Mid-Currituck Bridge
Currituck County
STIP No. R-2576

Interagency Project Meeting
MEETING SUMMARY

Date: June 20, 2019
1:00 p.m. – 3:00 p.m.
NCDOT Century Center – Structure Design Conference Room

Project: STIP R-2576 – Mid-Currituck Bridge

Attendees: (sign-in sheet attached)

Clarence Coleman, FHWA
Monte Matthews, USACE
Gary Jordan, USFWS
Kyle Barnes, USACE*
Amanetta Somerville, USEPA*
Fritz Rhode, NMFS*
Robert Patterson, NCDWR
Garcy Ward, NCDWR*
Cathy Brittingham, NCDCM
Greg Daisey, NCDCM*
Shane Staples, NCMFS
Renee Gledhill-Earley, NCHPO*
Rodger Rochelle, NCTA
Mike Sanderson, NCDOT EPU
Tyler Stanton, NCDOT EAU
Colin Mellor, NCDOT EPU
Gordon Cashin, NCDOT EAU
Paul Atkinson, NCDOT Hydraulics
Brian Lipscomb, NCDOT Hydraulics
Roger Kluckman, NCDOT Roadway
Jerry Jennings, NCDOT Division 1*
Randy Midgett, NCDOT Division 1*
Paul Williams, NCDOT Division 1*
Angela Welsh, Albemarle RPO*
Jennifer Harris, HNTB/NCTA
Tracy Roberts, HNTB/NCTA
Kathy Herring, RK&K*
John Page, WSP
Kiersten Bass, WSP
Sam Cooper, CZR*
Max Price, Wetherill Engineering
John Dorney, Moffatt & Nichol
Adam Efird, Moffatt & Nichol
Christina Yokeley, Lochner
Brian Eason, Lochner
Roy Bruce, Lochner

* Participated via telephone

Presentation Materials: (attached to summary)

- Agenda
- March 14, 2018 interagency meeting summary
- Project Update Newsletter – Spring 2019
- Approach for Stormwater Management – June 20, 2019

Purpose:
To update agencies on the project status since the prior meeting on 3/14/18 and to revisit prior project potential issues of concern relative to stormwater management, submerged aquatic vegetation, and fisheries moratorium for the project.

Project Discussion:
The following information was discussed at the meeting following self-introductions and a review of the purpose of the meeting:

- **Project Status Update:** Kiersten Bass and John Page gave a brief opening overview by summarizing the project status. The prior interagency meeting was on 3/14/18 and the meeting summary was provided to the meeting participants in advance of this meeting to refresh themselves on the project and potential issues to be addressed. Since that 2018 meeting, the study team has completed the environmental documentation on the project in March 2019 with the Final EIS Reevaluation and Record of Decision (ROD). The ROD was distributed through the state clearinghouse and no issues were expressed beyond what has already been identified for the project relative to stormwater management, submerged aquatic vegetation (SAV), and fisheries moratorium. Jennifer Harris noted that legal action relative to the project is underway and proceeding. She also noted that the current plan for the project is a design-build contract with a letting in March 2020. NCTA anticipates submitting permit applications in February 2020. Cathy Brittingham inquired as to why NCTA was proceeding with permits instead of the design-build team? NCTA needs permit approvals in order to complete the financing for the project, which includes the sale of toll revenue bonds and a TIFIA loan.
- **Section 6002 Coordination Plan:** Since the project has been delayed and some participants are new to the project, Cathy Brittingham suggested for NCTA to send the most recent Section 6002 coordination plan for the project to meeting participants. This will be sent with the meeting summary.
- **Prior Potential Issues of Concern:** Previously, there were four potential issues of concern that had been expressed by various agencies relative to aspects of this project. These included: dredging in Currituck Sound (no longer under consideration), stormwater management, submerged aquatic vegetation, and fisheries moratorium.
- **Stormwater Management:** Brian Lipscomb facilitated a discussion on this subject. The following are the key points from this discussion:
  - The current stormwater management approach for the project was developed almost a decade prior and changes in understanding and techniques have emerged in the intervening years to cause NCDOT to rethink the approach to stormwater management on the project.
  - NCDOT and NCDWR have met over the past year to discuss stormwater management on this project.
  - The revised concept for stormwater management was outlined in the meeting handout, “Approach to Stormwater Management” (June 20, 2019). This document was reviewed during the meeting.
  - Brian cited a 2010 study of bridge stormwater runoff that showed that it was similar to roof runoff and that collection was not needed before reaching receiving waters. The Stormwater Runoff from Bridges project was completed between 2008-2010 by NCDOT, DWQ and USGS. NCDOT’s report to the Joint Legislation Transportation Oversight Committee is available here:

    https://connect.ncdot.gov/resources/hydro/Stormwater%20Resources/Stormwater%20Runoff%20from%20Bridges%20-%20May%202012.pdf

    In addition and accompanying that, the USGS scientific investigations report 2011-5180 may be found here:

    https://pubs.usgs.gov/sir/2011/5180/pdf/sir2011-5180.pdf
  - For the bridge over Maple Swamp, direct discharge from the bridge scuppers is anticipated. Because of the nature of the swamp and the height of the bridge over the swamp (generally about 16 feet from bottom of deck for most of the swamp bridge – east and west ends vary from 7 to 16 feet), NCDOT would propose to monitor any effects of stormwater runoff and take corrective actions, if needed. Provision of splash pads under the scuppers would in essence require a continuous impact to the swamp along both edges of the bridge. No substantial effect is anticipated on the swamp from stormwater runoff from the bridge.
  - NCDOT has found that bridge scupper runoff is essentially the same as rainfall once the bridge is over 12 feet above the receiving surface.
  - The depth of water in Currituck Sound varies from roughly 2 feet to upwards of 10 feet. With the bridge deck over the sound being over 22 feet above the water, NCDOT anticipates

almost no mechanical damage on bottom materials and SAV. There is likely more bottom disturbance in Currituck Sound from wind and wave action than would be from stormwater from the bridge.

- NCDOT has found that closed deck drainage systems have bacterial issues and provide very limited benefit. Therefore, they are recommending that none of the bridges on this project plan to utilize a closed drainage system.
- NCDOT anticipates being able to drain about 500 feet of the east end of the bridge over Currituck Sound by using the bridge shoulders to convey stormwater to treatment ponds off the bridge. This is the area with the lowest bridge heights over the water and some of the shallowest water.
- NCDOT has identified areas along both west and east side of Currituck Sound that could potentially benefit from wave breaks or living shoreline applications to reduce erosion and improve water quality. These will be investigated further as the project develops.
- There was no expressed opposition to the revised stormwater management approach. Items that will be important to consider will be the fall height of the stormwater from the bridges to the receiving surface, particularly in areas over SAV beds. Cathy Brittingham indicated that NCDCM will be looking to NCDWR relative to stormwater management in the permitting process.

- **Submerged Aquatic Vegetation:** Tyler Stanton led a discussion on impact determination and mitigation for the effects of the Currituck Sound Bridge on SAV. The following are the key points from this discussion:
  - SAV shading impacts will be determined based on the drip line of the bridge over both historic (last 10 growing seasons) SAV beds and areas of potential SAV habitat (less than 6 foot water depth) on the east side of Currituck Sound. The permanent effects of the bridge piles would be covered by the shading impacts.
  - There will also likely be some temporary effects on SAV from a possible construction trestle on the east side of Currituck Sound. Previously, the plan had been to use an open construction trestle over SAV beds to allow light to penetrate and limit effects to temporary pile installations.
  - NCDOT will likely propose a combination of mitigation strategies for SAV impacts. NCDOT is in the process of developing a mitigation plan that will be discussed with the agencies once it is approved internally. It was noted that maintenance is a key for long term SAV mitigation success.
  - Tyler Stanton noted that transplanting SAV may not be an option for mitigation.
  - Use of a living shoreline might be beneficial for areas of SAV – existing or created.
  - Funding research, while a possible beneficial portion of a strategy, cannot be allowed for direct mitigation credit according to Cathy Brittingham.
  - Cathy Brittingham noted that since Travis Wilson was not able to be at the meeting, that it should be noted that SAV is used by fisheries as a nursing and rearing area and that SAV areas are used by waterfowl.
- **Fisheries Moratorium:** The existing moratorium on bottom disturbing activities was reconfirmed as being annually from Feb 15 through Sept 30 in areas of current and historic (last 10 years) SAV habitat. This will primarily relate to pile driving activities for the permanent bridge and the likely temporary construction trestle on the east side of Currituck Sound. Pile driving will likely be by vibratory or hammer methods instead of jetting in order to reduce bottom disturbances.
- **Permitting and Mitigation:** The anticipated wetland impacts for the project are 4.2 acres according to the environmental documentation for the project. Previous mitigation plans were to obtain credits from the Balance Farm Site. However, the type of credits needed for this project are no longer available from this site. NCDMS will be used for mitigation credits from other mitigation sites. John Dorney noted that there are some potential landlocked wetland parcels that could be potentially purchased as part of the mitigation plan. Gary Jordan noted that the area west of US 158 is still high quality wetlands and worthy of preservation, for those parcels that are likely land locked, and would be good due to their proximity to the North River Game Land to the

west. The permit approval order will be NCDWR (401) – NCDCM (CAMA) – USACE (404) – USCG (Bridge).

- **General Discussion Items:** The following items were discussed or noted at the meeting:
  - Cathy Brittingham encouraged all to keep the permitting process from being on the critical path for the project. There will need to be discussion about the permitability of living shorelines and/or breakwaters. Doug Huggett with NCDCM will be retiring in September and is their key person on living shorelines.
  - Cathy Brittingham suggested that the team review the Harkers Island Bridge and the Bonner Bridge relative to stormwater management and SAV beds.
  - Gary Jordan noted that Maple Swamp in the project area was clear cut by the property owners and the quality of the swamp is not what it used to be; previously Maple Swamp had largest gordonia trees Gary had ever seen.
  - Cathy Brittingham noted that during the CAMA permit approval process some projects have experienced delays because of objections from adjacent landowners or third-parties.
  - Garcy Ward inquired about prior commitments for pre-construction and post-construction SAV and water quality monitoring of Currituck Sound. Tyler Stanton noted that the pre-construction monitoring has been taking place periodically. This monitoring approach will be part of the mitigation plan for the project. Tyler will send information or web links on the pre-construction monitoring that has been done to date.
  - Potential bridge construction methods were discussed. Roy Bruce described what was planned previously by the Currituck Development Group. Rodger Rochelle noted that specifics of the constructions methods to be proposed by the design-build teams will not be known at the time of the preliminary hydraulic design review interagency meeting ("4B"). Monte Matthews noted that it would be good to know if construction mats are anticipated for use in Maple Swamp in lieu of a construction trestle at the "4B" meeting. NCTA will be looking for innovative construction approaches from the design-build teams that comply with the requirements for the project. Rodger noted that NCTA may provide the permit application to the design-build team and have them update it with their construction technique information in advance of submitting the permit application. He also noted that the design-build request for proposals can limit the contractor construction methodology if there are known methodologies that the agencies would result in issues of concern relative to project permits.
  - Cathy Brittingham noted that if construction barges will be used in Currituck Sound that any moorings will need to be included in the permit application.
  - Monte Matthews indicated that NCTA should anticipate that the USACE 404 permit will take 120 days. The USCG bridge permit would follow after the 404 permit.
  - There was a question concerning the limits of the USACE permit and the USCG permit relative to Currituck Sound. The navigational span for the bridge is a relatively small portion of the total 4.5 mile long structure. Jennifer Harris will coordinate with USCG and USACE to clarify the limits of permits.
  - The preliminary hydraulic design interagency review meeting ("4B") is anticipated for one of the August Eastern meeting dates. The agencies indicated that it would be helpful to have plans and profiles a couple of weeks prior to this meeting, including bridge profiles and likely scupper locations/spacings over SAV.

Action Items:
The following items require action:

- Roy Bruce will send the most recent Section 6002 coordination plan for the project to meeting participants with the meeting summary.
- Tyler Stanton will send information or web links on the USGS pre-construction water quality monitoring that has been done to date in Currituck Sound.
- Jennifer Harris will coordinate with USCG and USACE to clarify the limits of their permits for the project.

ATTACHMENTS

Mid-Currituck Bridge

Currituck County

STIP No. R-2576

Interagency Meeting
June 20, 2019 – 1:00 PM – Structure Design Conference Room

Participant Name	Representing	Email Address
Brian Eason	Lochner	beason@hwlochner.com
Mike Sanderson	NCDOT - EPU	JMsanderson@ncdot.gov
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Roger Kluckman	NCDOT - Roadway	rkluckman@ncdot.gov
Robert Patterson	NCDWR	Robert.Patterson@NCDENR.GOV
John Page	WSPUSA	john.page@wsp.com
Tracy Roberts	HNTB	teroberts1@ncdot.gov
Clarence Coleman	FHWA	Clarence.Coleman@DOT.GOV

Participant Name	Representing	Email Address
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Christina Yokeley	Lochner	cyokeley@hwlochner.com

Participant Name	Representing	Email Address

Mid-Currituck Bridge

Currituck County

STIP No. R-2576

Interagency Meeting Agenda
June 20, 2019
1:00 to 3:00 PM – NCDOT Structures Conference Room

Purpose: *To update agencies on the project status since the prior meeting on 3/14/18 and to revisit prior project potential issues of concern relative to stormwater management, submerged aquatic vegetation, and fisheries moratorium for the project.*

1. Project Status Update
    a. Previous Interagency Meeting – 3/14/18 (minutes attached)
    b. Final EIS Reevaluation and Record of Decision
2. Prior Potential Issues of Concern
    a. Stormwater Management
    b. Submerged Aquatic Vegetation
    c. Fisheries Moratorium
3. Permitting and Mitigation
4. Next Steps

MEMORANDUM

To: Attendees

From: WSP USA

Date: May 4, 2018

Project Name: Mid-Currituck Bridge

Project Number: R-2576

Subject: March 14, 2018 Agency Coordination Meeting Summary

Attendees:

NAME	AGENCY	EMAIL
Ron Lucas	FHWA	Ron.lucas@dot.gov
Clarence Coleman	FHWA	Clarence.coleman@dot.gov
Cathy Brittingham	NCDEQ-DCM	Cathy.brittingham@ncdenr.gov
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Jennifer Harris	HNTB/NCTA	jhharris@hntb.com
Roy Bruce*	Lochner	rbruce@hwlochner.com
Natalie Lockhart	WSP	Natalie.lockhart@wsp.com
Eric Misak	WSP	Eric.misak@wsp.com
Mike Surasky	WSP	Mike.surasky@wsp.com
John Page	WSP	John.page@wsp.com
Tim Brock	WSP	tim.brock@wsp.com
Nicole Bennett*	WSP	Nicole.Bennett@wsp.com

**Participated by Phone*

The purpose of the meeting was to update environmental resource and regulatory agencies on the changes that have occurred since the Final Environmental Impact Statement (EIS) was approved in January 2012. The last agency meeting took place in 2011. A Reevaluation Report is required if major steps to advance an action have not occurred within three years after approval of the Final EIS. The Reevaluation Report addresses the changes in project settings, travel demand, area plans, laws and regulations, and other information or circumstances.

The agency meeting started at 10 am with an introduction by NCTA GEC (General Engineering Consultant) project manager Tracy Roberts. Natalie Lockhart and the WSP team used a Power Point Presentation to explain project history, preliminary Reevaluation Report findings, traffic updates, purpose and need, and preliminary reevaluation conclusion (see attached meeting agenda and presentation handout).

A USACE representative asked about the purpose and need statement. Slide 12 of the presentation included the purpose and need statement and was reviewed. The DCM representative asked if the alternatives should be reviewed for any new members from the represented environmental agencies. NCTA indicated that there was an upcoming slide explaining the alternatives. WSP clarified the naming convention of Existing Road (ER) and Mid-Currituck Bridge (MCB). Previous alternatives from the early alternative screening process were revisited in the Reevaluation Report to reaffirm that they are still not reasonable alternatives. NCTA noted that the reasons for these findings are explained in the Reevaluation Report.

The DCM representative asked if the STIP R-3419 and R-2574 projects (see slide 17) were accounted for in ER2 and MCB, including the no-build alternative. WSP confirmed that these STIP projects were assumed to be in place by the 2040 design year as part of the assessment for ER2 and MCB, including the no-build alternative.

Traffic forecasts were updated and the roadway designs for detailed study alternatives ER2 and MCB were updated because of the lower traffic forecasts. The updates include a reduction of improvements to NC 12 for both alternatives. It was noted that the wetlands were re-delineated. The US 158 interchange was reconfigured and resulted in less impacts to wetlands. CZR noted that there has been no substantive change in the wetland boundaries, jurisdictional waters or submerged aquatic vegetation (SAV) from prior delineations and surveys.

WSP presented that three species were added to the Threatened and Endangered Species list since the FEIS and are now included in the Reevaluation Report. The three species are the Atlantic sturgeon, rufa red knot, and the northern long-eared bat. For MCB, the first two species have a biological determination of “May Affect, Not Likely to Adversely Affect”. For ER2, the biological conclusion is “No Effect.” USFWS representative noted that no consultation is required for the northern long-eared bat due to a programmatic biological opinion (PBO) being in place that covers the entire NCDOT program in Divisions 1 through 8. It was noted that, because of the PBO, the biological conclusion for the species is “May Affect, Likely to Adversely Affect” for both MCB and ER2.

