

Appendix B: Road/Pea Island National Wildlife Refuge/Cape Hatteras National Seashore Timeline

The following timeline was assembled to help better understand the evolutionary relationship between the transportation corridor (on Bodie and Hatteras Islands), the Cape Hatteras National Seashore and the Pea Island National Wildlife Refuge. This timeline was developed by NCDOT and FHWA and shared with the US Fish & Wildlife Service in a meeting on March 19, 2009 for review and comment. The timeline was also provided to the Merger Team for the May 21, 2009 Merger team meeting.

Timeline of Events Related to Transportation, Cape Hatteras National Seashore & Pea Island National Wildlife Refuge (3.17.09)		
Date	Action	Source
1846	Oregon Inlet formed in a hurricane	http://www.coastalguide.com/packet/oregoninletgetsname.shtml
1918	For the first time a road in the Project Area appears on an official map. However, the map only covers the section of Hatteras island from Rodanthe to the south.	U.S. Coast and Geodetic Survey map of Wimble Shoals to Ocracoke Inlet, 1918 http://dc.lib.unc.edu/cdm4/item_viewer.php?CISOROOT=/ncmaps&CISOPTR=948&CISOBOX=1&REC=10
1920s	Tug and barge operation by Tillet over Oregon Inlet, sand roadway on islands “sand trail predated the refuge” “automobiles appeared in the 1920s” “Cars appeared at Chicamacomico in the 1920s; when a private car ferry opened at Oregon Inlet, villagers drove to the end of Pea Island and caught the ferry to Bodie Island and on to Manteo.”	PINWR CCP (2006) pp. 7, 25 & 39 Ethnohistorical Description of the Eight Villages adjoining Cape Hatteras National Seashore and Interpretive Themes of History and Heritage, NPS (2005) at pp.20 and 84
1929	N.C. enacts legislation consenting to acquisitions and condemnations by the U.S. to establish migratory bird sanctuaries and wild life refuges in the State as required by the federal Migratory Bird Conservation Act of 1929. This consent will allow the subsequent creation of PINWR in 1938.	Chap 163, s.l., codified at 8059(c) in the NC Code of 1939
1932 or 1933	A storm re-opens New Inlet on Pea Island (this inlet had closed in 1922) “The 1933 storm opened the inlet, and the State of North Carolina built a wooden bridge to Pea Island, the remnants of which can be seen today, in 2004.”	Past Present and Future Inlets of the Outer Banks Barrier Islands, p.6 http://www.coastal.geology.ecu.edu/NCCOHAZ/downloads/Past%20Present%20and%20Future%20Inlets.pdf Ethnohistorical Description of the Eight Villages adjoining Cape Hatteras National Seashore and Interpretive Themes of History and Heritage, NPS (2005) at p.75
May 1933	Sen. Josiah Bailey wrote to N.C. Governor Ehringhaus suggesting that state officials petition the federal government to use public works money to build a road south of Oregon Inlet	http://www.foresthistory.org/Fellowships/Senter.pdf p.346
1933	N.C. Dept of Conservation and Development announced a “North Carolina Coastal Development Project” of dune building/reforestation work, a Hatteras Island highway, and a national coastal park.	http://www.foresthistory.org/Fellowships/Senter.pdf p.348
1933	State Highway System Map shows no roads, but does show a	N.C.State Highway Commission Map, 1933

