisheries Service

Attachments:

Concurrence Form
PowerPoint Presentation
Meeting Handouts (Updated Alternatives Evaluation Matrix and Study Alternatives map)

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NEPA/404 Merger Team Meeting Agreement

Concurrence Point 2: Detailed Study Alternatives Carried Forward

Project Name/Description: Topsail Island Bridge Replacement, Pender County, NC

TIP Project No.: B-4929

Federal Aid Project No.: BRSTP-50 (10)

WBS No.: 40233.1.1

Detailed Study Alternatives Carried Forward

Detailed study alternatives to be carried forward are Alternatives 4, 5, 5R, 6, 7, 11, and 17 for the referenced project.

USACE	2-18-11	NCDOT	Michele L. James
USEPA		USFWS	Gary Jordan 2/17/2011
NCDCR	Renee Gledhill-Earley	NCDWQ	2/17/11
FHWA		NCWRC	2-17-11
USCG		NCDCM	
NCDMF	Jessi Baker	NMFS	