The DCM representative asked what is meant by regulatory changes and policy updates. The WSP team highlighted some of the notable changes and noted all the changes were documented in the Reevaluation Report. For example, Currituck County now regulates beach access by commercial vendors, which was a local regulatory change. A change in state law also occurred that does not allow land use density to be regulated by limiting the number of bedrooms in a house (Currituck County was not using this as a way of regulating density). NCTA noted that the NCDOT noise policy has changed and the FHWA Mobile Source Air Toxic (MSAT) guidance has been updated. All the changes were considered and documented in the Reevaluation Report.

The DCM representative asked if the impacts presented are based on the slope stake limits plus 25-feet; NCTA confirmed this is the case.

The NCWRC representative asked why there was a change in shading impacts for SAV habitat. WSP team explained that it was because of the reduction of 10 foot shoulders to 8 foot shoulders on the bridge over Currituck Sound.

NCTA noted that the team is optimistic that FHWA will approve the Reevaluation Report with a conclusion that there is no need for a Supplemental EIS; however, this decision has not yet been made by FHWA.

The cost estimate for the project and the FHWA Cost Estimate Review (CER) were discussed. FHWA stated that a CER is required for projects estimated to approach or exceed $500 million in cost. The DCM representative asked why the FHWA conducted the CER on the Mid-Currituck Bridge alternative only and not ER2. NCTA and WSP explained that updated cost estimates based on the revised designs for both ER2 and MCB were used to compare the alternatives in the Reevaluation Report, but FHWA does a CER for the Preferred Alternative only since that is the alternative that the financial plan will be based on. The CER must be completed 90 days prior to the final decision document for NEPA. NCTA noted that the CER is a 70% cost review, meaning that the cost estimate is determined such that there is a 70% confidence level that the actual cost will come in at or under the estimate.

NCTA explained that a Public-Private Partnership is not actively being considered; however, it is not being precluded from future consideration as a means to deliver the project.

The DCM representative asked if the Reevaluation Report would be circulated via the state clearinghouse. FHWA noted that the Reevaluation Report is an internal FHWA decision document and that the Record of Decision (ROD) would be circulated. FHWA did note that the Reevaluation Report would be in the project file and administrative record.

The DCM representative asked if the project would follow the Merger Process or continue with the 6002 Agency Coordination Plan (see updated coordination plan attached). FHWA and NCTA confirmed it would continue to follow the 6002 Agency Coordination Plan. The DCM representative was concerned that new staff representatives from the agencies are not familiar with the 6002 Agency Coordination Plan. NCTA noted it was similar to the Merger Process; however, there are no signatures obtained at concurrence points. NCTA indicated that in this process, it is incumbent on the participating and cooperating agencies to raise an “issue of concern” if at any time there is an issue that in the agency’s judgment could result in denial of a permit or substantial delay in issuing a permit.

NCDWR, USFWS and USACE representatives explained that agencies should raise issues of concern early and they would be discussed. By not raising an issue during the comment period, agencies were indicating that there are no foreseeable issues of concern. NCTA requested that the agencies raise issues of concern, if necessary, based on the information being presented and in the forthcoming Reevaluation Report.

NCTA noted that there were previously four issues of concern raised and that NCTA held meetings with the pertinent agencies to resolve them. The issues of concern were dredging in Currituck Sound, stormwater management, submerged aquatic vegetation impacts and fisheries moratorium for in-water construction activities. Dredging is no longer proposed. For the other three issues, the agencies and NCTA agreed that the direction of the project relative to these concerns was appropriate and had the potential to advance the project to permit issuance. The DCM representative noted that not following the Merger Process may create uncertainty for permitting.

If the Reevaluation Report is approved by FHWA with a conclusion that a Supplemental EIS is not required, NCTA noted the next steps would include submitting a draft ROD to FHWA.

The DCM-Fisheries representative noted there were SAV shading impacts. As a SAV mitigation feature, the first 1.5 inches of stormwater runoff will be captured from the eastern terminus of the bridge for a distance of 4,000 feet to prevent direct discharge into the existing SAV habitat along the eastern shore of the sound. The runoff would be piped to the end of the bridge for treatment to a stormwater treatment basin. NCTA noted that this mitigation approach is still a project commitment. The DCM-Fisheries representative said that project commitments and proposed mitigation should be revisited to be consistent with current practice on other similar projects.

NCDOT and the DCM representatives asked if Final EIS mitigation and project commitments would still be adhered to. NCTA confirmed that they would be. Updated mitigation and commitments that would be required would be discussed with individual agencies or a set of agencies to determine what mitigation would allow the project to move forward. It was agreed that meetings to review SAV mitigation and stormwater management could occur prior to a ROD being released.

During the schedule discussion, the let date was questioned. NCTA noted that the project has a schedule for a design-build let date of November 2018, but that although that remains the date in NCDOT's scheduling system, NCTA is reevaluating that date.

The USACE representative asked about the difference in the shaded aquatic bottom and SAV impacts. The WSP team explained that the shaded aquatic bottom less than six feet deep was all SAV habitat and the SAV impacts are areas with observed SAV beds. USACE representative also asked about wetland shading impacts for Maple Swamp. NCWRC representative noted that the impacts of wetland shading have never been used to compare alternatives in the past. WSP confirmed that the impacts are documented in the Reevaluation Report.

There was a question about the height of the bridges over Maple Swamp and Currituck Sound. The bridge will have a height of 16 feet over most of Currituck Sound and will have a single navigation span. The height of the navigation span will be determined in coordination with the US Coast Guard during the permitting process. The Maple Swamp bridge has a 10-foot clearance spanning most of the swamp with the east terminus starting at-grade and the west terminus with a 4-foot clearance.

The NCWRC representative asked about the conservation of a landlocked parcels around the Maple Swamp bridge, as discussed in the Final EIS. NCDOT noted that parcels that would have road access cut off (landlocked) are considered economically 'damaged parcels' and NCDOT would offer to buy the entire parcel. Landlocked parcel owners could choose to be compensated for the loss of access yet continue to own their land. NCDOT also could offer the creation of a conservation easement on the land as another option. The NCWRC representative asked if full purchase or a conservation easement could be required for landlocked parcels. NCDOT said purchase of a conservation easement could not be required. It was noted that the Final EIS commitment needs to be revised to reflect that property owners could choose to keep their land with full ownership even where NCDOT pays property damages because of lack of access. NCTA and WSP agreed to update the commitment language to indicate that landowners of landlocked parcels have this choice.

A USACE representative asked for clarification about the ferry alternative. NCTA indicated that this was an early alternative considered but not selected as an alternative to be studied in detail in the Draft EIS and Final EIS because of low travel benefits, high cost, and high natural resource impacts. The project team revisited and reaffirmed that the ferry alternative continued to not be a reasonable alternative.

Next Steps

- Complete the Reevaluation Report and seek approval by FHWA. When complete, it will be posted to the project website and the agencies will be notified.
- Proceed with a ROD if FHWA finds a Supplemental EIS is not needed.
- Schedule coordination meetings to discuss SAV mitigation and stormwater management.
- Confirm the effects call for the northern long-eared bat is correct in the Reevaluation Report. The biological conclusion is "May Affect, Likely to Adversely Affect" for ER2 and MCB.
- Update language for the landlocked parcels commitment to read: "With the Preferred Alternative, NCTA will pursue the purchase of land-locked parcels north of Aydlett Road in Maple Swamp in addition to purchasing needed project right-of-way. If the landowner agrees to sell their land-locked property, the land-locked property purchased will be set aside as a conservation area and allowed to retain or return to its natural state (see Section 3.3.6.4 of the FEIS)." Note that with the revised design, new right-of-way is no longer being purchased, nor is right-of-access being purchased, west of US 158. Thus, no parcels will be landlocked west of US 158.

Meeting adjourned at 11:33pm.

MID-CURRITUCK BRIDGE PROJECT

Agency Coordination Meeting

STIP Project R-2576

March 14, 2018

AGENDA

1.	Introductions	Tracy Roberts
2.	Project History	Natalie Lockhart
3.	Updated Information (Presentation)	Natalie Lockhart
4.	Discussion (Q&A)	All
5.	Conclusion	Tracy Roberts

NORTH CAROLINA
Department of Transportation

Mid-Currituck Bridge Project

Agency Coordination Meeting

March 14, 2018

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Topics Covered in this Presentation

- Why Reevaluation
- Reevaluation Reports
- Updated Information
  - Updated Traffic
  - Updated Purpose and Need Justification
  - Updated Travel Benefits
  - Updated Alternatives Screening
  - Reevaluation Detailed Study Alternatives/Revised Designs
  - Updated Environmental Studies
  - Changes in Project Setting
  - Updated Impacts
  - Updated Project Commitments
- Reevaluation Conclusions
- Cost/Finance/Schedule

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FEIS

- Released January 2012
- Preferred Alternative Included a Mid-Currituck Bridge
- ROD not released

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State "Gap Funding" Change

- In 2013, the NC General Assembly passed the Strategic Transportation Investments (STI) Law
  - Withdrew the annual state appropriations or "gap funding"
  - Established Strategic Mobility Formula to allocate NCDOT's major revenue sources
- Mid-Currituck Bridge project was scored using the new criteria.
- State funding reintroduced in the 2015 to 2025 STIP

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FEIS Reevaluation

- A written evaluation of a FEIS is required if major steps to advance an action have not occurred within 3 years after the approval of a FEIS.
- Reevaluation considers:
  - Changes in the project setting, travel demand, area plans, laws and regulations, and other information or circumstances
  - Whether the FEIS and Preferred Alternative decision remains valid or whether a SEIS is needed
- To be finalized and signed in April

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FEIS Reevaluation

- Two parts:
  - Reevaluation of Final Environmental Impact Statement
  - Reevaluation of Final Environmental Impact Statement Study Report

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FEIS Reevaluation Report

- Project History
- Updated Information
  - Updated Traffic Studies
  - Updated Purpose and Need and Project Benefits
  - Reaffirmed 2009 Alternatives Screening Findings
  - Updated No-Build Alternative
  - Updated Preliminary Designs for Detailed Study Alternatives
  - Regulatory Changes and Updated Environmental Studies
  - Changes in Project Setting
  - Updated Project Impacts
  - Updated Basis for Choosing the Preferred Alternative
  - Updated Project Commitments
- Conclusion on Need for Supplemental EIS

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FEIS Reevaluation Study Report

- Includes more detail on information in the FEIS Reevaluation Study Report
- Appendices for:
  - Responses to Comments on the FEIS
  - Responses to Non-Governmental Organization Comments Received During Reevaluation Preparation
  - Errata to the FEIS
  - Updated Project Commitments

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Reevaluation Key Findings

- Updated traffic forecasts less than FEIS forecasts
- Project need remains
- Travel benefits changed because of:
  - Lower forecast traffic
  - Changed road capacity assumptions in 2016 Highway Capacity Manual
  - Updated FEMA/USACE hurricane clearance time model
- Generally reduced environmental impacts because of revised designs

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Updated Traffic Studies

- Updated Traffic Forecasts
  - Based on updated counts and recent growth trends
  - Forecast traffic is lower
- Updated Congestion Measures
  - To update purpose and need plus project benefits
  - Used 2016 Highway Capacity Manual
- Design Capacity Studies for Existing Road (ER2) and the Preferred Alternative – To update preliminary design to take into account lower traffic forecasts
- Updated Travel Time Studies – To update purpose and need plus project benefits

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Updated Traffic Studies

- Updated Hurricane Clearance Time Assessment
  - To update purpose and need plus project benefits
  - To use 2016 FEMA/USACE clearance model
  - To take into account changes in National Hurricane Center warning time – now issued at 36 hours before land fall instead of 24
- Updated Development Constraints Analysis for No-Build and ER2
  - To use updated traffic information
  - To use 2016 HCM two-lane road capacities
  - Considers the effect of NC 12 capacity on future development levels north of Duck with the No-Build Alternative and ER2

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Purpose and Need Remains

- Substantially improve traffic flow
- Substantially reduce travel time
- Substantially reduce hurricane evacuation times from the Outer Banks

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Revised Preferred Alternative Travel Benefits

- Congestion
  - Least severe annual congestion (although when assuming the capacity of NC 12 constrains development in Currituck County, total annual congested vehicle-miles traveled now similar to No-Build)
  - Eliminates travel demand above road capacity on summer weekend day except US 158/NC 12 intersection area
  - Shortest duration of summer weekend congestion on NC 12
  - Summer weekend queues on NC 12 unlikely to back-up to US 158
  - Likely substantial reduction in through traffic on local streets

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Revised Preferred Alternative Travel Benefits

- Greatest peak period travel time reduction
  - 11 minute travel time from the Currituck County mainland to its Outer Banks over the Mid-Currituck Sound Bridge
  - A reduction of 47 minutes for same trip on existing roads (from 116 minutes to 69 minutes) during typical summer weekday
  - A reduction of 105 minutes for same trip on existing roads (from 187 minutes to 82 minutes) during typical summer weekend day
- Hurricane clearance time
  - 2-hour reduction (from 34.3 hours with No-Build [constrained development] to 32.3 hours)
  - No-Build 37.2 hours without development constraint
- Compared to ER2
  - Greater congestion reduction and travel time benefits
  - Assuming constrained development less hurricane clearance time benefit (ER2 has 3.6-hour reduction)

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Updated Alternatives Screening

- Reaffirmed the following alternatives not reasonable:

  Roadway and Bridge Alternatives

  – ER1
  – MCB1
  – MCB3

  Additional Alternatives Considered

  – Shifting rental times
  – Transportation systems management
  – Bus transit
  – Ferry
- Confirmed a composite of ER2 plus the items in last four bullets above is not reasonable

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Updated Alternatives Screening

- Affirmed that the following FEIS alternatives did not need to be reevaluated:
  – MCB2 (bridge plus widening existing roads)
  – Mainland design Option B (fill in Maple Swamp and toll plaza in Aydlett)
  – Bridge Corridor C1 (Outer Banks terminus near Albacore Street)

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Revised No-Build Alternative

- No-Build Alternative
  - Assumes project not implemented
  - Includes projects in current STIP (now 2018-2027)
- FEIS period STIP included no improvements in project area
- Current STIP projects in project area and thus revised No-Build:
  - R-3419 (part) – Access Management Improvements on US 158 from Wright Memorial Bridge to NC 12
    R/W: 2025
    Construction: 2027
  - R-2574 – 4-lane US 158 from Belcross to NC 168
    R/W: 2023
    Construction: 2025

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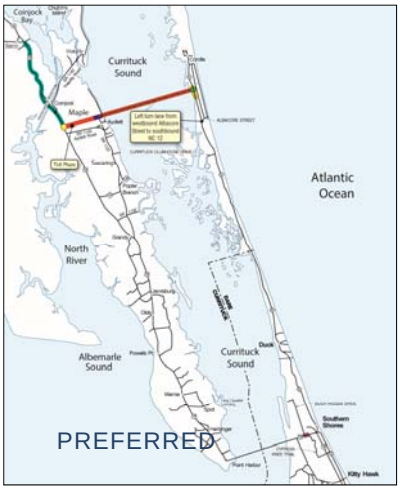
Reevaluation Detailed Study Alternatives



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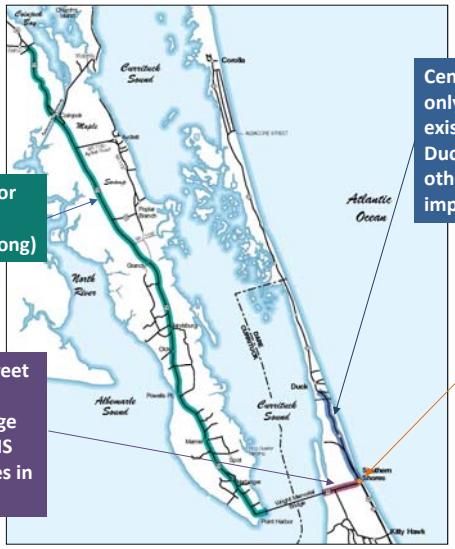
ER2 Revised Design



Third outbound lane for hurricane evacuation unchanged (27 miles long)

Center turn lane on NC 12 only from US 158 to existing 3-lane section at Duck commercial area; no other NC 12 improvements

6-lane superstreet from Wright Memorial Bridge to NC 12 (in FEIS included 8 lanes in NC 12 area)

Improved NC12/US158 intersection instead of interchange

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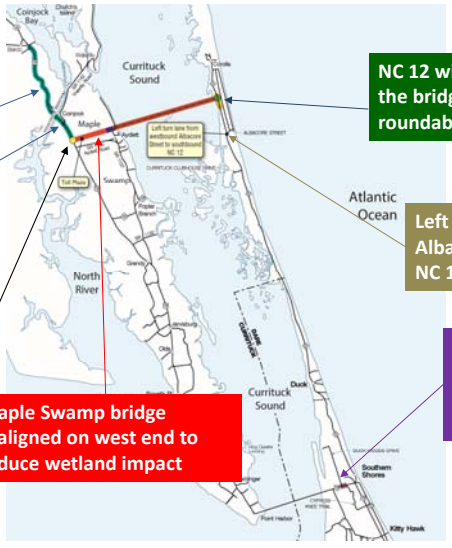
Preferred Alternative Revised Design



Reverse center turn lane for hurricane evacuation unchanged

Median acceleration lane at US 158/Waterlily Road no longer needed

Revised interchange/toll plaza to reduce cost and wetland impact

NC 12 widening only in the bridge terminus roundabout area

Left turn lane from Albacore Street to NC 12

Short third westbound lane on US 158 unchanged

Maple Swamp bridge realigned on west end to reduce wetland impact

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Preferred Alternative (LEDPA)

The Preferred Alternative is MCB4/C1 with Option A with refinements made to help avoid and minimize impacts.