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	toll ferry at Oregon Inlet and a free ferry at New Inlet	http://dc.lib.unc.edu/cdm4/document.php?CISOROOT=/ncmaps&CISOPTR=759&REC=9
1934	An NPS survey recommends a hard surface road to Oregon Inlet, and an oiled road from Oregon Inlet to Hatteras Inlet.	The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66, NPS, p.14-15
1934-1941	CCC implements dike construction, dune enhancement, water control structure installation, plantings, fencing, maintaining truck trails, etc. "The North Carolina Beach Erosion Control Project formally began on October 11, 1934, when CCC Camp Virginia Dare was established near Manteo." "On April 15, 1936, the CCC Camp at Manteo was turned over to the U.S. Agricultural Department's Biological Survey, and enrollees worked on land then being acquired for a wildlife sanctuary on Peas Island." "WPA laborers also built a new road in Chicamacomico from topsoil collected from north Rodanthe; villagers with memories of World War I jokingly referred to it as "Burma Road."	PINWR CCP (2006) p. 9 The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66, NPS, p.12-13; see also p.27 Ethnohistorical Description of the Eight Villages adjoining Cape Hatteras National Seashore and Interpretive Themes of History and Heritage, NPS (2005) at p.105; see also pp. 223 and 481.
September 1933	The second hurricane in a month strikes the Outer Banks, causing severe beach erosion, especially near Cape Point on Hatteras Island, some of which is owned by the Phipps family. Subsequently, the family decides to donate the land for use in the establishment of Cape Hatteras State Park, envisioned as the core of a larger future national park.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
January 1934	The Daily Advance announces that the federal government was planning to put four or five thousand men to work on erosion control on the Outer Banks.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
1934	N.C. Highway Commission begins subsidizing Tillet's ferry across Oregon Inlet	PINWR CCP (2006) p. 39 and http://www.ncbeaches.com/Features/Attractions/Ferries/
October 1934	The "North Carolina Beach Erosion Control Project" formally begins with the establishment of CCC Camp Virginia Dare near Manteo.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
May 1937	PINWR authorized by Congress	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.

Timeline of Events Related to Transportation, Cape Hatteras National Seashore & Pea Island National Wildlife Refuge (3.17.09)		
Date	Action	Source
		27
August 17, 1937	Congress passed legislation that will establish CHNSRA once 10,000 acres of land is donated. PINWR continues as a refuge under the Secretary of Agriculture, but will also be part of CHNSRA and shall be administered for recreational uses not inconsistent with the refuge purposes, by the NPS.	50 Stat. 669 "The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix B
1937	CCC crews from Camp Virginia Dare excavated a series of artificial ponds after first building a line of barrier dunes for their protection.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.27
1938	Dare County Map shows a toll ferry across Oregon Inlet and unimproved road the length of PINWR, with three "highway bridges" crossing New Inlet	State Highway and Public Works Commission and Federal Works Agency map, 1938 http://dc.lib.unc.edu/cdm4/item_viewer.php?CISOROOT=/ncmaps&CISOPTR=471&CISOBX=1&REC=21
January 1938	Early NPS surveys recommended "restricted driving along the ocean beach when and where consistent with other uses," but also recommended roads because, as the caption on this photo noted, "auto travel on the sand roads is difficult and severe on mechanical parts." ("Report on Recommendations for Boundaries of the Cape Hatteras National Seashore," (NPS, January 1938))	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p. 12
March 1938	NPS issues a prospectus for the Seashore that expresses a desire for no road construction between Oregon and Hatteras Inlets	Prospectus of Cape Hatteras National Seashore, 1938
April 8, 1938	PINWR established by Executive Order 7864	3 Fed. Reg. 734 (April 8, 1938) PINWR CCP (2006) p. 7
April – October 1938	U. S. Secretary of Agriculture acquired the land for PINWR through condemnation actions. In some instances the land is taken subject to existing roads; and subject to N.C.'s rights to construct and maintain canals, to deposit dredged material, to construct jetties, and to plant grass to prevent the shifting of sands.	Deed Book 19, Page 451-453, Dare County, North Carolina; Deed Book 21, Page 81-86, Dare County, North Carolina.
March 1939	NC passes legislation establishing the N.C. Seashore Commission	"Chapter 257, Public Laws of North Carolina, 1939

