

## **Resource and Regulatory Agency Coordination Update**

Throughout the project planning and design process, the Federal Highway Administration (FHWA) and Delaware Department of Transportation (DeIDOT) coordinated with state and federal resource and regulatory agencies to assure that all environmental resources are identified, considered and protected. The agencies included:

- US Army Corps of Engineers
- US Environmental Protection Agency
- US Fish and Wildlife Service
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- Delaware Department of Natural Resources and Environmental Control
- Delaware State Historic Preservation Office
- Delaware Department of Agriculture
- Delaware Office of State Planning Coordination

Twelve formal agency coordination meetings have been held as of May 2008 to discuss various aspects of the project, such as:

- Concurrence on the project's Purpose and Need
- Review of the Range of Alternatives and preliminary environmental inventory
- Concurrence on the Alternatives Retained for Detailed Evaluation
- Review of results from the Public Workshops and meetings with individuals and community associations
- Evaluation of engineering adjustments to the alternatives to eliminate or minimize impacts to resources
- Mitigation for environmental impacts

In addition to formal agency meetings, field views were conducted to evaluate the presence of resources that may be affected by one or more of the alternatives. Field views included waters of the US and wetlands delineations, wetlands quality assessments, evaluation of potential bog turtle habitat areas, mitigation site evaluations, impact minimization site reviews, reviews of areas with potential noise impacts, reviews of potential historic properties and potential effects due to noise or visual impacts.

Additional efforts included coordination with the Federal Aviation Administration, WILMAPCO, the Maryland Department of Transportation, State Highway Administration, officials of Kent and Cecil Counties in Maryland and representatives of several towns in Maryland regarding potential toll diversion issues.

Agency coordination will continue through design and construction. Agency coordination meetings will be held on a regular basis and field views will be conducted as necessary.