- A 4.7-mile-long, two-lane toll bridge across Currituck Sound with 8-foot shoulders.
- A mainland bridge approach road placed between Aydlett Road (SR 1140) and approximately 430 to 720 feet north of the powerline that parallels Aydlett Road. The bridge approach would intersect US 158 with an interchange. A toll plaza would be just east the US 158 interchange.
- The mainland bridge approach road would include a 1.5-mile-long bridge over Maple Swamp. Drivers traveling between US 158 and Aydlett would continue to use Aydlett Road. In Aydlett, the approach road would pass through Aydlett on fill (approximately 3 to 23 feet high) and bridge Narrow Shore Road, as described above for the FEIS design.
- A bridge approach road on the Outer Banks that ends at what was the undeveloped Phase II of the Corolla Bay subdivision.

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Updated Environmental Studies

- Community field surveys and conversations with local officials
- Updated demographic data
- Updated natural resource data and regulatory requirements.
- Re-delineation of wetlands and other USACE jurisdictional resources
- Red-cockaded woodpecker (RCW) evaluation in the area of the Preferred Alternative.
- Updated submerged aquatic vegetation (SAV) surveys (latest in 2017)

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Updated Environmental Studies

- Updated preliminary Federal Flood Insurance Mapping (issued in 2016)
- Contacted the following environmental resource and regulatory agencies for updating the characteristics of the natural environment:
  - United States Fish and Wildlife Service
  - United States Army Corps of Engineers
  - North Carolina Wildlife Resources Commission
  - North Carolina Division of Marine Fisheries
  - North Carolina Division of Coastal Management
  - North Carolina Division of Water Resources
- Additional Section 7 consultation

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Changes in Project Setting

- Limited new development in existing subdivisions
- No need for additional cultural resource surveys
- Changed jurisdictional resource boundaries (considered in revised designs)
- Additional protected species
- Updated flood hazard boundaries
- Additional development projects and regulatory changes in indirect and cumulative impacts study area

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Updated Project Impacts

- Most impacts reduced or unchanged with revised designs
- Greater impacts:
  - ER2
    - Increased relocations along US 158 Hurricane Evacuation
    - The length of US 158 shading Jean Guite Creek, a primary nursery area, increased from 36 to 42 feet
  - Preferred Alternative
    - Two additional threatened and endangered species in the project area not addressed in the FEIS, for both the biological conclusion is "May Affect, Not Likely to Adversely Affect"
    - Impacts to cultivated agricultural land increased from 15.3 acres to 22.0 acres, although the use of prime and state and locally important farmland soils decreased
    - Wetland clearing associated with the Maple Swamp bridge increased from 25.4 to 32.9 acres

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Natural Resource Specifics

	ER2		Preferred Alternative	
	FEIS	Reevaluation	FEIS	Reevaluation
Water Quality Impact	Increased levels of highway runoff with 89.0 acres of increased impervious surface	Increased levels of highway runoff with 33.7 acres of increased impervious surface	Potential for increased turbidity levels during Mid-Currituck Bridge construction; increased levels of bridge and highway runoff with 71.5 acres of increased impervious surface	Potential for increased turbidity levels during Mid-Currituck Bridge construction; increased levels of bridge and highway runoff with 64.3 acres of increased impervious surface
Natural Upland Biotic Communities Impact				
• Fill in Natural and Naturalized Upland Communities	85.3 acres	23.9 acres	33.6 acres	22.8 acres
• Clearing Natural and Naturalized Upland Communities	0.0 acre	Same as FEIS	1.3 acres	0.0 acres
Land Wildlife Habitat Impact	Least invasive	Same as FEIS	Removal and alteration of wildlife habitat (both by habitat use and bridging) and habitat edge effects	Same as FEIS
Shaded aquatic Bottom <6 feet deep	0.1 acre	0.0 acre	8.7 acres	7.8 acres
Water Wildlife Habitat Impact	Minor	Same as FEIS	Altered light levels and the introduction of piles as a hard substrate in Currituck Sound; localized noise, turbidity, and siltation during construction	Same as FEIS
Shading Jean Guite Creek (a primary nursery area)	36 feet	42 feet	0 feet	Same as FEIS

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Natural Resource Specifics

	ER2		Preferred Alternative	
	FEIS	Reevaluation	FEIS	Reevaluation
Submerged Aquatic Vegetation (SAV) Impact				
• Existing SAV Beds Shaded	0.0 acre	Same as FEIS	3.8 acres	3.7 acres
• Existing Beds and Potential (water depths ≤ 6 feet) SAV Shaded	0.1 acre	Same as FEIS	8.7 acres	7.8 acres
Wetlands Impacts				
• Wetlands within Slope-Stake Line, plus Additional 25-foot Buffer	12.6 acres	8.5 acres	8.3 acres	4.2 acres
• Total Coastal Area Management Act (CAMA) Wetland Impacts	0.7 acre	Same as FEIS	0.0 acre	Same as FEIS
• Wetland clearing associated with the Maple Swamp Bridge	0.0 acre	Same as FEIS	25.4 acres	32.9 acres
CAMA Areas of Environmental Concern Affected				
• Fill	0.9 acre	Same as FEIS	0.0 acre	Same as FEIS
• Pilings	0.0 acre	Same as FEIS	0.1 acre	Same as FEIS
• Clearing	0.0 acre	Same as FEIS	0.0 acre	Same as FEIS

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Natural Resource Specifics

	ER2		Preferred Alternative	
	FEIS	Reevaluation	FEIS	Reevaluation
Essential Fish Habitat (EFH) Affected				
• Fill	1.8 acres	Same as FEIS	0.0 acre	Same as FEIS
• Pilings	0.0 acre	Same as FEIS	0.1 acre	Same as FEIS
• Shading (water depths ≤ 6 feet)	0.1 acre	Same as FEIS	8.7 acres	7.8 acres
• Shading (SAV habitat)	0.0 acre	Same as FEIS	4.8 acres	4.2 acres
• Clearing	0.0 acre	Same as FEIS	0.0 acre	Same as FEIS
Threatened and Endangered Species Habitat Affected	"No Effect" on the 11 threatened and endangered species under USFWS jurisdiction	Same as FEIS	"May Affect, Not Likely to Adversely Affect" for 3 species and "No Effect" for 8 species under USFWS jurisdiction "May Affect, Not Likely to Adversely Affect" for 4 species and "No Effect" on 2 species under NMFS jurisdiction	"May Affect, Not Likely to Adversely Affect" for 5 species under USFWS jurisdiction. No change for other species

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Updated Project Commitments

- Added commitments related to:
  - Invasive plant species control
  - Climate change and extreme weather resilience
  - Considering a connection for cyclists between Narrow Shore Road and a Mid-Currituck Bridge
- Removed commitment to consider "additional avoidance and minimization measures to potentially reduce the documented vehicle mortality of migratory birds on the bridge" based on:
  - Findings of NCDOT bird collision studies that surveyed bird mortality on six bridges in the Outer Banks area
  - Resulting decision that such measures were not needed for Bonner Bridge replacement

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Updated Project Commitments

- Removed commitment that said: "NCTA also will provide space in the NC 12 right-of-way and complete the grading for future multi-use paths to be provided by others in three locations along the widened sections of NC 12 in Currituck County."
  - The referenced future multi-use paths have been built and are not affected with the revised designs
  - Commitment is no longer needed
- Added other editorial/clarification changes requested in FEIS comments

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Reevaluation Conclusions

- Project need still exists
- The current Preferred Alternative (with revised design) remains the Preferred Alternative
- Based on preliminary findings, a Supplemental EIS is not needed

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Cost

- Preferred Alternative
  - FEIS: $502.4 to $594.1 million
  - Reevaluation: $481.7 to $502.6 million *
- ER2
  - FEIS: $416.1 to $523.4 million
  - Reevaluation: $277.9 to $288.1 million

*Reevaluation cost for Preferred Alternative is preliminary pending completion of Cost Estimate Review with FHWA

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Preliminary Plan of Finance

- Preferred Alternative Potential Funding Sources:
  - TIFIA loan (backed by toll revenue)
  - Toll revenue bonds
  - GARVEE bonds
  - State matching funds
- A Public-Private Partnership (3P) is not currently planned as a funding option

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Current Schedule

• Draft EIS	Completed
• Final EIS	Completed
• Reevaluation	April 2018
• ROD	Spring/Summer 2018
• Begin Construction	To be determined
• Open to Traffic	To be determined

*Schedule is preliminary and subject to change

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Questions

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NORTH CAROLINA
Turnpike Authority

Mid-Currituck Bridge

Project Update – Spring 2019

The Record of Decision for the Mid-Currituck Bridge project has been received from the Federal Highway Administration, signifying final Federal approval of the project. The project is expected to reduce travel times and congestion, improve hurricane evacuation clearance times, and increase access for residents and visitors to the Outer Banks.

Next steps for the project include developing final design plans, continuing coordination with environmental resource and regulatory agencies, preparing permit applications and acquiring right of way for the project. For information regarding NCDOT's right-of-way acquisition process, please visit: **https://connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx**

The Plan of Finance for the project, expected to be complete in Summer 2020, will be further developed over the next year as traffic and revenue studies are completed, funding applications are prepared, and other Federal financial requirements are met.

NCDOT anticipates starting the design-build procurement process for the project late this year in anticipation of a contract being awarded in 2020. Construction could begin in 2021 and be completed in late 2024 to early 2025.

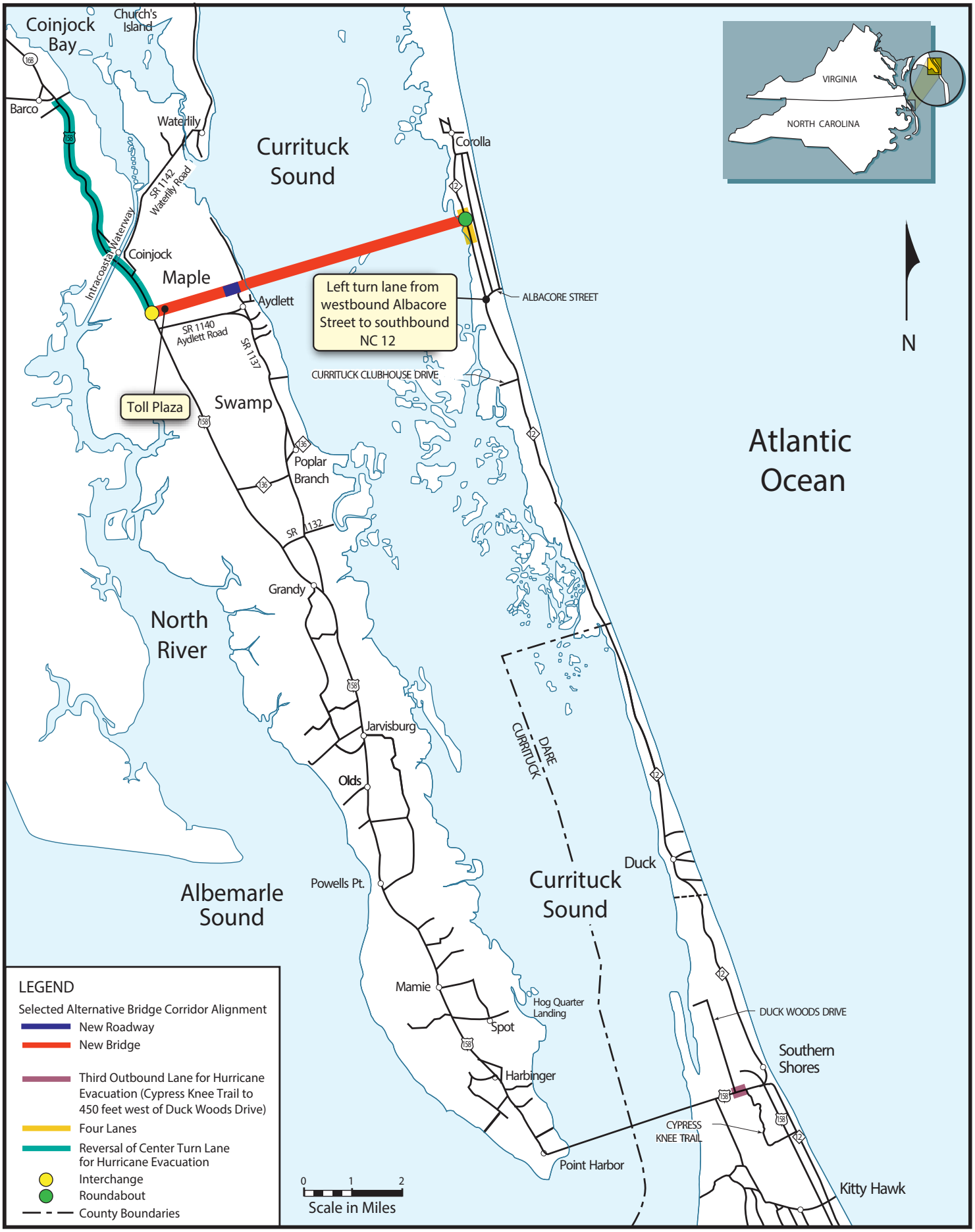
These dates could change as funding and project priorities are adjusted over the next few years. Further information on the project can be found on the Mid-Currituck Bridge project website at www.ncdot. gov/projects/mid-currituck-bridge. The project's toll-free information line remains available, at 800-961-5465, and the study team can also be reached via email at **midcurrituck@ncdot.gov**.

Upcoming Activity in the Project Area

NCDOT and the Turnpike Authority have selected H. W. Lochner, Inc. (Lochner) to assist with development of the project. Before construction can begin, Lochner and their team of subconsultants (Golder Associates, Wetherill Engineering, and Moffat-Nichol) need to do additional field work to identify resources that are currently in the project study area. State law allows representatives of the project team to enter upon any lands and structures to carry out and perform their duties in relation to the proposed project. (North Carolina General Statute §136-120)

In the coming months, representatives wearing orange safety vests will make every attempt to notify residents of their entrance onto properties. They may place certain flags or stakes to identify the presence of resources on the property. The markers do not indicate the location of the proposed transportation project but are very important in the project process, so we ask that you do not move or disturb the markers.

If you have any questions or concerns, please contact toll-free project hotline at (800) 961-5465, or email the project team at **midcurrituck@ncdot.gov**.


Coinjock Bay
Church's Island
Barco
Waterlily
Currituck Sound
Corolla
SR 1142 Waterlily Road
Intracoastal Waterway
Coinjock
Maple
Aydlett
Left turn lane from westbound Albacore Street to southbound NC 12
ALBACORE STREET
SR 1140 Aydlett Road
SR 1137
CURRITUCK CLUBHOUSE DRIVE
Toll Plaza
Swamp
Poplar Branch
SR 1132
Grandy
North River
Atlantic Ocean
Jarvisburg
Olds
DARE
CURRITUCK
Albemarle Sound
Powells Pt.
Currituck Sound
Duck
Mamie
Hog Quarter Landing
Spot
Harbinger
DUCK WOODS DRIVE
Southern Shores
CYPRESS KNEE TRAIL
Point Harbor
Kitty Hawk
VIRGINIA
NORTH CAROLINA
N
LEGEND
Selected Alternative Bridge Corridor Alignment
New Roadway
New Bridge
Third Outbound Lane for Hurricane Evacuation (Cypress Knee Trail to 450 feet west of Duck Woods Drive)
Four Lanes
Reversal of Center Turn Lane for Hurricane Evacuation
Interchange
Roundabout
County Boundaries
0 1 2
Scale in Miles

Mid-Currituck Bridge
Currituck County
STIP No. R-2576

Approach for Stormwater Management
Informational Meeting with Environmental Agencies
June 20, 2019

R-2576 is a new location roadway and bridge project over Maple Swamp and over the Currituck Sound from US 158 near Aydlett to NC 12 at Corolla on the Outer Banks, in Currituck County. The Currituck Sound has a water quality classification of SC and is on the 303(d) list for exceeding criteria for Enterococcus. The Division of Marine Fisheries classifies the shellfish harvesting area in the immediate vicinity of the project as Prohibited. It is within the Department's mission to provide transportation facilities with environmental sensitivity. The goal of protecting water quality in Maple Swamp and Currituck Sound being one of the many environmental items of interest to the Department. Specific to that goal, the following is to serve as a bulleted outline of proposed stormwater best management practices (BMPs) and avoidance and minimization measures for a stormwater management approach on this project. This list is specific to stormwater runoff from the project and is not intended to be all inclusive of measures and practices for all environmental impacts and areas of concern.

Stormwater Best Management Practices (BMPs)

- Minimum Measures (where practicable)
  - Shoulder sections
  - Vegetative Conveyances
- Bridge Sweeping
- Infiltration Practices (where separation from seasonal high water table (SHWT) is achievable)
- Linear Wetland Swales (where separation from SHWT is not achievable)
- Environmental Site Design
  - Existing wetlands and other low-lying areas
  - Runoff directed away from surface waters
- Dispersed Discharge from bridges
- Bridge deck surface conveyance at the east landing of the Currituck Sound bridge
- Living shorelines
- Permeable pavement in parking stalls at maintenance/tolling support facility (where practicable)

Section 6002 Coordination Plan for Mid-Currituck Bridge Project
STIP Project R-2576

COORDINATION PLAN

1. Purpose of Plan.

   1.1. Section 6002 Compliance. This plan is intended to satisfy the requirement for a Coordination Plan under Section 6002 of SAFETEA LU (23 U.S.C § 139) for the Mid-Currituck Bridge project (STIP No. R-2576).