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	needed to assemble the land that must be donated to the U.S. in order to establish the CHNSRA. The law expressly conditions all conveyances of land upon N.C. retaining its rights to title and control of existing highways and roads and to construct future roads as needed	
1940	The Bureau of Biological Survey, which was under the Department of Agriculture, is combined with the Bureau of Fisheries to form the Fish and Wildlife Service. The FWS is placed under the Department of Interior	54 Stat. 1232
December 1941	Beach erosion controls stops (WWII)	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
1942	N.C. Highway Commission reimburses Tillet for ferry, tolls eliminated	PINWR CCP (2006) p. 39 and http://www.ncbeaches.com/Features/Attractions/Ferries/
March 1945	After oil companies become interested in the Outer Banks, the North Carolina General Assembly authorizes discontinuance of land acquisition efforts for the seashore for two years.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
Late 1940s	Paved roads link Hatteras Island villages	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p. 131
1949	Associate NPS Director Demeray states that "the Service no longer opposes road construction on the Outer Banks." NPS Chief of Land and Recreational Planning Division Wirth "emphatically assures locals that the Park Service fully realized that the communities along the banks would have to be served, and will cooperate fully with the State in providing roads." Six months later Wirth says "we are in favor of the road which the state is building."	The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66, NPS, pp.79, 82-85
May 1950	P.L. 81-516, The River and Harbor Act of 1950 authorized the Corps to dredge the ocean bar navigation channel to a depth of 14 feet at Oregon Inlet (dredging didn't occur until 1962)	GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf
1950	Tillet sells ferry service to State	PINWR CCP (2006) p. 39
October, 29	Congress (PL-229) authorized the Secretary of Interior:	Pub.Law 229, 65 Stat. 661

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Date	Action	Source
1951	<i>"...to convey to the State of North Carolina a permanent easement for the construction of a public road (together with rights for such other uses as may be customary or necessary in the State of North Carolina in connection with the construction or operation of such a road) through the Pea Island National Wildlife Refuge in Dare County, North Carolina, and to accept in return therefore the conveyance of any rights-of-way, easements, or other rights in or claims to land owned by the State of North Carolina not needed for use in the construction or operation of such road."</i>	NCDOT ROW Notebook for Bonner, Tab 7
1951	State constructs clay-surface road	PINWR CCP (2006) p. 39
1952	Paved road through Pea Island	PINWR CCP (2006) p. 39
December 1952 - July 1953	Deeds, conveying NC property to the U.S. for the Seashore, subject to NC's rights to existing and future roads as necessary.	NCDOT ROW Notebook for Bonner, Tab 9
December 1952	The Cape Hatteras Seashore Commission recommends unanimously to Gov. Scott that he transfer several thousand acres of state-owned lands in Dare and Hyde Counties under three deeds to the United States to create the first national seashore. The Council of State approves and Governor Scott formally conveys the property to the federal government. Deed, conveying NC property to the U.S. for the Seashore.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A NCDOT ROW Notebook for Bonner, Tab 8
January 12, 1953	Seashore established by Order of the Secretary of Interior	18 Fed. Reg. 366 (Jan. 12, 1953) "The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.220
May 1953	State operation of ferry begins	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.131
April 1953	US Navy (through NPS) provides one LCU for state ferry	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
May 1954	State quitclaims to the United States all interest that it had on PINWR,	NCDOT ROW Notebook for Bonner, Tab 10

Timeline of Events Related to Transportation, Cape Hatteras National Seashore & Pea Island National Wildlife Refuge (3.17.09)

Date	Action	Source
	excepting a previously granted 100 foot permanent easement for right of way to operate and maintain the recently constructed road. We have no record of the U.S. accepting this grant.	
July 1954	DOI conveyed a permanent easement in two parcels of land for the construction, operations, and maintenance of a public road across the PINWR. The easement to the State described a parcel of land as a strip of land measuring 100 feet wide, being 50 feet on both sides of a referenced center line. The easement also stated that nothing within the document was to limit or impair the right of the United States to continue to use the property for its intended purposes “not inconsistent with the construction, operation, and maintenance of a public highway thereon.” The easement also provided for the construction, operation, and maintenance of a parking area and facilities for a ferry landing to be used in connection with the public road.	NCDOT ROW Notebook for Bonner, Tab 11
1954	US Navy (through NPS) provides two more LCUs for ferry	“The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)”, p.132
May 26, 1955	Deed, conveying NC property to the U.S. for the Seashore, subject to NC’s rights to existing and future roads as necessary.	NCDOT ROW Notebook for Bonner, Tab 12
February 1956	Special Use permit from DOI to NCDOT for road in Seashore near Ocracoke Village. It acknowledges that the permit does not relinquish N.C.’s rights as reserved in the 1939 statute creating the Seashore Commission	NCDOT ROW Notebook for Bonner, Tab 13
February 1956	NPS Director Wirth met with North Carolina Gov. Luther B. Hodges, the state highway commissioner, congressional representatives, and others to discuss beach erosion control, roads, and Mission 66, which as separate projects were becoming increasingly entwined. All wanted the NPS erosion control program to pick up where it had left off in 1941, but the Park Service wanted state assistance. Wirth noted that North Carolina was responsible for protecting its roads through the park and that meant going beyond the basic right-of-way...”	“The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)”, p.174

