



# Meeting Notes / Memorandum

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**Meeting Date:** March 12, 2015 10:00 am – 11:30 am

**Subject:** Meeting Notes for NEPA/404 Merger Team Concurrence Point 4B  
TIP Project B-4929 (Topsail Island Bridge Replacement)

**Location:** NCDOT Structure Design Conference Room, Century Center

**Attendees:** **Merger Team (MT)**

**Present:**

Brad Shaver, USACE  
Ron Lucas, FHWA  
Gary Jordan USFWS  
Cathy Brittingham, NCDOT-Raleigh  
Steve Sollod, NCDOT  
Mason Herndon, NCDWQ  
Travis Wilson, NCWRC

**Via Conference Call:**

Cynthia Van Der Wiele, USEPA  
Shane Staples, NCDENR-DMF  
Keith Hanson, NOAA Fisheries  
Stephen Lane, NCDOT

**Present from RS&H Consultant Team:**

Richard Bollinger, RS&H  
Jennifer Farino, RS&H  
Sean Kortovich, RS&H  
Meredith Van Duyn, RS&H

**Project Team (PT)**

**Present from NCDOT:**

Michele James, PDEA  
Patrick Riddle, Division 3  
Neil Medlin, NES  
Chris Rivenbark, NES  
Tyler Stanton, NES  
Lonnie Brooks, Structures Management  
Mark Staley, Roadside Environmental  
Jay Twisdale, Hydraulics  
Andy McDaniel, Hydraulics  
Brian Lipscomb, Hydraulics  
Tony Houser, Roadway Design  
Lee Moore, Roadway Design

**Via Conference Call:**

Chad Kimes, Division 3  
Stoney Mathis, Division 3

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A NEPA/404 Merger Team meeting for the subject project was held on March 12, 2015 in NCDOT's Structure Design Conference Room. The purpose of this meeting was to reach agreement on Concurrence Point (CP) 4B (30% Hydraulic Review).

**Introductions:** Mr. Richard Bollinger opened the meeting and welcomed everyone. Attendees introduced themselves.

**Presentation:** Mr. Bollinger presented a PDF of the 30% redline drainage plans, and discussion included the following:

*General Project Description and Overview of Hydraulic Design Considerations*

- Existing Bridge No. 16 is a moveable span, carrying NC 50/210 over the Intracoastal Waterway (Topsail Sound). The proposed bridge (Alternative 17) will be a high-level fixed bridge to the southwest of the existing bridge, with roundabouts on the tie-in points on the island and mainland. Roland Avenue will end in a cul-de-sac, with pedestrian/bicycle improvements included also.

- Drainage basins were sized based on presence of underground utilities, water table elevation, nearby development, and other limiting features.
- Some stormwater will be discharged via deck drains on the bridge, while some will be sent to drainage basins.
- Project Team attempted to use existing outfalls but will need to clean out and/or replace some of the existing pipes along Roland Avenue due to deterioration and flooding issues.
- All deck drains are 12-foot centers, and greater than 12 feet in height above the water surface.
- Drainage basins cannot handle all stormwater runoff from the bridge (due to length of the bridge and existing development for the drainage basins).
- Project Team will have more information (i.e. exact water table elevation in certain locations) in the upcoming months to be able to refine the currently sketched basins, which are subject to change. Outfalls may also change if discovered to be in conflict with physical barriers.
- Schedule:
  - R/W: August 2015
  - LET: February 2017

Merger Team (MT) questions and comments were discussed as follows:

**MT Comment:** *Drainage basins should be located outside of wetlands and CAMA buffers (30 feet of the shoreline).*

**PT Response:** Noted. NCDOT requested clarification of the CAMA buffer from NCDENR and definition of the shoreline.

**MT Response:** (Post 4B Meeting) Mr. Lane has visited the site and has reviewed the proposed stormwater basin adjacent to the existing bulkhead on the south end of the project. Mr. Lane has determined that the stormwater basin would be beyond the 30' CAMA buffer and will not be in conflict with the buffer.

**MT Comment:** *The Intracoastal Waterway (Topsail Sound) is considered High Quality Waters (HQW) and is included on the 303(d) list of impaired waters due to fecal coliform (but not turbidity).*

**PT Response:** Noted.

**MT Comment:** *Mr. Herndon requested that NCDOT exhaust every option for treating all stormwater runoff from the bridge before proposing deck drains. MT attendees generally disapproved using deck drains over open water, particularly over Submerged Aquatic Vegetation (SAV) habitat.*

**PT Response:** Noted. Basins shown on the 30% hydraulic plans are subject to change and will likely be resized/relocated to minimize impacts. SAV surveys are scheduled for the summer prior to construction, and NCDOT will further refine the hydraulic plans in upcoming months.

**MT Question:** *Is the Sunset Beach Bridge comparable, in terms of stormwater treatment?*

**PT Response:** NCDOT Roadway and Hydraulics will investigate the stormwater treatment used for this project. Following construction of the Sunset Beach project, one of the drainage basins was rebuilt (not draining well). *Note: After further review, there was more available land on each terminus of the Sunset Beach Bridge than is available in Surf City. The exact stormwater treatment may not be possible for B-4929.*

**MT Question:** *Has the Stormwater Management Plan been completed*

**PT Response:** The Stormwater Management Plan will be completed at a later time.

**MT Question:** *What is the condition of shellfish habitat/sanitation in the immediate vicinity of the bridge? (NMFS checked database and noted the shellfish and SAV areas near the bridge.)*

**PT Response:** Noted.

**MT Question:** *Would it be possible to use infiltration trenches (as used on Oak Island, for example)?*

**PT Response:** NCDOT will explore this option.

**MT Comment:** *In the permit application, please describe in detail why wetland impacts have changed from the previously reported amount at CP4A, if applicable.*

**PT Response:** Noted. NCDOT will minimize the environmental impacts and not exceed the amount of wetland impacts previously reported at CP4A (0.1 acre or less). If applicable, the permit application will include sufficient explanation.

**MT Question:** *Is NCDOT proposing to add more impervious area near Roland Avenue?*

**PT Response:** No; this project is not proposing to add more area needing drainage near Roland Avenue.

**MT Question:** *Has any coordination been initiated with the USACE Navigation Branch? They have a separate review process related to the Coast Guard permit.*

**PT Response:** NCDOT/RS&H are not aware of any coordination with USACE outside of the Regulatory Branch.

**MT Question:** *Will basins placed in proposed parking areas be a problem?*

**PT Response:** NCDOT has not committed to replacing or providing additional parking as a result of project impacts.

**MT Question:** *Would it be possible to include a basin in the center of the roundabout?*

**PT Response:** NCDOT has designed the roundabout to have a mountable apron for larger vehicles, and a basin would be hazardous. In addition, there would not be much area for drainage, with 3:1 slopes.

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If any recipient of the meeting notes would like to add comments or feels a comment is erroneous or needs to be expanded, please feel free to contact Paul Atkinson at (919) 707-6707 or by email at [patkinson@ncdot.gov](mailto:patkinson@ncdot.gov).

Copies to:

Meeting Attendees

Attachments:

30% Hydraulic Design (PDF of design reviewed at this meeting)