   1.2. Integration of NEPA and Section 404 Requirements. The process established in this plan is intended to ensure that the requirements of NEPA and Section 404 of the Clean Water Act can be satisfied as part of a single process. Specifically, this plan is intended ensure that, to the maximum extent practicable,

   - there is regular communication and collaborative discussion among all agencies that have information, experience, and/or expertise relevant to issues considered in Section 404 permitting;

   - NCDEQ can issue Section 401, Riparian Buffer Authorizations, Isolated Wetland Permits, State Stormwater Permits and CAMA permits based on information developed as part of the NEPA process; and

   - the USACE can issue a Section 404 permit for the project promptly following the end of the NEPA process, without the need for supplemental NEPA studies,

   - so, that any other required permits or approvals can be obtained without unexpected issues or delays, such as those required by the U.S. Coast Guard.

   1.3. Agency Communication. This plan establishes a framework for regular communication among all the agencies involved in the environmental review process. This communication will include regular agency coordination meetings. These meetings will provide a forum for open discussion and dialogue among agencies. Meetings with one or more individual agencies also may occur as part of this process. When possible, all Participating Agencies will be informed of a smaller meeting to ensure all appropriate parties are included and will be updated after the meeting.

2. Project Initiation

   2.1. Project Initiation Notice. The environmental review process for a project is initiated when the North Carolina Turnpike Authority submits a project initiation notice to the FHWA. This notice was provided in the form of a letter from NCTA to FHWA on July 15, 2008 and is attached as Exhibit 1.

2.2. Notice of Intent. A Notice of Intent to prepare an Environmental Impact Statement (EIS) for this project was issued on July 6, 1995 and posted in the Federal Register. This notice, and the 1998 Draft EIS, was rescinded by FHWA on June 3, 2008 by notice in the Federal Register. A Notice of Intent to prepare a new Draft EIS for the project was issued on June 16, 2008. These notices are attached as Exhibit 1.

3. Project Schedule

3.1. Schedule. The NCTA will prepare a project schedule showing projected dates for completing all environmental studies and permitting. A draft schedule for the Mid-Currituck Bridge project is shown in Table 1. It is current as on April 2018.

Table 1: Draft Project Schedule

Notice of Intent (NOI)	July 6, 1995
Rescind 1995 NOI and 1998 DEIS; Issue new NOI	June 3 2008; June 16, 2008
Identify Detailed Study Alternatives	July 2, 2008
DEIS	March 10, 2010
Identify Preferred Alternative	January 20, 2011
FEIS	January 2012
FEIS Reevaluation Report	Spring 2018
ROD	Spring/Summer 2018
Permit Application(s)	TBD
Let Contract/Begin Construction	TBD

3.2. Agency Consultation. The schedule will be shared with the agencies and discussed at a meeting. Agency comments will be considered and the schedule may be revised as appropriate.

3.3. Updating Schedules. The project schedule may be revised from time to time by the lead agencies during the environmental review process. Schedule changes will be communicated to all Participating Agencies and the public. Under the statute, the schedule may be extended by the lead agencies for good cause, and may be shortened only with the consent of Cooperating Agencies.

4. Agency Roles

4.1. Lead Federal Agency. FHWA will be the lead Federal agency. As lead Federal agency in the Section 6002 process, FHWA is responsible for making certain decisions as specified in Section 6002. In addition, FHWA has an overall responsibility for facilitating the expeditious completion of the environmental review process.

4.2. Joint Lead Agencies. NCTA will be a joint lead agency, and thus will share with FHWA the responsibilities of the "lead agency" under the process defined in Section 6002.

4.3. Participating Agencies. NCTA will issue letters inviting Federal and non-Federal agencies to serve as Participating Agencies for each project developed under this plan. Participating Agencies include any Federal, State, or local agencies that may have an interest in the project.

4.3.1. Invitation List. Invitations for this project were sent to Federal and non-Federal agencies that, in the judgment of FHWA and NCTA, have an interest in the project. Additional Participating Agencies may be added later in the process based on new information, changes in the project, or changed circumstances. Table 2 lists agencies identified as having an interest in the Mid-Currituck Bridge project. Invitations were distributed on November 14, 2007. All agencies accepted.

Table 2: Agency Roles

	Cooperating Agency	Participating Agency
US Army Corps of Engineers	✓	✓
US Coast Guard	✓	✓
US Environmental Protection Agency		✓
US Fish and Wildlife Service		✓
National Marine Fisheries Service		✓
NC Department of Natural and Cultural Resources – Historic Preservation Office		✓
NC Department of Environmental Quality		✓
Division of Coastal Management		✓
Division of Marine Fisheries		✓
Division of Water Resources		✓
Wildlife Resources Commission		✓

4.3.2. Deadline. Invitation letters will specify a 30-day deadline for agencies to respond to the invitation. For this project, responses were requested by December 14, 2007. As indicated in Section 4.3.1, all agencies accepted.

4.3.3. Federal Invitees. A Federal agency that is invited to be a Participating Agency will be presumed to have accepted the invitation, unless the agency informs NCTA in writing, by the deadline, that it: "(A) has no jurisdiction or authority with respect to the project; (B) has no expertise or information relevant to the project; and (C) does not intend to submit comments on the project."

4.3.4. Non-Federal Invitees. Non-Federal agencies are not required to accept designation; they become Participating Agencies only if they affirmatively accept the invitation. If a non-Federal agency declines or does not respond to the invitation, the agency will not be considered a Participating Agency.

4.3.5. No Implied Support. Designation as a Participating Agency shall not imply that the Participating Agency supports a proposed project; or has any jurisdiction over, or special expertise with respect to evaluation of, the project.

4.3.6. No Effect on Other Laws. Nothing in Section 6002, or in this Coordination Plan, preempts or interferes with any power, jurisdiction, responsibility, or authority that a Federal, State, or local government agency, metropolitan planning organization, Indian tribe, or project sponsor has with respect to carrying out a project or any other provisions of law applicable to projects, plans, or programs.

4.4. Cooperating Agencies. A Participating Agency also may be designated as a Cooperating Agency. The responsibilities of a "Cooperating Agency" are defined in the CEQ regulations and are unchanged by SAFETEA LU. In general, designation as a Cooperating Agency signifies a somewhat higher level of involvement and responsibility in the environmental review process. Federal, State, or local government agencies can be designated as Cooperating Agencies. Table 2 identifies Cooperating Agencies for this project. It is recognized that due to other program commitments, Cooperating Agencies will not be responsible for funding or writing portions of the NEPA document.

5. Turnpike-Environmental Agency Coordination (TEAC) Meetings – *(Note: TEAC meetings and meeting dates described in Sections 5.1 and 5.2 below were an initial process established for turnpike projects. NCTA now intends to utilize NCDOT's monthly interagency calendar.)*

5.1. TEAC Meetings. The principal method for agency coordination on turnpike projects will be Turnpike Environmental Agency Coordination (TEAC) meetings, which will be hosted by NCTA. These meetings will be used as a forum for discussing all turnpike projects, including those being studied under other procedures as well as those being studied under Section 6002. All meetings will be held at the NCDOT office at Century Center in Raleigh, unless otherwise specified in the meeting invitation.

5.2. Meeting Dates. The schedule for the meetings will be determined by FHWA and NCTA after consultation with NCDOT and the Participating Agencies. This schedule will be established, to the extent possible, for 12-month periods. The schedule will be coordinated with NCDOT interagency meetings to avoid or minimize conflicts and minimize travel. Changes to the schedule will be provided to the Participating Agencies as far in advance as possible. Each year, once available, a new schedule will be distributed.

5.3. Meeting Agenda and Objectives. The agenda for each meeting will be circulated via e-mail to all Participating Agencies. The agenda will identify (a) any specific issues that

NCTA would like to resolve at the meeting and (b) any specific issues on which NCTA is seeking comments from the Participating Agencies at the meeting.

5.4. Meeting Materials. NCTA will post the agenda and materials for each meeting on a secure web site (https://xfer.services.ncdot.gov/PDEA/MergerMeetings/ /). Guidelines for circulating meeting materials are provided below.

5.4.1. Timing of Circulation. To the greatest extent possible, NCTA will post the agenda and materials at least two weeks in advance of the meeting. In some cases, materials will be provided less than two weeks in advance, or will be circulated in the meeting itself. NCTA will not seek to resolve issues or obtain Participating Agency comments on materials that the Participating Agencies received less than two weeks in advance of the meeting.

5.4.2. Availability of Paper Copies. In addition to posting documents on the web site, NCTA will make paper copies of meeting materials available to all attendees at each meeting.

5.4.3. Large Documents. Documents that would be difficult or time-consuming for agencies to reproduce (e.g., large maps, lengthy bound documents with color, fold-out pages, etc.) will be made available to Participating Agencies only in pdf format unless requested by a Participating Agency. If requested hard-copies will be provided at the meeting (or by mail two weeks or more in advance) for discussion at a subsequent meeting. NCTA will consult with the Participating Agencies to determine when this type of distribution is appropriate.

5.5. Meeting Summaries. After each meeting, the NCTA will prepare a meeting summary. The summary will list the attendees, topics discussed, unresolved issues, action items, resolutions, and conclusions. The Meeting Summary will be distributed via email in draft form to the meeting attendees for review and comment no later than two weeks in advance of the next meeting. Meetings may be recorded; the recording will be used in preparing the meeting summaries. The meeting summaries will be included in the administrative record.

5.6. Attendees. Participating Agencies (including Cooperating Agencies) will designate primary contacts for each turnpike project. These primary contacts will regularly attend meetings. Attendance may vary from month to month depending on the issues being discussed. Primary contacts for the Mid-Currituck Bridge project as of April 2018 are listed in Table 3.

Table 3: Primary Agency Contacts

US Army Corps of Engineers	Kyle Barnes
US Coast Guard	Marty Bridges
US Environmental Protection Agency	Amanetta Somerville
US Fish and Wildlife Service	Gary Jordan
National Marine Fisheries Service	Fritz Rhode
NC Department of Natural and Cultural Resources – Historic Preservation Office	Renee Gledhill-Earley
NC Department of Environmental Quality	--
Division of Coastal Management	Cathy Brittingham
Division of Marine Fisheries	Kevin Hart
Division of Water Resources	Garcy Ward
Wildlife Resources Commission	Travis Wilson

6. Identification and Resolution of Project Issues

6.1. Constraint Mapping and Environmental Data. As early as practicable in project development, NCTA will provide FHWA and the Participating Agencies with mapping that shows key environmental resources, communities, topographic conditions, and other constraints in the project area. This mapping also will identify potential conceptual alternatives for the project, to the extent possible. (An "alternative" at this stage will generally be defined as a corridor.) The mapping may be accompanied by other supporting materials. This mapping may be presented to the Participating Agencies over a series of meetings and/or field meetings. This work has been completed.

6.2. Field Visits and Agency Meetings. One or more field visits may be held with Participating Agencies to discuss constraints and obtain early input into development of alternatives. Attendees in field visits may be a sub-set of the Participating Agencies, depending on the issues to be discussed on the field visit; however, all Participating Agencies will be informed of upcoming meetings to determine interest in attending. The results of the field visit(s) will be discussed at a meeting, which will provide another opportunity for agency input. This work has been completed, but the same process will be followed as appropriate during project permitting.

6.3. General Project Issues. Throughout the process, Participating Agencies will be invited to identify issues that need to be considered by the Lead Agencies in preparing the environmental documentation and making project decisions, including issues that relate to the agencies' ability to approve (or comment favorably on the approval of) any

necessary permits for the project. These issues will be referred to as "general project issues." Agencies should be prepared to answer the following questions when they raise general project issues at meetings or in correspondence:

- What is the specific issue or aspect of the issue which the agency would like addressed?
- Has the agency established standards, criteria, or thresholds related to the issue?
- What methodology does the agency recommend to evaluate the issue?
- What data or information can the agency provide to assist in evaluating the issue?
- Does the agency believe that the issue is significant or could be an "issue of concern" (see Section 6.4.)?

6.4. Issues of Concern. At any time in the process, a Participating Agency may identify an "issue of concern" as defined in SAFETEA LU which is an issue that in the agency's judgment could result in denial of a permit or substantial delay in issuing a permit.

6.4.1. Format. Participating Agencies will be strongly encouraged to submit any "issues of concern" in writing to FHWA and NCTA on agency letterhead. Issues of concern submitted in other formats (e.g., e-mail) will also be considered.

6.4.2. Timing. Participating Agencies are required by statute to identify any issues of concern "as early as practicable" in the environmental review process, but this determination is based on information provided by the lead agencies. In some cases, it may not be practicable to identify an issue of concern until late in the process. The statute does not set a specific deadline for raising these issues.

6.4.3. Request for Comment. At any point in the process, the NCTA may ask the Participating Agencies to state in writing whether there are any issues of concern. If such a request is made, NCTA will consult with the Participating Agencies before setting a deadline for a response. If agreed by the Lead and Participating Agencies, a deadline longer than 30 days could be established.

6.5. Monitoring and Updating. NCTA will maintain a record of both "general project issues" and "issues of concern" (if any) identified by the Participating Agencies. Separate meetings may be scheduled to resolve general project issues and/or any issues of concern. Additional issues may be added to the record based on new information or changed circumstances at any point in project development. This record will be maintained in the project file.

6.6. Resolving General Project Issues. General project issues that are not resolved among the regular participants in the meetings can be elevated for consideration by the more senior officials within the relevant agencies. Any agency – Lead or Participating – can invoke the elevation process. The process is intended to be flexible, with specific procedures determined on a case-by-case basis depending on the nature of the issue. In general, the elevation process will involve the following steps:

- A Participating Agency requests elevation on an issue within the jurisdiction of that agency. This request can be made in a meeting or in a letter or e-mail to the other Participating Agencies.
- The request for elevation is placed on the agenda for discussion at a subsequent meeting.
- If the issue is not resolved at that subsequent meeting, the issue is elevated to more senior officials within the Participating Agencies .
- Each Participating Agency is responsible for identifying the more senior official(s) within his or her agency who will be directly involved in the elevation.
- The Participating Agency will work together to plan the logistics and timing of the elevation process, including any briefing materials or other documents that need to be prepared prior to a resolution of the issue.

6.7. Resolving Issues of Concern. Under the statute, NCTA or the Governor may request a meeting at any time to resolve issues of concern. If such a meeting is requested, FHWA will convene a meeting in accordance with SAFETEA LU to resolve the specified issues of concern. If an issue of concern is not resolved within 30 days after such a meeting, a report must be submitted to Congress and to the heads of certain agencies, as provided in SAFETEA LU. If such a meeting is not requested, FHWA and NCTA will seek to address and resolve the agencies' issues of concern as part of normal agency coordination during the environmental review process. NCTA anticipates that this process will be invoked rarely.

7. Development of Purpose and Need—This work has been completed.

7.1. Preliminary P&N with Supporting Information. Early in project development, NCTA will prepare a brief preliminary statement of purpose and need – generally no more than one page in length. The preliminary statement purpose and need will be distributed to the agencies. This preliminary statement will be accompanied by supporting information to the extent that it is available. This information will include:

- GIS map of study area (with study area identified)
- Summary of local concerns that resulted in project addition to local transportation plan(s)
- Traffic data related to project needs
- Justification for designation as turnpike project (based on funding needs, etc.)
- Description of how the action will address the need.

7.2. Discussion at Meeting. The preliminary purpose and need will be discussed with the Participating Agencies at a meeting. This will provide an early opportunity for agency input into the purpose and need for the project. In accordance with Section 6002, the comment period will be 30 days (unless otherwise agreed).

7.3. Determination of Purpose and Need. The purpose and need will be refined, as appropriate, based on input from the Participating Agencies and the public. Refinement of the purpose and need may be a gradual, iterative process that occurs during the alternatives development and screening process. This process will include an opportunity for agencies and the public to comment on the purpose and need as part of their review of the alternatives screening report. (See Part 8.4 and 8.5 below.) The purpose and need will be determined by the time of selection of detailed study alternatives.

8. Development and Screening of Alternatives—This work has been completed.

8.1. Conceptual Alternatives. An initial set of conceptual alternatives will be developed as early as practicable in the process. The conceptual alternatives may be developed concurrently with the preliminary purpose and need statement. These alternatives will be provided to the agencies along with the environmental constraint mapping that provides the basis for identifying issues of concern. (See Part 6.4 above.)

8.2. Alternatives Development. Through agency coordination and public involvement, NCTA will develop a range of preliminary alternatives for consideration. This range may extend beyond the initial set of conceptual alternatives. This effort is intended to be comprehensive and inclusive. NCTA will maintain a summary of all alternatives suggested by Participating Agencies and the public.

8.3. Alternatives Screening Report. The NCTA will prepare an alternative screening report that presents the justification for eliminating alternatives from further consideration, and identifies alternatives proposed for detailed study. The alternatives screening report will be provided to the Participating Agencies and discussed in a meeting.