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Date	Action	Source
April 1956	Return of property to NC from DOI that was previously conveyed, but not in Seashore	NCDOT ROW Notebook for Bonner, Tab 14
August 1956	Congress amends the act of August 21, 1954, to extend its authority to Cape Hatteras National Seashore. The amendment essentially classifies the seashore as a national park for the purposes of the act, which allows the Park Service to use up to \$250,000 to complete the acquisition of in-holdings within the boundary of Cape Hatteras National Seashore. This authority allows Wirth to pay down the Worth judgment but the Service calculates the need for an additional \$400,000.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
November 1956	Final Mission 66 Prospectus for Cape Hatteras National Seashore approved by Director Wirth.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A http://narademo.umiacs.umd.edu/cgi-in/isadg/viewitem.pl?item=10474
September 1957	The North Carolina Council of State approves Director Wirth's request for an additional \$200,000 in aid to complete land acquisition efforts at Cape Hatteras. Wirth is notified on October 22, 1957.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
1957-1958	The NPS constructs a road, parking areas, and campgrounds on both sides of Oregon Inlet	NPS Memorandum of 12/13/57 "Additional Construction Needs at Cape Hatteras to Complete Current Project and Place in Condition for Visitor Use"
April 1958	DOI and NCDOA letters for submerged lands for inclusion in the Cape Hatteras National Seashore	NCDOT ROW Notebook for Bonner, Tab 16
August 1958	As part of the creation of the Cape Hatteras National Seashore, the United States then realized that it had failed to acquire all of the lands within the boundaries designated as Cape Hatteras National Seashore (including the PINWR area). Specifically, the lands located between the low and high tide water lines as well as submerged land in the Oregon Inlet and several islands all of which belonged to North Carolina. Therefore, by deed, North Carolina conveyed these lands to the United States and again expressly reserved the right to operate and maintain the roadway as the State deemed necessary: <i>"...[T]he State of North Carolina and its subdivisions expressly retain</i>	NCDOT ROW Notebook for Bonner, Tab 17

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Date	Action	Source
	<i>title to and control of all public roads and highways now laid out or established over and upon said lands, and the further right to lay out and establish over and upon said lands such other highways and roads as shall be deemed necessary by the State of North Carolina...</i>	
September 1958	Hurricane Helene hits Cape Hatteras with 100 mile per hour winds, tearing up the new road and destroying some 75 percent of the dune stabilization work completed on Ocracoke Island.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
March 11, 1959	The Solicitor of the U.S. Dept of Interior files a Declaration of Taking to quiet title, for all of CHNSRA on Hatteras Island. The action is for a fee simple subject to existing valid reservations, public roads, highways, and easements for public utilities. The Court grants the requested title on March 17, 1959.	NCDOT ROW Notebook for Bonner, Tab 18
Late 1950s-early 1960s	USFWS constructs three man-made impoundments on PINWR	PINWR CCP p.25
September 1960	Hurricane Donna hits the Outer Banks with winds up to 123 miles per hour causing extensive damage to the dune system on Ocracoke Island and scattered damage to dunes, buildings, roads, walks and vegetation throughout the park.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
January 1961	Special Use permit from DOI to NCDOT for road on Bodie Island at Oregon Inlet in Seashore. The permit notes that the N.C. State Highway Commission and NPS will consider exchanging the lands covered by the permit for land used for the present ferry and approach road.	NCDOT ROW Notebook for Bonner, Tab 19
July 1961	"All members of the [Master Plan Study Team] were concerned with the fact that it is difficult to see the ocean," said Superintendent Gibbs in July 1961. According to Gibbs, "the continued development of the dune stabilization program and establishment of vegetative cover give the visitor the feeling of traveling in a vacuum where it is impossible to view the seashore, which is the primary reason for coming to the park." To rectify this problem, the Master Plan Study Team proposed to construct a scenic bypass road somewhere along the middle of Hatteras Island that might for a mile or so provide a direct ocean view from the	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.169