8.4. Opportunity for Public Input. A summary of the purpose and need and alternatives screening report has been made available for public review and comment. A public meeting (or meetings) was held in the project area prior to the distribution of this report. A summary of information detailed in the report was presented at the public meetings and comments were solicited. A report summarizing public input was provided to Participating Agencies. Copies of the report were then made available via the website as well as at local government offices for public review. Postcards were distributed to notify the public of the reports' availability and opportunity to provide comment. This comment period will serve as the public's opportunity for involvement in both developing the purpose and need and determining the range of alternatives to be considered in the EIS. Agencies were given notice of the public meeting and were welcome to attend.

8.5. Opportunity for Agency Input. Participating Agencies were given a 30-day period to provide additional comments on the alternatives screening report following distribution of the report summarizing public comments from the public workshops. Participating Agencies will not be asked to concur on the alternatives screening report. Participating Agencies were asked to submit any significant objections to the alternatives screening report in writing to FHWA and NCTA on agency letterhead.

8.6. Lead Agency Decision. The Lead Agencies identify the detailed study alternatives based on the comments received from Participating Agencies and the public. In general, the NCTA and FHWA will seek to resolve any issues or concerns regarding the range of detailed study alternatives at this stage of the process. Any issues that are not resolved at this stage will need to be resolved prior to issuance of a Section 404 permit by the USACE. It is incumbent on all Participating Agencies to raise issues, concerns, or comments in a timely manner and to also provide suggestions for resolution.

9. Methodologies and Level of Detail for Alternatives Analysis—This work has been completed.

9.1. Proposed Methodologies. Early in project development, NCTA will prepare materials outlining proposed methodologies for analyzing alternatives. The materials will summarize the methodologies intended to be used for each substantive area within the EIS – noise, air, water resources, traffic issues, secondary and cumulative impacts, etc. Standard procedures will simply be referenced, where applicable. Any modifications to standard procedures will be identified and discussed in more depth.

9.2. Opportunity for Agency Input. The proposed methodologies will be developed in consultation with agencies having relevant information, experience, or expertise. For example, the USACE and NCDEQ and other Participating Agencies as appropriate will be consulted in developing the methodology for analyzing impacts to aquatic resources; the SHPO will be consulted in developing methodologies for analyzing impacts to historic sites (including both architectural and archeological resources).

9.3. Ongoing Coordination. Methodologies for alternatives analysis will be refined throughout the environmental review process. The Lead Agencies will discuss adjustments, as appropriate, with Participating Agencies at meetings.

9.4. Level of Detail. The Lead Agencies, in consultation with the Participating Agencies, will determine the appropriate level of design detail for preliminary alternatives, for the detailed study alternatives, and for the preferred alternative.

9.4.1. Preliminary Alternatives. Functional design will be complete for all preliminary alternatives and used as the basis for comparing impacts to aid in the selection of detailed study alternatives.

9.4.2. Detailed Study Alternatives. For this project, preliminary design will be used as the basis for comparing the impacts of the alternatives in the DEIS (known as the detailed study alternatives) and will be used for developing the cost estimates presented in the DEIS.

9.4.3. Bridging Decisions. The Lead Agencies, in consultation with USACE and NCDEQ (and, if appropriate, other Participating Agencies) will determine bridge locations and approximate lengths for each of the detailed study alternatives. These issues also will be discussed in meetings with all Participating Agencies.

9.4.4. Preferred Alternative. The Preferred Alternative may be developed to a higher level of detail in the FEIS, in accordance with procedures specified in FHWA/FTA guidance for the Section 6002 process. If phased construction is anticipated, the higher level of design detail may be developed for a portion of the Preferred Alternative. As allowed under Section 6002, the higher level of design detail may be prepared for the purpose of developing mitigation measures and/or for complying with permitting requirements (e.g., Section 404 permitting).

9.5. Lead Agency Decision. If there are disagreements about methodology, or about the appropriate level of design detail, FHWA and NCTA will seek to resolve those disagreements with the agencies having the concern and those with relevant expertise – for example, the SHPO on historic property issues. After consultation, the Lead Agencies will determine the methodology to be used in the NEPA document. The basis for that decision will be documented in the project file and provided to the Participating Agencies.

10. Selection of Preferred Alternative/LEDPA—This work has been completed and the Preferred Alternative documented in the FEIS.

10.1. Timing for Identifying Preferred Alternative. The following actions will be completed before NCTA submits a Preferred Alternative Report to the Participating Agencies:

- the DEIS has been issued (including a Conceptual Mitigation Proposal) and submitted to the State Clearinghouse;
- a Section 404 Public Notice Request has been submitted to USACE, and the Public Notice has been issued by the USACE;
- a public hearing on the DEIS has been held, and the comment period on the DEIS has ended,

10.2. Process for Identifying Preferred Alternative. The process for identifying a preferred alternative will include:

- the NCTA will prepare an information package containing an impacts comparison matrix, responses to substantive comments on the DEIS that relate to selection of the preferred alternative, and other pertinent information;
- the NCTA will provide the information package to the Participating Agencies at least two weeks prior to the meeting at which the package will be discussed.
- the Participating Agencies will be given a 30-day period following the meeting to provide comments on the information package, and there will be a discussion of the alternatives comparison package at a meeting; and
- if requested by the Participating Agencies, the NCTA will arrange for a field review of the alternatives.

10.3. Preparation of Preferred Alternative Report. The NCTA will prepare a report identifying its preferred alternative and the justification for selecting that alternative. The report will address all applicable regulatory requirements, such as Section 404 and 401 of the Clean Water Act, Section 4(f) of the USDOT Act, and the North Carolina Coastal Area Management Act. The report will be prepared in coordination with FHWA and with input from the Participating Agencies as described in Section 10.2.

10.4. Opportunity for Agency Input. The NCTA will provide FHWA, and all Participating Agencies with a copy of the preferred alternative report. The report will be discussed at a meeting. Agencies will be provided with a 30-day period to comment on the report after the meeting (in addition to the comment opportunities provided under Section 10.1 above). Agencies will not be asked to concur in this report. Agencies will be asked to submit any significant objections in writing to FHWA and NCTA on agency letterhead.

10.5. Lead Agency Decision. FHWA will formally identify its preferred alternative after considering all comments received from Participating Agencies, including both written comments and comments provided in meetings.

11. Avoidance, Minimization, Mitigation, and Enhancement

11.1. Integration into Project Development. Opportunities to avoid, minimize, and mitigate impacts, and to enhance the impacted resources, will be considered throughout the process, including during initial development of alternatives. As allowed under Section 6002, the preferred alternative may be developed to a higher level of detail for purposes of developing mitigation measures and meeting permitting requirements.

11.2. Required Compensatory Mitigation. The Lead Agencies will consult with USACE and NCDEQ (and other Participating Agencies as appropriate) to determine the type, size, and location of required compensatory mitigation for impacts to waters of the United States.

11.2.1. On-Site Mitigation. The potential for on-site mitigation for impacts to waters of the United States will be considered in the DEIS for each of the detailed study alternatives. This discussion will typically include a discussion of conceptual on-site mitigation locations. The potential for on-site mitigation will be discussed in more detail for the Preferred Alternative in the FEIS.

11.2.2. Off-Site/NCDEQ - Division of Mitigation Services (DMS). Where applicable, the NCTA will coordinate with the DMS during project development and design regarding the use of credits from the DMS to meet mitigation requirements for impacts to waters of the United States. The DMS also may be used to carry out on-site mitigation on behalf of NCTA.

12. Section 404/401 Permitting and Other Permits/Approvals

12.1. Early Coordination. NCTA will conduct early coordination with the Participating Agencies to identify applicable permitting requirements and to determine the analysis

and documentation required to satisfy those requirements. See Parts 6 and 9 above. Permits that may be applicable to this project include:

- Section 404/401 Permits
- US Coast Guard Bridge Permit
- CAMA Permit
- Stormwater Permit

12.2. Comment Opportunities. The environmental review process includes multiple opportunities for comment by Participating Agencies, as described below:

12.2.1. Participating Agencies may submit comments at the monthly meetings and in other meetings or field visits held during the environmental review process. NCTA will prepare meeting summaries for all substantive meetings with Participating Agencies. The meeting summaries will document comments provided by Participating Agencies.

12.2.2. Participating Agencies also will be invited to provide written comments at various points in the process as noted above. Agencies are encouraged to provide their written comments on agency letterhead; agencies are strongly encouraged to use letterhead when identifying issues of concern. However, all written comments submitted by agencies, including comments submitted by email, will be accepted and considered in decision-making.

12.2.3. If a Participating Agency raises an issue of concern, the Lead Agencies will confer with that agency, and with other agencies as appropriate, to address those issues.

12.2.4. Meeting summaries and written agency comments (regardless of format) be considered by the Lead Agencies in decision-making and will be included in the project files.

12.2.5. Jurisdictional Determinations. The NCTA will prepare the necessary documentation to obtain jurisdictional determinations by the USACE (and, as appropriate, NCDEQ) for all wetlands and streams within a corridor along each of the detailed study alternatives (unless otherwise determined as part of the discussion of methodologies in accordance with Section 9 of this plan). These determinations will be used as the basis for comparing wetlands and stream impacts in the DEIS. The width of the corridor within which jurisdictional determinations are made will be determined on a project-by-project basis. This work has been completed. Updated wetland delineations were made during the reevaluation and documented in the *FEIS Reevaluation Report*.

12.3. Pre-Application Consultation. The NCTA will engage in pre-application consultation, as appropriate, with each agency that is responsible for making a permit decision on the project. For projects requiring a Section 401 and Section 404 permits and/or

CAMA permits for those projects located within the 20 coastal counties, the pre-application consultation will include a detailed hydraulic design review.

12.4. Request for Public Notice. The NCTA will submit the Section 404 permit application to the USACE at the time the DEIS is issued. This application will typically be submitted prior to identification of a preferred alternative; therefore, it typically will not identify the specific alternative for which the permit is being requested. This submittal will enable the USACE to issue a public notice and to use the FHWA/NCTA public hearing on the DEIS as the USACE's public hearing on the Section 404 application. This work has been completed.

12.5. Public Hearing. The public hearing on the DEIS will also serve as the public hearing for the Section 404 permit application. This work has been completed.

12.6. Refining the Permit Application. After selection of a preferred alternative, the NCTA will coordinate on a regular basis with the USACE, NCDEQ, and other Participating Agencies as appropriate regarding all applicable permit applications for the project. This coordination may occur as part of the meetings and/or in separate meetings convened to discuss permitting issues. These meetings will include discussions of:

- avoidance and minimization measures
- compensatory mitigation
- review of hydraulic design
- review of stormwater management plans
- review of construction methods
- review of final permit drawings

12.7. Permit Application and Decision. After the permitting meetings described above, the NCTA will submit an updated Section 404 permit application to the USACE and a Section 401 certification request to NCDEQ. Permit applications under other applicable laws (e.g., a bridge permit, or a CAMA permit) will also be filed. All permit applications shall be filed in accordance with the respective agency permitting requirements in place at the time of application. All respective permitting agencies shall forward the permit applications to other agencies for review as required by the respective agency regulations and/or rules.

12.8. Permit Decisions. The permitting agencies will consider and act upon the permit applications in accordance with their procedures.

12.9. Permitting Delay. If a Section 404 permit (or any other permit or approval) is not issued within 180 days after the FHWA issues a ROD *and* a complete permit application is submitted, the USDOT will be required by Section 6002 to submit a report to the Congress – specifically, to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure in the House of Representatives. Reports must be submitted every 60 days thereafter until the issue is resolved. The same requirement applies to other permitting decisions.

12.10. Coordination After Permit Issuance. After permit issuance, NCTA will coordinate directly with permitting agencies and others as required by the terms of project permits. Such coordination may include issues such as reviewing final project plans, tracking compliance with permit conditions, and modifying permits to address changes to the project's design, construction methodology or construction timeframe.

12.11. Permitting for Phased Construction. [This is a placeholder. If a phased approach is contemplated for a project, a section will be added here to describe that approach. It will be modeled on phasing as used in the NCDOT Merger agreement.]

Exhibit 1

PROJECT INITIATION NOTICE
&
FEDERAL REGISTER NOTICES

STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

MICHAEL F. EASLEY
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER
EXECUTIVE DIRECTOR

July 15, 2008

John F. Sullivan, III, P.E.
Division Administrator
FHWA North Carolina Division
310 New Bern Avenue, Suite 410
Raleigh, NC 27601-1418

RE: STIP R-2576 Mid-Currituck Bridge Project
Notification of Project Initiation under Section 6002 of SAFETEA-LU

Dear Mr. Sullivan,

In accordance with Section 6002 of SAFETEA-LU, the North Carolina Turnpike Authority (NCTA) is notifying the Federal Highway Administration (FHWA) that planning, environmental, and engineering studies for the proposed Mid-Currituck Bridge project in Currituck and Dare Counties are underway. The project is included in the 2007-2013 North Carolina State Transportation Improvement Program (STIP) as Project R-2576.

NCTA, in cooperation with North Carolina Department of Transportation (NCDOT), is preparing an Environmental Impact Statement (EIS) addressing proposed improvements in the Currituck Sound area. The proposed study area includes US 158 from NC 168 to NC 12 (including the Wright Memorial Bridge) and NC 12 north of its intersection with US 158 to its terminus in Currituck County.

It is anticipated that a Clean Water Act 404 Individual Permit will be required from the US Army Corps of Engineers (USACE), and a US Coast Guard (USCG) Bridge Permit will be required. NCTA will coordinate throughout project development with the USACE and USCG to ensure that their concerns are addressed and incorporated into the EIS.

On July 6, 1995, FHWA published a notice of intent to prepare an environmental impact statement (EIS) for a Mid-Currituck Sound Bridge project in Currituck County, North Carolina, which involved a proposal to build a bridge and approach roadways connecting US 158 on the mainland to NC 12 on the Outer Banks. The FHWA, in cooperation with the NCDOT, issued a Draft EIS on the project in January 1998. FHWA and NCDOT held public hearings and provided a comment period on the Draft EIS. Since the 1998 Draft EIS, there have been several changes in the project. These changes led to the decision to rescind the 1995 notice of intent and the 1998 Draft EIS (Federal Register Vol. 73, No. 107, page 31733) and to issue a new notice of intent. The new notice of intent was issued on June 16, 2008 (Federal Register Vol. 73, No. 116, page 34065). Copies of these are attached for your reference.

If you have any questions or would like to discuss the project in more detail, please contact Jennifer Harris at (919) 571-3004.

Sincerely,

Steven D. DeWitt, P.E.
Chief Engineer

cc: Mr. George Hoops, P.E., FHWA
Ms. Jennifer Harris, P.E., NCTA
Ms. Deborah Barbour, P.E., NCDOT

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT:**

Issued in Orlando, Florida May 17, 1995.

Charles E. Blair,

Manager, Orlando Airports District Office.

[FR Doc. 95–16552 Filed 7–5–95; 8:45 am]

BILLING CODE 4910–13–M

Civil Tiltrotor Development Advisory Committee; Infrastructure Subcommittee

Pursuant to Section 10(A) (2) of the Federal Advisory Committee Act Public Law (72–362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Infrastructure Subcommittee that will be held on July 17, 1995 at the headquarters of the Helicopter Association International located at 1635 Prince Street, Alexandria, Virginia. This site is within easy walking distance of the King Street Metro Station. The meeting will begin at 10:00 a.m. and conclude by 5:00 p.m.

The agenda for the Infrastructure Subcommittee meeting will include the following:

(1) Review and discussion of the Subcommittee draft report.

(2) Review the Infrastructure Subcommittee work plans/schedule.

Persons who plan to attend the meeting should notify Ms. Karen Braxton on 202–267–9451 by July 11. Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Karen Braxton at least seven days prior to the meeting. Issued in Washington, D.C., June 29, 1995.

Eileen R. Verna,

Acting Designated Federal Official, Civil Tiltrotor Development, Advisory Committee.

[FR Doc. 95–16550 Filed 7–5–95; 8:45 am]

BILLING CODE 4910–13–M

Civil Tiltrotor Development Advisory Committee Environment & Safety Subcommittee

Pursuant to Section 10(A) (2) of the Federal Advisory Committee Act Public Law (72–362); 5 U.S.C. (App. I), notice is hereby given of a meeting of the Federal Aviation Administration (FAA) sponsored Civil Tiltrotor Development Advisory Committee (CTRDAC) Environment & Safety Subcommittee will be on July 18, 1995 at the headquarters of the Helicopter Association International located at 1635 Prince Street, Alexandria, Virginia. This site is within easy walking distance of the King Street Metro Station. The meeting will begin at 8:00 a.m. on June 18 and conclude by 5:00 p.m.

The agenda for the Environment & Safety Subcommittee meeting will include the following:

(1) Discussion of draft Subcommittee report on Safety Issues

(2) Discussion of draft Subcommittee report on Environmental Issues

(3) Review Subcommittee Work Plan/ Schedule

All persons who plan to attend the meeting must notify Ms. Karen Braxton at 202–267–9451 by July 12, 1995.

Attendance is open to the interested public, but limited to space available. With the approval of the Chairperson, members of the public may present oral statements at the meeting.

Members of the public may provide a written statement to the Subcommittee at any time.

Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Ms. Braxton at least seven days prior to the meeting.

Issued in Washington, D.C., June 29, 1995.

Eileen R. Verna,

Acting Designated Federal Official, Civil Tiltrotor Development, Advisory Committee.

[FR Doc. 95–16551 Filed 7–5–95; 8:45 am]

BILLING CODE 4910–13–M

Federal Highway Administration

Environmental Impact Statement: Currituck County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The Federal Highway Administration is issuing this notice to advise the public that an environmental impact statement will be prepared for a Mid-Currituck Sound bridge in Currituck County, North Carolina.

FOR FURTHER INFORMATION CONTACT: Roy C. Shelton, Operations Engineer, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), will prepare an environmental impact statement (EIS) on a proposal to build a bridge and approach roadway connecting US 158 on the mainland to NC 12 on the Outer Banks, crossing Currituck Sound. The proposed project would include approximately 3.7 kilometers (2.3 miles) of approach road on the mainland and a bridge across the sound of approximately 7.6 kilometers (4.7 miles).

The proposed project is considered necessary to relieve forecast congestion on US 158 and NC 12, to improve access to public services for Outer Bank residents and to improve future emergency evaluation times. Alternatives under consideration include (1) taking no action and (2) building a bridge in one of six corridors made up of differing combinations of three mainland approach corridors and two Outer Bank termini.

The alternatives to be evaluated in the EIS were chosen based on the results of an alternatives study conducted in 1994 and 1995. Nine bridge alternatives and several no-bridge alternatives were studied. The no-bridge alternatives were: improve existing roads, improving public services on the Outer Banks, altering storm evacuation plans and a ferry alternative. The reasonableness of widening existing roads in lieu of building the bridge will be examined further. Improving public services on the Outer Banks and altering storm evacuation plans are options Currituck County could implement if the no action alternative was found to be unreasonable.

In April 1994, a letter describing the proposed action and soliciting comments was sent to appropriate federal, state and local agencies. An interagency scoping meeting was held on May 26, 1994 to introduce the project to federal and state regulatory agencies. Key environmental issues raised during the meeting were (1) the potential for secondary and cumulative impacts, particularly in terms of the potential for the bridge to alter existing development trends in Currituck County, (2) the need to evaluate no bridge alternatives, (3) disturbance of existing communities on the mainland by the approach road and its associated traffic and (4) the sensitivity and importance of Currituck Sound, Maple Swamp and the Outer Banks as natural resources.

During the alternative study, two sets of citizen informational workshops (August 1994 and April 1995) and one additional interagency meeting (November 1994) were held. Prior to selection of the alternatives to be

evaluated in the EIS, the results of the alternatives study were discussed at the second workshop and second interagency meeting.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on federal programs and activities apply to this program.)

Issued on: June 27, 1995.

Roy C. Shelton,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 95–16486 Filed 7–5–95; 8:45 am]

BILLING CODE 4910–22–M

Federal Railroad Administration

[Waiver Petition Docket Nos. RSOR–94–1, RSOP–94–5, RSAD–94–1, HS–94–3, RESQ–94–7]

Petition for a Waiver Compliance; Public Hearing

The James River Corporation seeks permanent exemption from all requirements associated with title 49 Code of Federal Regulations parts 217 Railroad Operating Rules, 218 Railroad Operating Practices, 219 Control of Alcohol and Drug Use, 228 Hours of Service, and 240 Qualification of Certification Locomotive Engineers. The James River Corporation operates a plant railroad inside their Naheola paper mill, located in Pennington, Alabama, and occasionally operates over the Meridian and Bigbee Railroad (MBRR), which is also owned by James River Corporation. The method of operation on the MBRR is yard limits. The petitioner indicates that granting the exemption will greatly facilitate the movement of cars within the yard limits and is in the public interest and will not adversely affect safety.

The Federal Railroad Administration (FRA) has determined that a public hearing be held in this matter. Accordingly, a public hearing is hereby scheduled for 8 a.m., July 19, 1995, in the Police Court Room at 2415 Sixth Street, Meridian, Mississippi. The hearing will be informal and conducted in accordance with Rule 25 of the FRA rules of practice (Title 49 CFR 211.25), by a representative designated by the FRA. The hearing will be a nonadversarial proceeding in which all interested parties will be given the opportunity to express their view regarding this waiver petition.

Issued in Washington, DC., on June 28, 1995.

James T. Schultz,

Acting Director, Office of Safety Enforcement.

[FR Doc. 95–16493 Filed 7–5–95; 8:45 am]

BILLING CODE 4910–06–M

Research and Special Programs Administration

Office of Hazardous Materials Safety; Delays in Processing of Exemption Applications

AGENCY: Research and Special Program Administration, DOT.

ACTION: List of Applications Delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT: J. Suzanne Hedgepeth, Office of Hazardous Materials Exemptions and Approvals, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590–0001. (202) 366–4535.

Key to "Reasons for Delay"

1. Awaiting additional information from applicant
2. Extensive Public comment under review
3. Applicant is technically very complex and is of significant impact or precedent-setting and requires extensive analysis
4. Staff review delayed by other priority issues or volume of exemption applications.

Meaning of Application Number Suffixes

N—New application

M—Modification request

PM—Party to application with modification request

Issued in Washington, DC, On June 30, 1995.

J. Suzanne Hedgepeth,

Chief, Exemption Programs, Office of Hazardous Materials Exemptions and Approvals.

NEW EXEMPTION APPLICATIONS

Applications No.	Applicant	Reason for delay	Estimated date of completion
10443–N	Accuracy Systems, Inc., Phoenix, AZ	1	08/15/1995
10581–N	Luxfer UK Limited, Nottingham, England	4	08/01/1995
10592–N	MG Industries, Valley Forge, PA	1, 3, 4	09/25/1995
10606–N	General Oil Equipment Co., Inc., Tonawanda, NY	4	08/15/1995
10664–N	EFIC Corporation, San Jose, CA	1, 3, 4	08/30/1995
10704–N	Liquid Air Corporation, Walnut Creek, CA	1, 4	07/30/1995
10740–N	CSXT/BIDS, Philadelphia, PA	4	08/01/1995
10747–N	Shell Oil Company, Houston, TX	4	07/15/1995
10760–N	Applied Companies, San Fernando, CA	4	09/01/1995
10778–N	Liquid Carbonic Specialty Gas Corporation, Chicago, IL	1, 4	08/15/1995
10829–N	Amoco Pipeline Company, Levelland, TX	4	07/15/1995
10835–N	Shell Oil Company, Houston, TX	4	07/15/1995
10875–N	Morton International, Inc., Ogden, UT	4	08/01/1995
10896–N	Air Products and Chemicals, Inc., Allentown, PA	1	08/10/1995
10915–N	Luxfer USA Limited, Riverside, CA	1, 3, 4	08/30/1995
10945–N	Structural Composites Industries, Pomona, CA	1, 3, 4	08/30/1995
10946–N	Airco Gases of The BOC Group Inc., Murray Hill, NJ	1, 4	08/15/1995
10996–N	AeroTech, Inc. & Industrial Solid Propulsion, Inc., Las Vegas, NV	1, 3	09/01/1995
10997–N	HR Textron, Inc., Pacoima, CA	1, 4	09/15/1995

for the proper performance of our functions.

• Evaluate the accuracy of our estimate of the burden of the proposed collection, including the validity of the methodology and assumptions used.

• Enhance the quality, utility, and clarity of the information to be collected.

• Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of technology.

Abstract of proposed collection: The export, temporary import, temporary export and brokering of defense articles, defense services and related technical data are licensed by the Directorate of Defense Trade Controls in accordance with the International Traffic in Arms Regulations (22 CFR parts 120–130) and section 38 of the Arms Export Control Act. Those of the public who manufacture or export defense articles, defense services, and related technical data, or the brokering thereof, must register with the Department of State. Persons desiring to engage in export, temporary import, and brokering activities must submit an application or written request to conduct the transaction to the Department to obtain a decision whether it is in the interests of U.S. foreign policy and national security to approve the transaction. Also, registered brokers must submit annual reports regarding all brokering activity that was transacted, and registered manufacturers and exporter must maintain records of defense trade activities for five years.

Methodology: These forms/information collections may be sent to the Directorate of Defense Trade Controls via the following methods: Electronically, mail, personal delivery, and/or fax.

Dated: May 5, 2008.

Frank J. Ruggiero,

Deputy Assistant Secretary for Defense Trade and Regional Security, Bureau of Political-Military Affairs, U.S. Department of State.

[FR Doc. E8–12403 Filed 6–2–08; 8:45 am]

BILLING CODE 4710–25–P

DEPARTMENT OF THE TREASURY

Open Meeting of the President's Advisory Council on Financial Literacy

AGENCY: Office of Financial Education, Treasury.

ACTION: Notice of meeting.

SUMMARY: The President's Advisory Council on Financial Literacy (Council) will convene its third meeting on Wednesday, June 18, 2008, in the Cash Room of the Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC, beginning at 10 a.m. Eastern Time. The meeting will be open to the public. Members of the public who plan to attend the meeting must contact the Office of Financial Education at 202–622–1783 or *FinancialLiteracyCouncil@do.treas.gov* by 5 p.m. Eastern Time on Friday, June 13, 2008, to provide the information that is required to facilitate entry into the Main Department Building.

ADDRESSES: The public is invited to submit written statements with the President's Advisory Council on Financial Literacy by any one of the following methods:

Electronic Statements

E-mail: *FinancialLiteracyCouncil@do.treas.gov*; or

Paper Statements

Send paper statements in triplicate to President's Advisory Council on Financial Literacy, Office of Financial Education, Room 1332, Department of the Treasury, 1500 Pennsylvania Avenue, NW., Washington, DC 20220. In general, the Department will post all statements on its Web site (*http://www.treasury.gov/offices/domesticfinance/ financial-institution/fineducation/council/index.shtml*) without change, including any business or personal information provided such as names, addresses, e-mail addresses, or telephone numbers. The Department will make such statements available for public inspection and copying in the Department's library, room 1428, Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, on official business days between the hours of 10 a.m. and 5 p.m. You can make an appointment to inspect statements by telephoning (202) 622–0990. All statements, including attachments and other supporting materials, received are part of the public record and subject to public disclosure. You should submit only information that you wish to make available publicly.

FOR FURTHER INFORMATION CONTACT: Edwin Bodensiek, Director of Outreach, Department of the Treasury, Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC 20220, at *ed.bodensiek@do.treas.gov.*

SUPPLEMENTARY INFORMATION: In accordance with section 10(a) of the Federal Advisory Committee Act, 5 U.S.C. App. 2 and the regulations thereunder, Dubis Correal, Designated Federal Officer of the Advisory Council, has ordered publication of this notice that the President's Advisory Council on Financial Literacy will convene its third meeting on Wednesday, June 18, 2008, in the Cash Room in the Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC, beginning at 10 a.m. Eastern Time. The meeting will be open to the public.

Because the meeting will be held in a secured facility, members of the public who plan to attend the meeting must contact the Office of Financial Education at 202–622–1783 or *FinancialLiteracyCouncil@do.treas.gov* by 5 p.m. Eastern Time on Friday, June 13, 2008, to provide the information that will be required to facilitate entry into the Main Department Building.

During this meeting, the Council Committees, (Outreach, Research, Underserved, Workplace and Youth), which are subgroups of the President's Council, will be reporting back to the Council on their progress.

Dated: May 28, 2008.

Taiya Smith,

Executive Secretary.

[FR Doc. E8–12372 Filed 6–2–08; 8:45 am]

BILLING CODE 4810–25–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Currituck and Dare Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescinding of Notice of Intent and Draft Environmental Impact Statement (DEIS).

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the notice of intent and the public notice to prepare an environmental impact statement (EIS) for a proposed highway project in Currituck and Dare Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT: Mr. George Hoops, P.E., Major Projects Engineer, Federal Highway Administration, 310 Bern Avenue, Suite 410, Raleigh, North Carolina 27601–1418, Telephone: (919) 747–7022.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT) and the North Carolina Turnpike Authority (NCTA), is rescinding the notice of intent to prepare an EIS for a proposed bridge

and approach roadway connecting U.S. 158 on the mainland to NC 12 on the Outer Banks, crossing Currituck Sound. On July 6, 1995, FHWA issued a notice of intent to prepare an environmental impact statement (EIS) for a Mid-Currituck Sound Bridge project in Currituck and Dare Counties, North Carolina. The FHWA, in cooperation with the NCDOT, issued a Draft Environmental Impact Statement (DEIS) on the project in January 1998. FHWA and NCDOT held a public hearing and provided a comment period on the DEIS.

Since the 1998 DEIS, there have been several changes in the project including the expansion of the project study area, modification of the purpose and need statement, and analysis of additional alternatives. During this time period, state legislation and plans, including the North Carolina Intrastate System and the North Carolina Strategic Highway Corridor System, have also been developed or amended to incorporate the proposed project. In 2006, the project was adopted by the North Carolina Turnpike Authority (NCTA) for consideration as a candidate toll project, and the environmental studies for the project are now being completed by NCTA, in coordination with FHWA and NCDOT.

In light of these changes the FHWA is now rescinding the notice of intent and 1998 DEIS. The FHWA, NCDOT, and NCTA plan to prepare a new Draft EIS for the proposed project. A notice of intent to prepare the EIS will be issued subsequent to this rescinding notice. The new Draft EIS will include a toll alternative among the full range of alternatives that will be analyzed. Comments or questions concerning the decision to not prepare Final EIS should be directed to FHWA at the address provided above. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Dated: May 28, 2008.

George Hoops,

Major Projects Engineer, Raleigh, North Carolina.

[FR Doc. E8–12304 Filed 6–2–08; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[FMCSA Docket No. FMCSA–2008–0071]

Qualification of Drivers; Exemption Applications; Diabetes

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt twenty-nine individuals from its rule prohibiting persons with insulin-treated diabetes mellitus (ITDM) from operating commercial motor vehicles (CMVs) in interstate commerce. The exemptions will enable these individuals to operate CMVs in interstate commerce.

DATES: The exemptions are effective June 3, 2008. The exemptions expire on June 3, 2010.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Director, Medical Programs, (202) 366–4001, *fmcsamedical@dot.gov,* FMCSA, Room W64–224, Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at: *http://www.regulations.gov.*

Docket: For access to the docket to read background documents or comments, go to *http://www.regulations.gov* and/or Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: Anyone may search the electronic form of all comments received into any of DOT's dockets by the name of the individual submitting the comment (or of the person signing the comment, if submitted on behalf of an association, business, labor union, or other entity). You may review DOT's complete Privacy Act Statement in the **Federal Register** (65 FR 19476, Apr. 11, 2000). This statement is also available at *http://Docketinfo.dot.gov.*

Background

On March 31, 2008, FMCSA published a notice of receipt of Federal diabetes exemption applications from twenty-nine individuals, and requested comments from the public (73 FR 16946). The public comment period closed on April 30, 2008 and one comment was received.

FMCSA has evaluated the eligibility of the twenty-nine applicants and determined that granting the exemptions to these individuals would achieve a level of safety equivalent to, or greater than, the level that would be achieved by complying with the current regulation 49 CFR 391.41(b)(3).

Diabetes Mellitus and Driving Experience of the Applicants

The Agency established the current standard for diabetes in 1970 because several risk studies indicated that diabetic drivers had a higher rate of crash involvement than the general population. The diabetes rule provides that ''A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control'' (49 CFR 391.41(b)(3)).

FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled ''A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as Directed by the Transportation Act for the 21st Century.'' The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The 2003 Notice (68 FR 52442) in conjunction with the November 8, 2005 (70 FR 67777) **Federal Register** Notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These twenty-nine applicants have had ITDM over a range of 1 to 35 years. These applicants report no hypoglycemic reaction that resulted in loss of consciousness or seizure, that required the assistance of another person, or resulted in impaired cognitive function without warning symptoms in the past 5 years (with one year of stability following any such episode). In each case, an endocrinologist has verified that the driver has demonstrated willingness to properly monitor and manage their diabetes, received education related to

Docket Number: DOT–OST–2008–0123.

Date Filed: March 28, 2008.

Parties: Members of the International Air Transport Association.

Subject: Mail Vote 560—Flex Fares Package. TC23/123 Europe-Japan. Korea Special Passenger Amending. Resolutions Between Europe and Korea (Rep. of), Korea (Dem. Rep. of), (Memo 0169). Intended effective date: 1 June 2008.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. E8–13447 Filed 6–13–08; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending March 28, 2008

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT–OST–2008–0124.

Date Filed: March 28, 2008.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 18, 2008.

Description: Application of TUI Airlines Belgium N.V. d/b/a Jetairfly requesting an expedited exemption, and a foreign air carrier permit, authorizing foreign scheduled and charter air transportation of persons, property and mail to the full extent permitted under the United States-European Air Transport Agreement; and to engage in such other air transportation as the Department may authorize pursuant to the prior approval of Part 212.

[FR Doc. E8–13448 Filed 6–13–08; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Approval of the Record of Decision for Proposed Development at the Flying Cloud Airport, Eden Prairie, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of approval of the Record of Decision (ROD).

SUMMARY: The FAA is announcing approval of the Record of Decision on the Final Environmental Impact Statement and Section 303c Evaluation for proposed development at the Flying Cloud Airport (FCM), Eden Prairie, Minnesota.

FOR FURTHER INFORMATION CONTACT: Mr. Glen Orcutt, FAA, Airports District Office, 6020 28th Avenue South, Suite 102, Minneapolis, MN 55450, telephone (612) 713–4354; fax: (612) 713–4364.

SUPPLEMENTARY INFORMATION: The ROD approves the proposed development at Flying Cloud Airport including: extension of the main runway to 5,000 feet and the other parallel runway to 3,900 feet; the construction of a new building area; land acquisition; service roads around the east and west ends of the parallel runways; hangar removal; Federal actions regarding installation of navigational aides, airspace use, and approach and departure procedures associated with the proposed development; and noise mitigation requirements included in the Final Agreement and MOU between the Metropolitan Airports Commission and the City of Eden Prairie.