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Date	Action	Source
	roadway.698 Some elevated platforms would be constructed, especially in the Pea Island Refuge where terrain features facilitated the enterprise, but the scenic drive was not to be. The expense and inefficiency of maintaining an unprotected road so close to the ocean was not feasible, and the lack of ocean views from the road remains an issue at the seashore to the present time. ("The Creation and Establishment of Cape Hatteras National Seashore (2007)")	
August 1961	NPS issued a press release discussing its support for congressional legislation that would allow the agency to help the state of North Carolina build a bridge across Oregon Inlet...The Park Service was interested in helping to pay for the bridge, which reversed its early position, if for no other reason than the congestion generated frequent criticism both by the public and in the press...The Park Service acknowledged that such a bridge was a long-sought goal of the state and those living in the Outer Banks but was a cost beyond their means. NPS staff also realized what a benefit it would be for the park and its visitors to have the bottleneck at Oregon Inlet eliminated. Three quarters of the bridge was to be paid by the U. S. Government through NPS and Bureau of Public Roads accounts... "	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", p.190
March 1962	The "Ash Wednesday" Storm, a "nor'easter," opens an inlet north of Buxton on Hatteras Island which takes the Army Corps of Engineers one year to repair.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
1962	USACE begins dredging Oregon Inlet (later occurs every year)	http://www.publicaffairs.noaa.gov/releases2003/may03/noaa03r126b.html
October 11, 1962	Congress authorizes the Interior Department to contribute \$500,000 toward the cost of constructing a bridge across Ocracoke Inlet, the purpose being "to facilitate visitor travel within the Cape Hatteras National Seashore." The remainder is to be funded with Federal-Aid Highway funds using the normal 50 percent pro-rata share. The State	Pub.Law 87-799, 76 Stat. 909 (Oct. 11, 1962) and Senate Report 2158, Sept 26, 1962. "The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A

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Date	Action	Source
	will own and maintain the bridge. The Assistant Secretary of Interior wrote a letter supporting this bill based on the State's secondary system and ferries being the sole access for the entire Seashore. He called the bridge "a basic park feature."	
1962	Bridge over Oregon Inlet begins construction. NPS issues a special use permit to N.C. for a construction staging area and construction access.	NCDOT ROW Notebook Tab 20. "The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", page 193
1962	Part of NC 12 on PINWR washes away, North Carolina coordinated with the U.S. Department of Interior to relocate the road	Deed Book 116, Page 200, Dare County, North Carolina
1962-1965	USACE maintained the Oregon Inlet channel using hopper dredges, which remove dredged sand from the area.	http://www.publicaffairs.noaa.gov/releases2003/may03/noaa03r126b.html
July 1963	NPS Special Use Permit No. CAHA-3-63 for construction of bridge	NCDOT ROW Notebook for Bonner, Tab 22
October 1963	United States conveyed a Deed of Easement to the State for the relocated portion of NC 12	NCDOT ROW Notebook for Bonner, Tab 23
1963	Ferry service over Oregon Inlet ceases	PINWR CCP (2006) p. 39
September 1964	Hurricane Gladys causes extensive damage to the seashore with high waves and winds at 55 mph and gust up to 68 mph. Many dunes destroyed on Pea Island and around Oregon Inlet, including those protecting new Bonner bridge.	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
1965-1982	USACE maintained the Oregon Inlet channel primarily by using sidecast dredges, which redeposit sand adjacent to the dredged area.	http://www.publicaffairs.noaa.gov/releases2003/may03/noaa03r126b.html
1966	National Wildlife Refuge Administration Act of 1966 establishes refuge authority and addresses management of refuges. The law requires uses of refuges to be compatible with the purpose of the refuge	http://www.fws.gov/laws/lawsdigest/nwrsact.html
February 1967	FWS grants a right of entry to the State via a letter, to construct a relocated section of NC12 in PINWR	NCDOT ROW Notebook for Bonner, Tab 24
March 1967	Special Use permit from DOI to NCDOT for relocation of NC between mileposts 38 and 40.	NCDOT ROW Notebook for Bonner, Tab 25