The ROD indicates the project is consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act (NEPA) of 1969, as amended, and will not significantly affect the quality of the environment.

In reaching this decision, the FAA has given careful consideration to: (a) The role of FCM in the national air transportation system, (b) aviation safety, (c) preferences of the airport owner, (d) anticipated environmental impact, and (e) the decisions of the Minnesota State Legislature.

Discussions of these factors are documented in the Draft Environmental Impact Statement, the Final Environmental Impact Statement (FEIS) and Section 303c Evaluation, for the project. The notice of availability of the FEIS appeared in the **Federal Register** on June 18, 2004 (Volume 69, Number 117, Pages 34161–34162), and the comment period ran through September 17, 2004. The FAA's determinations on the project are outlined in the ROD, which was approved on May 15, 2008.

Issued in Minneapolis, Minnesota, on May 28, 2008.

Robert A. Huber,

Manager, Minneapolis Airports District Office, FAA, Great Lakes Region.

[FR Doc. E8–13521 Filed 6–13–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION [4910–22]

Federal Highway Administration

Environmental Impact Statement: Currituck and Dare Counties, North Carolina

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI).

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed project in Currituck and Dare Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT: Mr. George Hoops, P.E., Major Projects Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601–1418, Telephone: (919) 747–7022.

SUPPLEMENTARY INFORMATION: Pursuant to Title 23, Code of Federal Regulations, Part 771, Environmental Impact and Related Procedures, the FHWA, in cooperation with the North Carolina Turnpike Authority (NCTA) and the North Carolina Department of Transportation (NCDOT), will prepare an EIS addressing proposed improvements in the Currituck Sound area. The proposed study area includes U.S. 158 from NC 168 to NC 12 (including the Wright Memorial Bridge) and NC 12 north of its intersection with U.S. 158 to its terminus in Currituck County. The proposed action is included in NCDOT's 2007–2013 State Transportation Improvement Program (STIP), as well as NCDOT's Draft 2009–2015 STIP, and the Thoroughfare Plan for Currituck County.

On July 6, 1995, FHWA published a notice of intent to prepare an environmental impact statement (EIS) for a Mid-Currituck Sound Bridge project in Currituck County, North Carolina. The Mid-Currituck Sound Bridge project involved a proposal to build a bridge and approach roadways connecting U.S. 158 on the mainland to

NC 12 on the Outer Banks. The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), issued a Draft Environmental Impact Statement (DEIS) on the project in January 1998. FHWA and NCDOT held public hearings and provided a comment period on the DEIS. Since the 1998 DEIS, there have been several changes in the project. These changes led to the decision to rescind the 1995 notice of intent and the 1998 DEIS (**Federal Register** Vol. 73, No. 107, page 31733) and to issue this notice of intent.

Before releasing this notice of intent, FHWA and NCTA began coordinating with Federal and state environmental regulatory and resource agencies and the public in the development of the purpose and need for the proposed action and a conceptual range of alternatives in the project study area. The draft purpose and need for the proposed action includes the following elements: (i) Improving traffic flow on the project area's thoroughfares (NC 12 and U.S. 158), (ii) reducing travel time for persons traveling between Currituck County mainland and Currituck County Outer Banks, and (iii) reducing hurricane clearance times for residents and visitors who use NC 168 and U.S. 158 during a coastal evacuation.

The EIS for the proposed action will consider alternatives that include improving existing roadways (NC 12 and U.S. 158), as well as alternatives that involve building a new Mid-Currituck Sound bridge in combination with improving existing roads. The analysis will also include a range of non-highway improvement alternatives, including no-build, ferry service, expanding transit service, transportation demand management/shifting rental unit start times, and transportation systems management (TSM) alternatives. In addition, NCTA is considering a range of alternatives for the proposed bridge crossing, including (1) Two, three, or four-lane bridges; (2) various interchange configurations for the bridge's connections to the existing roadway network; and (3) a range of potential corridors for the bridge. As part of the EIS, NCTA will also study the feasibility and impacts of developing the proposed project as a tolled facility.

FHWA and NCTA will continue to provide the agencies, local governments, and the public with opportunities for involvement through informational workshops, project newsletters, informational mailings, and other means. Information on the dates, times, and locations of future citizens informational workshops will be posted on the NCTA Web site and will be advertised in the local news media, and newsletters will be mailed to those on the project mailing list. If you wish to be placed on the mailing list, contact Jennifer Harris at the address listed below or by submitting an e-mail to *midcurrituck@ncturnpike.org*. Once completed, the Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure the full range of issues related to the proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above or directed to: Ms. Jennifer Harris, P.E., Staff Engineer, North Carolina Turnpike Authority, 5400 Glenwood Avenue, Suite 400, Raleigh, North Carolina 27612, Telephone (919) 571–3000.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Issued on: June 10, 2008.

George Hoops,

Major Projects Engineer, Federal Highway Administration, Raleigh, North Carolina.

[FR Doc. E8–13444 Filed 6–13–08; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2008 0052]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel CHUT LOON.

SUMMARY: As authorized by Pub. L. 105–383 and Pub. L. 107–295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket MARAD–2008–0052 at *http://www.regulations.gov*. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Pub. L. 105–383 and MARAD's regulations at 46 CFR Part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR Part 388.

DATES: Submit comments on or before July 16, 2008.

ADDRESSES: Comments should refer to docket number MARAD–2008–0052. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590. You may also send comments electronically via the Internet at *http://www.regulations.gov*. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at *http://www.regulations.gov*.

FOR FURTHER INFORMATION CONTACT: Joann Spittle, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue, SE., Room W21–203, Washington, DC 20590. Telephone 202–366–5979.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel CHUT LOON is:

Intended Use: ''charters.''

Geographic Region: ''San Sebastian River, ICW from Oyster Creek Marina in St. Augustine, Florida.''

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register**

From: Lipscomb, Brian S <blipscomb@ncdot.gov>
Sent: Thursday, June 20, 2019 4:35 PM
To: Staples, Shane; Brittingham, Cathy
Cc: McDaniel, Andrew H.; Roberts, Tracy; Harris, Jennifer H; 'Max Price'
Subject: R-2576 Mid-Currituck bridge
Attachments: R2576 agency QandA - Final.pdf

Cathy and Shane,

As follow-up and per your request, I wanted to provide you with documentation of the Stormwater Runoff from Bridges project the Department along with DWQ and USGS completed between 2008-2010. You can find the DOT report to the Joint Legislation Transportation Oversight Committee here:
https://connect.ncdot.gov/resources/hydro/Stormwater%20Resources/Stormwater%20Runoff%20from%20Bridges%20-%20May%202012.pdf
In addition and accompanying that, the USGS scientific investigations report 2011-5180 may be found here:
https://pubs.usgs.gov/sir/2011/5180/pdf/sir2011-5180.pdf

I've also attached a Q&A document that we put together for DWR, which addresses the concerns and issues that they had in regard to water quality and vegetation in both Maple Swamp and the Currituck Sound. I believe their concerns mirrored the items you brought up today. There is a citation page included for the research and publications used for reference in developing the stormwater approach for this project. Please let me know if there are any outstanding items to address and I will coordinate a meeting to discuss those items.

Sincerely,
Brian

Brian S. Lipscomb, PE
Engineer - Advanced
North Carolina Department of Transportation
Hydraulics Unit, Highway Stormwater Program

919 707 6700 (office-main)
919 707 6735 (office-direct)
919 745 7553 (mobile)
blipscomb@ncdot.gov

US Mail:
1590 Mail Service Center
Raleigh, NC 27699-1590

Physical Address:
1000 Birch Ridge Drive
Raleigh, NC 27610

North Carolina Public Records Law and may be disclosed to third parties.

R-2576 New Location Roadway and Bridge Project – Background

R-2576 is a new location roadway and bridge project over Maple Swamp and over the Currituck Sound from US 158 near Aydlett to NC 12 at Corolla on the Outer Banks, in Currituck County. The Currituck Sound has a water quality classification of SC and is on the 303(d) list for exceeding criteria for Enterococcus. The Division of Marine Fisheries classifies the shellfish harvesting area in the immediate vicinity of the project as Prohibited. Stormwater BMPs are being designed to treat runoff from the roadway and portions of the bridge decks to the maximum extent practicable. These BMPs will be designed and implemented in accordance with the NCDOT Stormwater BMP Toolbox, and may include bridge sweeping, infiltration basins and vegetative conveyance into natural areas. However, because of multiple constraints it is impracticable to capture and convey all stormwater runoff from the bridges to land-based stormwater controls. Therefore, a portion of the runoff is needed to be directly discharged to alleviate spread of water into travel lanes and ensure safe driving conditions. Dispersed direct discharges are recognized in NCDOT's BMP Toolbox as a bridge best management practice under appropriate conditions (NCDOT, 2014). The use of dispersed direct discharges from bridges requires the prior approval of the State Hydraulics Engineer in addition to regulatory approval. This evaluation of proposed dispersed direct discharges is intended to support these decision-making processes.

For a coastal project in Pender County, NC, (B-4929 "Surf City Bridge"), several concerns were identified by the agencies, in regard to direct discharges. Issues identified with B-4929 project can be grouped into the following four categories:

1. Submerged Aquatic Vegetation (SAV) – mechanical damage to habitat from falling water
2. Water Quality – toxicity to SAVs or other aquatic organisms
3. 303(d) Impairment – bacteria loadings
4. General Anti-degradation of SC waters – protection of existing supporting uses

NCDOT operates a stormwater research program in compliance with its NPDES permit (NCS000250) which requires the Department to develop and implement a long-term research plan. NCDOT has invested over $6M implementing the plan over the past three permit terms. The findings of numerous research projects conducted under the program can directly inform the issues categorized above. Of relevance to the R-2576 project are the collaborative research efforts between NCDENR (now NCDEQ), NCDOT, USGS and other project partners which yielded one of the nation's largest, most comprehensive water quality evaluations of bridge deck runoff (USGS, 2011; NCDOT, 2012). These research projects, along with others cited throughout this document, provide for a scientific approach to address stormwater management in regard to the specific concerns identified in the categories above.

The responses below address the raised concerns with runoff directly discharged to the estuary. These responses are based off of characterized runoff from these studies. Furthermore, as an additional factor of safety, the Department has committed to sweeping the bridges, which has shown the ability to significantly reduce sediments and in-turn particulate bound pollutants.

Evaluation of Dispersed Direct Discharges

Below, in question & answer format, is a discussion of the issues categorized above:

1. ***Is there any evidence to suggest that water falling from a height of 12'-37' (minimum fall heights, pending structure type, from proposed deck drain locations) will cause mechanical damage to SAVs or their potential habitat in the Currituck Sound?*** **(All ground under proposed deck drains will be submerged.)**

    - No, mechanical damage to the SAV habitat would not occur because of falling water from deck drains. In late 2009, NCDOT's Highway Stormwater Program initiated a study to evaluate the effects of falling water from open deck drains to the ground surface below. The study looked at 70 random bridge sites of which 47 had deck drains over land. The remaining 23 sites had deck drains over standing water in which no scour was observed. Of the 47 sites over land scour was typically observed only where the fall height was less than 12' (where concentrated runoff did not have enough fall to re-disperse), the ground surface was sloped and water re-concentrated on the surface and caused rills to form, or vegetation was sparse. Where fall heights were greater than 12' very little localized scour was observed (NCDOT, 2010a). At fall heights greater than 12', it is presumed that the runoff has dispersed back into droplets with sizes similar to raindrops, as well as begins to be further distributed by wind. Regardless of fall height, where runoff fell directly into standing water there was not any local scour observed during this study. In the area where SAVs are present the water depth is approximately 2'-4', which will also dissipate any energy of the falling water. In the event local scour did occur directly under the deck drains, these areas would be within the footprint of the bridge that will be mitigated for.

      These NCDOT findings are generally consistent with FHWA guidance document HEC-21 'Design of Bridge Deck Drainage' which states that free fall exceeding about 25' will sufficiently disperse the falling water to prevent any erosion (FHWA, 1993). Therefore, there is little evidence to suggest that mechanical damage to SAV habitat will occur at the discharge heights and locations proposed for the R-2576 project.

2. ***Is there any evidence to suggest that water falling from a height of 6'-16' (minimum fall heights, pending structure type, from proposed deck drain locations) will cause mechanical damage to vegetation in Maple Swamp?***

    - Due to the amount of woody debris and new thick vegetation present in the cutover swamp it is not anticipated that local scour would occur. NCDOT is committed to observing the affects of falling water to this area and addressing with energy dissipation measures, such as rip rap pads, if needed. Rip rap pads would be an impact to the swamp, so the NCDOT feels it would be best to only incur this impact if proven necessary to protect the swamp.

3. Is there any evidence to suggest that bridge deck runoff itself or scouring bed sediments would cause turbidity issues that would be detrimental to SAVs?

- No. As noted above, no scouring of bed sediments is expected thus turbidity would not be affected. Water depths of 2'-4' where SAVs are present are sufficient to dissipate the energy of falling water to where scour is not expected. However, In the event bed sediments were to become suspended during an event, turbidity effecting detrimental reduction in light penetration is not a concern. Observations from the pre-construction bethos/chemistry study showed that the bed sediments in the SAV habitat are mostly sandy soils where SAVs were present, which settle quickly. Thus, any increase in turbidity would be short lived and pre-storm conditions would return prior to any detrimental affects to the SAVs occurring.

  Sediment loads in the runoff will be low as there is no soil source on the bridge deck, and the concrete surface of the bridge deck is resistant to wear. Research Project 2011-35, completed by NCSU-BAE, showed typical roadway runoff sediments to be comprised primarily of sand size, per USDA classifications (NCDOT, 2017). Thus, typical roadway runoff sediments would be easily settled and would have minimal affect on turbidity. In addition, the Department is committed to a frequent sweeping regime, which will further reduce potential for any sediment loading from the bridge runoff. Based on these findings, it is not anticipated that the bridge deck runoff would affect turbidity in the Currituck Sound.

4. Is there any evidence to suggest that bridge deck runoff will have a toxic effect on SAVs? Is there any evidence to suggest that bridge deck runoff will have toxic effects on aquatic organisms living in the sound?

- No. As noted above in 2008 the NCDOT along with USGS, NCDEQ, NCSU, and other project partners initiated one of the nation's largest scientific investigations of bridge deck runoff and its effects on receiving waters. This investigation included the development of a testing methodology for determining toxicity of stormwater runoff by the Division of Water Resources (DWR). This stormwater toxicity testing method uses reproduction rates of *Ceriodaphnia dubia* as a conservative indicator of potential impacts to aquatic life in the receiving waters. These organisms are very fragile making them an ideal conservative test species. It is presumed, that if the runoff is not toxic to ceriodaphnia dubia there would be no affect to the SAVs.

  In the investigation, of the 23 bridge deck runoff samples tested, only three were identified as toxic due to significant reduction in the reproduction rates of the *Ceriodaphnia dubia*. The three sites for which the runoff was found to be toxic included Swannanoa River (100% and 50% concentrations from a February 22, 2010 sample), Black River (100% concentration from a November 10, 2009 sample), and Little River (100% concentration from a September 17, 2009 sample). The toxicity at the Swannanoa River site was attributed to high conductivity from increased total dissolved solids in the runoff, likely from a recent de-icing operation. This is not a major concern for R-2576 as de-icing operations are relatively infrequent in the NC coastal counties. When those operations do occur on R-2576 it is reasonable to expect there will be little effect on aquatic organisms as these flora and fauna are already adapted to a saltwater environment. For the other two sites the observed

reduction in reproduction rates at 100% concentration (i.e. no dilution) were attributed to low hardness and low pH of the runoff. Low pH rainfall is a widespread issue, particularly in western NC, and attributed primarily to acid rain and low soil and stream buffering capacity. DWR recently published for public comment an addendum to the "Low pH TMDL for the Great Smoky Mountains National Park, TN" which included the addition of several watersheds distributed throughout western NC (DWR, 2015). DWR identified the low pH problem to be caused by atmospheric acidity associated with sulfur deposition rather than land based development activities. DWR's TMDL source assessment is supported by the fact that in the bridge investigation none of the eight instream normal flow samples or nine instream storm flow samples downstream of the bridge was found to be toxic. Hence, there's little evidence to suggest that dispersed discharges from R-2576 would further exacerbate the pH of rainfall.

The bridge study investigation also included benthic macroinvertebrate monitoring which confirmed the findings of the *Ceriodaphnia* tests that bridge deck runoff has minimal toxic effects. In the investigation none of the 12 bridges studied showed a change in benthic bioclassification between the upstream and downstream bridge monitoring sites, suggesting bridge deck runoff does not substantially affect downstream benthic communities (NCDOT, 2012).

In the context of the above discussion, the area where deck drains are proposed are constantly submerged, thus dilution is occurring at all times. Any direct discharge will be received by an estuary that is in nearly constant motion through wave action, tidal flows, and wind tides. All of these actions combine to further increase the dilution of any runoff, thus minimizing any likelihood of negative impacts to aquatic organisms.

5. ***What are the sources of fecal coliform bacteria in bridge deck runoff? What is the likelihood that a bridge over the sound would result in increased fecal coliform bacteria concentrations in shellfish waters?***

   - There is no expectation to have sanitary sewer lines attached to the bridge. Hence, there will be no known source of fecal coliform inherent to the bridge design. Animal feces, from birds and other wildlife, are potential intermittent sources of fecal coliform in stormwater runoff. These potential intermittent sources are already within the area; therefore, it is not likely that any significant increase in fecal coliform would be introduced to the sound as a direct result of this project.