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Date	Action	Source
September 1970	Special Use permit from DOI to NCDOT for areas along NC 12 to be provided for gulls to break open shellfish	NCDOT ROW Notebook for Bonner, Tab 26
December 1970	Congress authorizes dual jetty system for Oregon Inlet	http://www.publicaffairs.noaa.gov/releases2003/may03/noaa03r126b.html
April 1973	Special Use permit from DOI to NCDOT for relocation of NC 12 near Buxton	NCDOT ROW Notebook for Bonner, Tab 28
June 1973	Letter from DOI/NPS to NCDOT stating that Special Use Permits are adequate for the relocation of NC 12 and that exchange of fee titles is not required. Acknowledges that the State's original right of way is owned in fee, and that future relocations will be needed after future storms.	NCDOT ROW Notebook for Bonner, Tab 27
September 1973	NPS briefing statement is issued to explain the termination of erosion control program in the Outer Banks	"The Creation and Establishment of Cape Hatteras National Seashore: The Great Depression through Mission 66 (NPS 2007)", Appendix A
July 1975	MOA between NPS & USFWS to work together to manage PINWR & Seashore	PINWR CCP (2006) p. 9
February 1976	Special Use permit from DOI to NCDOT for NC 12 near Ocracoke	NCDOT ROW Notebook for Bonner, Tab 30
March 1977	Special Use permit from DOI to NCDOT for ferry boat landing in Ocracoke	NCDOT ROW Notebook for Bonner, Tab 31
June 1977	Special Use permit from DOI to NCDOT for Ocracoke Ferry information signs at Whalebone Junction	NCDOT ROW Notebook for Bonner, Tab 32
September 1977	Special Use permit from DOI to NCDOT for State Highway Maintenance area near Silver Lake Marina	NCDOT ROW Notebook for Bonner, Tab 33
May 1979	Special Use permit from DOI to NCDOT for turning lanes to/from NC 12 to Cape Point Lighthouse area	NCDOT ROW Notebook for Bonner, Tab 35
September 1979	Letter from NCDOT to Superintendent for Cape Hatteras referencing width of right-of-way through Cape Hatteras National Sea Shore.	NCDOT ROW Notebook for Bonner, Tab 36
September 1980	Draft Cooperative Agreement on NC 12 Right -of-way *3-14-88 – Special Use Permit No. SERO-CAHA-5700-051 for relocation of 1.9	NCDOT ROW Notebook for Bonner, Tab 37

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Date	Action	Source
	miles and dune reshaping on North end of Ocracoke Island.	
July 1981	Interior Secretary denies permits for the USACE jetty project at Oregon Inlet and states that this decision is based on the project's incompatibility with use of NPS and FWS lands. The Secretary directs the FWS and NPS to work with the Corps to develop an alternative to the jetties.	http://georgewbush-whitehouse.archives.gov/ceq/ceq_chronol_2001.pdf GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf
December 1986	Special use permit	NCDOT ROW Notebook for Bonner, Tab 38
1987	Amended MOA between NPS & USFWS to work together to manage PINWR & Seashore	PINWR CCP (2006) p. 9
April 1988	permit from DOI/FWS to NCDOT for 11.7 acres of Refuge for Highway permanent ROW and .088 acres for temporary drainage easement.	NCDOT ROW Notebook for Bonner, Tab 40
April 1988	Modification Request for Permit #56-87.	NCDOT ROW Notebook for Bonner, Tab 41
May 1988	Special Use Permit	NCDOT ROW Notebook for Bonner, Tab 42
March 1989	Special Use Permit & License for NON Federal Use of Real Property	NCDOT ROW Notebook for Bonner, Tabs 43 & 44
May 1989	License for NON Federal Use of Real Property	NCDOT ROW Notebook for Bonner, Tab 45
June 1989	FWS issues a right-of-way permit to the North Carolina Department of Transportation for constructing a terminal groin on the north end of Pea Island National Wildlife Refuge to protect the bridge over Oregon Inlet. FWS notes that "it is in our mutual interest" because if the erosion continued unabated, both NC12 and the refuge's waterfowl impoundments would be threatened. Two days later, the Corps issues permits for construction.	http://georgewbush-whitehouse.archives.gov/ceq/ceq_chronol_2001.pdf GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf NCDOT ROW Notebook for Bonner, Tab 46
November 1989	North Carolina awards a contract for construction of the terminal groin to reduce erosion at north end of Pea Island and protect Bonner Bridge using the Corps' design for a 3,125-foot structure with the same dimensions and same location as the landward section of the proposed south jetty.	GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf
October 1990	Barge collides with Bonner Bridge	http://www.outerbanks.com/oregoninlet/bonner-bridge-down.shtml

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Date	Action	Source
November 16, 1990	Congress directs USDOT to transfer title to the Coast Guard property on Pea Island to North Carolina	Pub.Law 101-591, 104 Stat. 2941 (November 11, 1990)
March 1991	Terminal Groin construction completed	GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf
March 1993	Letter with permit for terminal groin for beach nourishment	NCDOT ROW Notebook for Bonner, Tab 47
Early 1990s	USACE maintained the ocean bar channel using ocean certified pipeline dredges that deposited the dredged material on Pea Island between 1 and 2 miles south of Oregon Inlet.	NOAA News Release 2003 http://www.publicaffairs.noaa.gov/releases2003/may03/noaa03r126b.html
April 1995	Right of Way Permit for realigning, operating and maintaining NC DOT State Hwy NC12 across a portion of PINWR	NCDOT ROW Notebook for Bonner, Tab 50
May 5, 1995	FWS issues a Finding of No Significant Impact to the environment for the 3.3 mile road relocation in PINWR; and also a compatibility determination under the Refuge Act	Exhibit D, tab 50
June 1995	Special Use Permit for NC 12 relocation (3.3 miles)	NCDOT ROW Notebook for Bonner, Tab 49
1995	Sand mining by NCDOT	PINWR CCP (2006) p. 50
1996	First piping plover nest on Pea Island	PINWR CCP (2006) p. 50
October 9, 1997	National Wildlife Refuge System Improvement Act of 1997 mandates CCP for refuges, and clarifies the compatibility requirement. Legislative history indicates "There are numerous existing rights-of-way on National Wildlife Refuge System lands for roads, oil and gas pipelines, electrical transmission, communication facilities, and other utilities. The Committee does not intend for this Act to in any way change, restrict, or eliminate these existing rights-of-way, whether established by easement or permit, or to grant the USFWS any authority that does not already exist to do so."	http://www.fws.gov/Northeast/planning/downloads/NWRSystemImprovementAct.pdf Pub.Law 105-57 (October 9, 1997) House Report 105-106 (May 21, 1997)
July 2001	USFWS designates critical habitat for piping plover	Federal Register: http://ecos.fws.gov/docs/federal_register/fr3775.pdf
April 1999	FHWA and FWS enter into an Interagency Agreement Relating to Public	http://www.fhwa.dot.gov/agreements/documents/hfle1agr.htm

Timeline of Events Related to Transportation, Cape Hatteras National Seashore & Pea Island National Wildlife Refuge (3.17.09)		
Date	Action	Source
	Roads on the National Wildlife Refuge System	
July 2002	DOI issues two Special Use Permits—one by NPS and one by USFWS—to the USACE to construct a wider channel on the north side of the inlet, which would remove over 400 feet of the Bodie Island barrier spit within the Cape Hatteras National Seashore and deposit the 1 to 2 million cubic yards of dredge spoil on the oceanfront beaches of Pea Island. The construction would eliminate approximately 4 acres of wetlands, for which compensatory mitigation will be provided in the form of enhanced wetland habitat for migratory shorebirds elsewhere on the Bodie Island spit.	GAO Oregon Inlet Jetty Project (2002) http://www.gao.gov/new.items/d02803.pdf
2004	Court removes designation of critical habitat	Cape Hatteras Access Preservation Alliance v. U.S. Department of Interior (344 F. Supp. 2d 108 (D.D.C. 2004))
2004	Power line relocated on PINWR (most recent)	PINWR CCP (2006) p. 44
September 2006	PINWR CCP approved	PINWR CCP (2006)
November 2008	USFWS designates critical habitat for piping plover	Federal Register: http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2008_register&docid=fr21oc08-8
January 27, 2009	N.C. DOT completes its property surveys, establishing the current centerline of NC12, the southern boundary of PINWR, and the movement of the NC12 alignment over time	Memorandum from Charles Brown to Lori Kroll