     A bacteria sampling study was performed by the North Carolina Coastal Federation (NCCF), in cooperation with NCDOT, on the Virginia Dare Bridge in Dare County. In this study runoff samples were taken directly off the bridge deck, throughout a closed drainage system, and at the inlet and outlet of a stormwater wetland/detention basin (NCCF, 2010). No significant reduction in indicator bacteria, bacteria used to detect and estimate the level of fecal contamination of water, was observed along the closed bridge deck system or into the stormwater BMP. The findings actually showed somewhat of an increase in bacteria levels attributed to the moist, shaded environment within the closed drainage system. It is believed that the closed drainage system shielded the bacteria from desiccating winds and UV radiation from the sun which are known to increase die-off rates in bacteria populations. The opportunity for additional bacteria deposition was further enhanced with the

stormwater wetland which offered attractive habitat to wildlife, which may defecate in the area near the outfall. In certain situations, such as the R-2576 project, dispersed direct discharge is probably going to be the most effective best management strategy for reducing intermittent fecal coliform loads to the estuary from bird droppings deposited on the bridge deck. The bridges will maximize exposure to desiccating winds and the lack of tree cover will maximum exposure to UV radiation from the sun. Hence, it's reasonable to expect any bird droppings on the bridge deck will dry rapidly thereby killing off the majority of fecal coliform bacteria in a short time period. The proposed structural BMPs on the mainland and island side of the bridge include infiltration and vegetative conveyance type practices which are not as attractive to wildlife as compared to the stormwater wetland in the NCCF study.

6. ***Is there any evidence to suggest that bridge deck runoff will cause other water quality problems in the sound such as nutrient enrichment or depressed dissolved oxygen concentrations?***

   - No. These bridges will not receive any off-site runoff and will not include any vegetative plantings on the deck; therefore, the primary source of nutrients in the bridge deck runoff would be from atmospheric deposition. The NC Environmental Management Commission has formally approved a nutrient load calculation tool for use on NCDOT projects in nutrient sensitive watersheds draining to Falls Lake and Jordan Lake. The tool characterizes bridge deck runoff as having event mean concentrations of 0.98 mg/L total nitrogen and 0.17 mg/L total phosphorus. These nutrient concentrations are very similar to those found in rooftop runoff validating the assessment that atmospheric deposition is the primary source in bridge deck runoff. By comparison runoff from forested land has event mean concentrations of 1.47 mg/L total nitrogen and 0.25 mg/L total phosphorus, higher than that of bridge deck runoff. This intuitively makes sense because bridge deck runoff has little vegetative or other organic matter from which nutrients can leach. Since bridge deck runoff has very low nutrient concentrations, and since atmospheric loads of nutrients would otherwise be deposited over the water regardless of the presence of the bridge, there's little evidence to suggest that a direct discharge from the bridge would lead to nutrient enrichment of the estuary.

     Similarly, since the bridges will not have any vegetative plantings, nor receive any off-site drainage, a direct discharge is unlikely to contribute to significant biochemical oxygen demand (BOD) loadings or to depressed dissolved oxygen concentrations in the estuary.

7. ***Is this transportation facility anticipated to be a heavily traveled NC route with a substantial amount of truck traffic? If so and deck drains are allowed, DWR would be concerned with the potential risk of a hazardous material being released through the deck drains when an accident occurs. Does DOT have deck drains designs or other methods to prevent this from occurring?***

   - *The Mid-Currituck Bridge would serve drivers traveling between the mainland and the Outer Banks. It would not be used by through traffic with other long distance destinations, such as occurs on a US or interstate highway. The Project Level Traffic Forecast Report has been completed and updated in 2016. The truck volume percentages are low, ranging from 3 to 4 percent of the traffic, summer weekend and summer weekday, respectively. Referencing Currituck County existing land use maps, the majority of the island is residential development or conservation area (Currituck County, 2017). There is a little mixed use business dispersed throughout the Corolla area including retail, restaurants and other food service and office*

space. There is minimal if any industrial or manufacturing facilities located on the island. There are only 3 gas stations in the Corolla area, so frequency of fuel delivery trucks is anticipated to be low. Some homes may use propane for heating or cooking, so there may be occasional propane delivery truck trips to the island. It is anticipated that the majority of the trucks visiting the island will be hauling retail items, food service items or residential construction materials. Therefore, the frequency of truck trips carrying hazardous materials across the bridge is expected to be low.

The bridge has no horizontal curves minimizing the risk of rollover accidents leading to a spill. While the roundabout on the east end of the bridge will help to maintain a freer flowing traffic pattern thereby reducing stop conditions and traffic movement conflicts. If an accident leading to a spill was to occur in this area the material would be directed into the proposed BMP (infiltration swales and stormwater retention basin) at this end of the bridge where the spill could be captured and available for cleanup. There is not a stop condition on the west end of the sound bridge so likelihood of accidents in this area are minimal. West of the Maple Swamp bridge there will be a toll plaza, thus speeds of vehicles should be low reducing likelihood of accidents resulting in spills.

In summary the risk of spills in this project corridor is expected to be quite low because of the predominance of residential land uses minimizing the demand for shipments of hazardous materials to the island in combination with low traffic speeds, and transportation facilities designed to modern standards.

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From: Lipscomb, Brian S <blipscomb@ncdot.gov>
Sent: Thursday, June 27, 2019 10:14 AM
To: Staples, Shane; Brittingham, Cathy; Ward, Garcy; Patterson, Robert D
Cc: McDaniel, Andrew H.; Harris, Jennifer H; Roberts, Tracy; Bruce, Roy; 'Max Price'
Subject: R-2576 Stormwater fall heights over SAV
Attachments: R2576_rdy_psh16_SAV_10YR.pdf; R2576_rdy_psh17_SAV_10YR.pdf; R2576_rdy_pfl_35.pdf

All,

I wanted to follow-up on the conversation we were having about the stormwater fall heights from the deck drains above the SAV areas. The adjusted bridge profile from the 25% roadway plans actually increases the fall heights significantly from the worst case scenarios I based response on in the Q&A document. Thus, the risk to SAVs from mechanical damage from falling water from the bridge deck is further reduced and will not be an issue to the SAVs. The elevations of the bottoms of the deck drains (assuming a 9 inch deck thickness) will be between 19.4' – 21.8', providing sufficient fall to redistribute runoff into droplet sizes similar to raindrops. As well as the energy being further reduced by the water in the sound itself. For reference, the sound floor is at approx. elevation -2' to -4', providing ~21'-26' differential to the sound bed.

Also, based on the adjusted bridge profile, the deck drains will stop at approximately Station 359+00 Rt. and 361+42 Lt. Drainage from those stations line ahead (~280'-522') will be conveyed on the bridge deck to inlets off the bridge and into stormwater controls.

I have included the adjusted bridge profile and plan view (showing SAV areas) for your reference.

Please let me know if you have any comments or questions.

Thanks,
Brian

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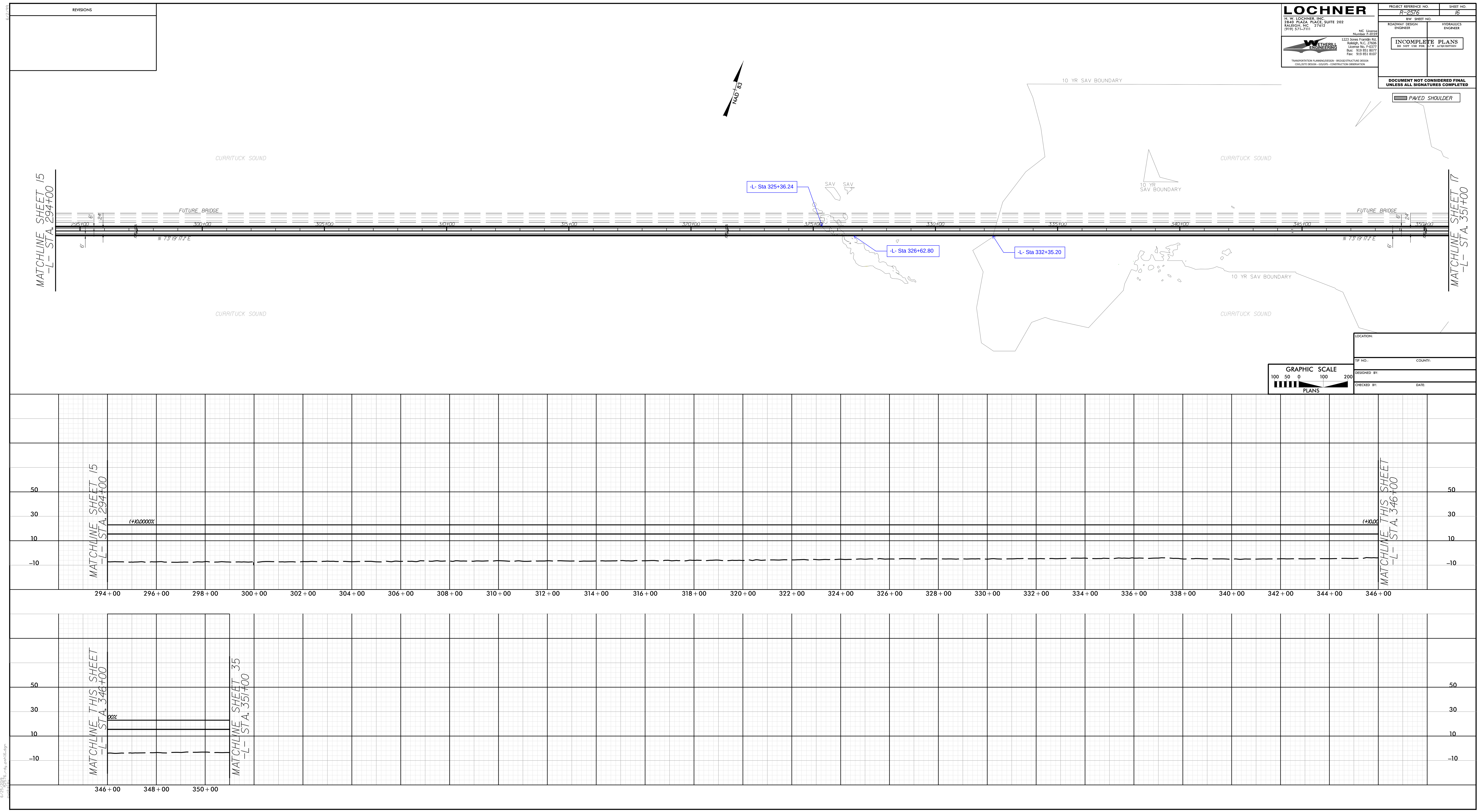
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TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION
PROJECT REFERENCE NO.
R-2576
SHEET NO.
16
R/W SHEET NO.
ROADWAY DESIGN ENGINEER
HYDRAULICS ENGINEER
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
PAVED SHOULDER
NAD 83
10 YR SAV BOUNDARY
CURRITUCK SOUND
FUTURE BRIDGE
-L- Sta 325+36.24
-L- Sta 326+62.80
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PROJECT REFERENCE NO.	SHEET NO.
R-2576	17

ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

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PAVED SHOULDER

NAD 83

CURRITUCK SOUND

10 YR SAV BOUNDARY

MATCHLINE SHEET 16
-L- STA. 351+00

FUTURE BRIDGE

700' OUTSIDE TAPER

350' LANE DROP

355+00

360+00

N 73° 19' 17.1" E

24"

6'

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HIGH POINT
-L- STA.
358+45.00

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MATCHLINE SHEET 18
-L- STA. 364+00

-L- Sta 363+16.60

10 YR SAV BOUNDARY

CURRITUCK SOUND

SEE SHEET 35 FOR -L- PROFILE

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5/28/99

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PROJECT REFERENCE NO.	SHEET NO.
R-2576	35
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

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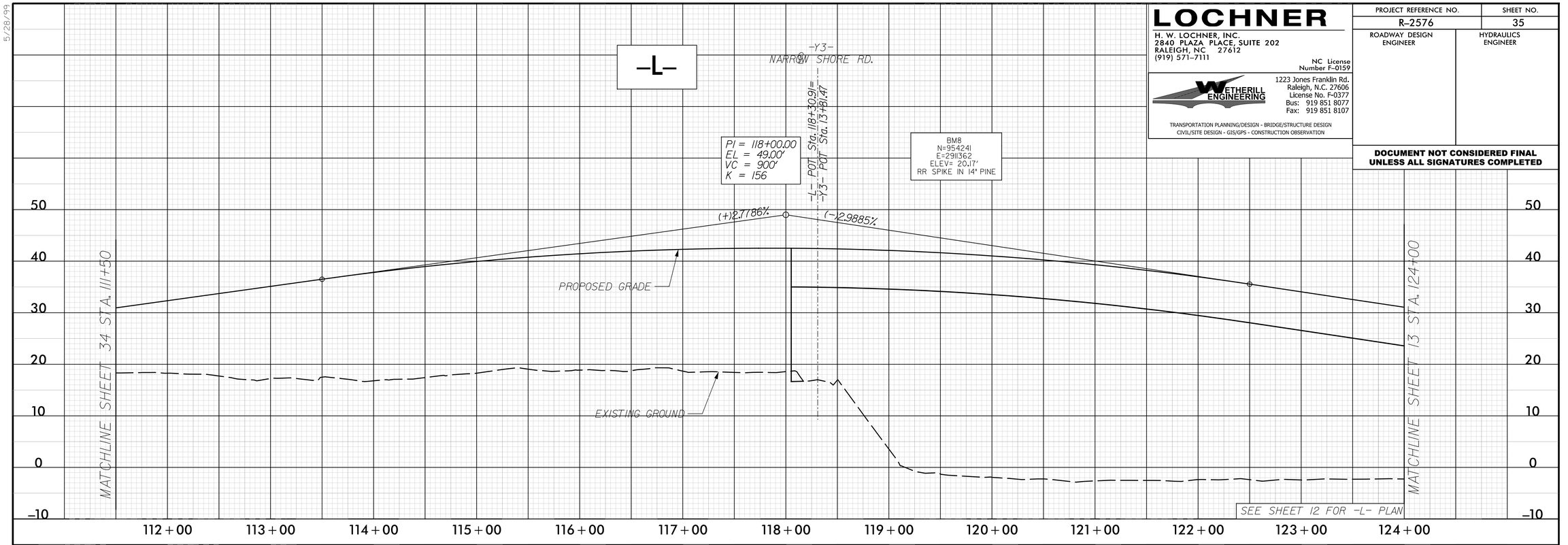

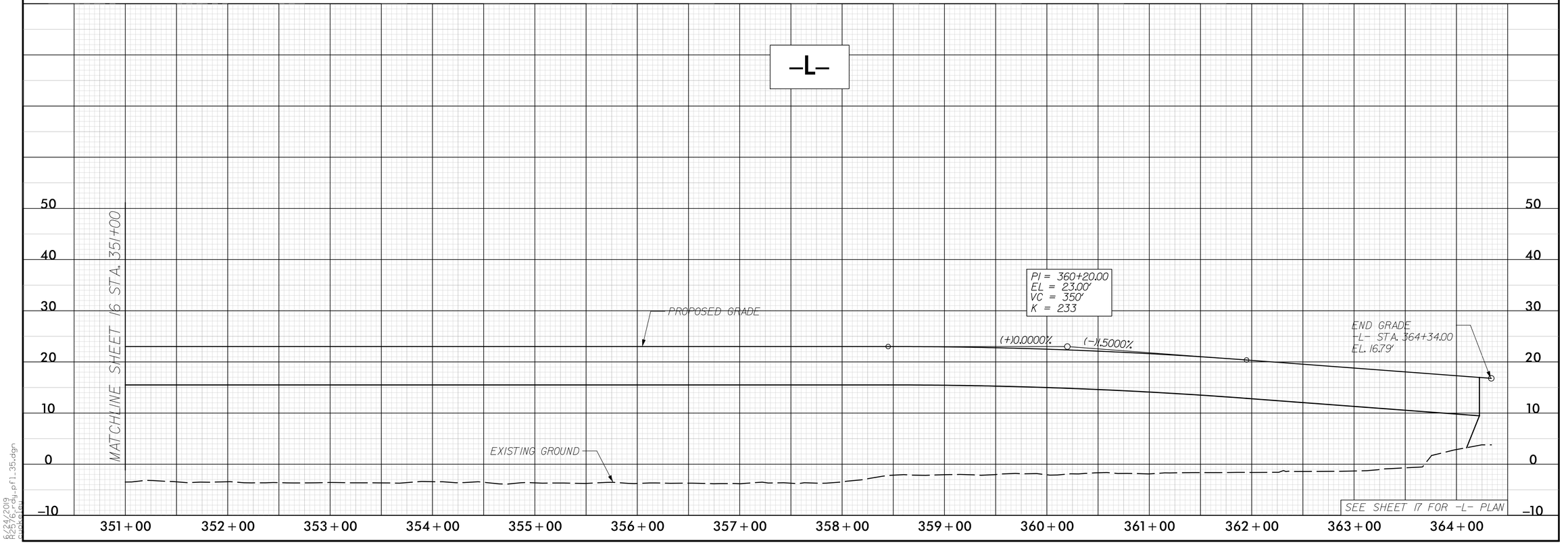

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