



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

MEMO TO: Post Design Hearing Meeting Attendees
FROM: Glenn W. Mumford, PE
State Roadway Design Engineer
DATE: November 4, 2014
SUBJECT: Project 40233.1.1 (B-4929) Pender County
F.A. Project BRSTP-0050(10)
Topsail Island Bridge Replacement Project

A handwritten signature in black ink that reads 'Glenn W. Mumford'.

Post Design Public Hearing Meeting Minutes

The North Carolina Department of Transportation (NCDOT), in consultation with the Federal Highway Administration (FHWA), proposes to replace the existing Topsail Island Bridge (Bridge No. 16) along NC 50/210 over the Intracoastal Waterway (Topsail Sound) in Pender County, North Carolina. Bridge No. 16 is located within the town limits of Surf City and consists of a main channel swing span with concrete deck girder approach spans.

The Post Design Hearing Meeting for the subject project was held at 1:30 p.m., on August 28, 2014 at the NCDOT Structure Design Conference Room. The purpose of this meeting was to review the public comments received before, during and subsequent to the Design Public Hearing. The Design Public Hearing was held on July 29, 2014 at the Topsail Island Moose Lodge. This Design Public Hearing was divided into two sessions: an informal Pre-Hearing Open House, followed by a formal Public Hearing.

During the Open House, the attendees were first shown a presentation that provided an overview of the project history, public involvement process, the preferred alternative (Alternative 17), and 3D visualization and animation, as well as the project's schedule. Following the Open House, NCDOT conducted the formal Public Hearing providing a formal presentation of the project's history, status, schedule, and alternatives. A total of 290 citizens and local officials from Topsail Beach, Surf City, North Topsail Beach and surrounding area attended the Design Public Hearing (270 citizens and 20 local officials).

A total of 82 comment cards were received during or subsequent to the Design Public Hearing. A summary of the comments is provided with this document: Approximately 39% of the respondents indicated their property would be impacted (direct, indirect or view) by the preferred alternative;

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BUILDING A
1000 BIRCH RIDGE DRIVE
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Approximately 85% of the public provided ideas regarding the design of the preferred alternative; and Approximately 62% of the public shared additional issues or specific ideas for the bridge replacement.

Executive Summary:

Mr. Tony Houser opened the meeting and thanked everyone for attending. Ms. Edith Peters gave an overview of the Design Public Hearing, and comments received. The Project Team agreed to the following items at the Post Design Hearing Meeting:

- The Town of Surf City has passed a resolution favoring the three-legged roundabout on the island side. Taking this resolution into consideration, NCDOT selected the three-legged roundabout for the final design.
- The Town of Surf City will investigate potential accommodations for additional public parking.
- Local officials/law enforcement will determine bridge closure needs, mandatory evacuations, and evacuation plans.
- No left turns will be allowed at the intersection of Kinston Avenue and NC 50 (S. Topsail Drive) due to safety and operations of the roundabout.
- No left turns will be allowed from eastbound or westbound Roland Avenue onto NC 210 (New River Drive) or from southbound NC 210 (New River Drive) to Roland Avenue due to safety and operations of the roundabout.
- The following will be considered during final design:
 - Appropriate signage
 - Cul-de-sac on Roland Avenue adjacent to Harbor Pointe Townhomes
 - Existing bridge embankment adjacent to Harbor Pointe
 - Truck access to Hendy Property
 - Barrier/railing on bridge
 - Pavement markings for roundabouts
 - Pedestrian and bicyclist access/crossings

Summary of Comments and Responses:

The Project Team also discussed the formal responses to the oral and written comments received at or after the Design Public Hearing and agreed to provide the following responses. Names and address of these Citizens are provided on pages 13 and 14.

IMPACTS

1. **How will the impacts of the additional traffic on NC 210 (New River Drive) be mitigated? Specifically the noise, congestion and difficulty getting across the street to the beach. (Citizens 1, 39)**

Response – A traffic noise analysis was conducted as part of the Environmental Assessment documentation process. The preliminary analysis indicates that noise abatement measures would not be practical and/or cost-effective due to Right-of-Way requirements.

In an effort to reduce the congestion of traffic leaving the beach and traveling back to the mainland, the

traffic will be dispersed between Roland Avenue, Kinston Avenue, and Greensboro Avenue. With the design of the island roundabout, the northbound traffic will be directed to use NC 210 (New River Drive) which will pull non-beach traffic away from N. Topsail Drive and Shore Drive. The proposed project will provide a multiuse path on the new bridge and roadway approach segments. Crosswalks and pedestrian refuge areas are also included in the roundabout designs.

2. Have you considered how the high rise bridge will look when viewed from Soundside Park? *(Citizens 3, 39)*

Response – Yes; additional renderings of Alternative 17 were completed and are available to better show potential impacts from adjacent sides, such as the park. The view from Soundside Park will be affected by the proximity of the structure at the back of the park; however, impacts to the park are considered minimal because of the expansive views in the area.

3. How will Soundside Park be impacted by the roundabout? *(Citizen 51)*

Response – Accessibility to the businesses and Soundside Park will be maintained through repaving and striping of Roland Avenue as well as installation of a 10-foot wide multi-use path.

4. A lot of parking will be lost with the roundabout on the island. How will it be replaced? *(Citizens 4, 17, 18, 36, 47)*

Response – The land needed for the roundabout on the island consists of privately-owned parcels between S. New River Drive and NC 50 (S. Topsail Drive). The Town of Surf City is investigating potential accommodations for additional public parking spaces.

5. The proposed Right-of-Way takes a piece of my property (Mobile Home on Batts Property on Little Kinston Road). Is it possible for NCDOT to only purchase that small corner instead of the entire property so that I won't have to relocate? *(Citizen 7)*

Response – In certain situations, it is possible to acquire only a small portion of a property. However, the Right-of-Way agent will discuss the exact amount of property to be acquired during the Right-of-Way acquisition phase (currently scheduled to begin in 2015). Following the completion of Right-of-Way plans, an authorized agent from the NCDOT Right-of-Way Unit will meet with each affected property owner to review property impacts.

6. What will the impacts be on the businesses being bypassed by the reconfiguration of traffic? Will these businesses be compensated? *(Citizens 25, 33, 41, 45, 68, 82)*

Response – The new bridge will reduce the traffic delays in the area, thereby potentially improving the overall local economic activity. Access to Roland Avenue will be maintained, and improvements will be made on the island side to promote pedestrian traffic. On the mainland side, Roland Avenue will have a direct connection to the roundabout with NC 50/210.

If no right-of-way or easement impacts exist, NCDOT does not have an avenue to compensate property owners.

TRAFFIC/ACCESS

- 7. How many vehicles are expected to travel along Roland Avenue on the mainland side (the area that will be accessed by a service road)? How does this compare to the vehicles travelling on Roland Avenue today? (Citizens 68, 82)**

Response – According to the Traffic Forecast Addendum for this project, dated August 29, 2011, it is anticipated that 200 vehicles per day will use this road in 2035. In 2010, it was estimated that 12,000 vehicles were driving along Roland Avenue per day.

- 8. The median at NC 210 (New River Drive) and Roland Avenue could be problematic for traffic leaving the beach and traveling back to the mainland. How will this traffic be accommodated? (Citizen 14)**

Response – In an effort to reduce the congestion of traffic leaving the beach and traveling back to the mainland, the traffic would be dispersed between Kinston Avenue and Greensboro Avenue.

- 9. Can additional signage/ guide signs be provided on the bridge and the island? (Citizens 14, 20, 40, 42)**

Response – Appropriate signage will be considered during final design.

- 10. Atkinson Point Road needs a highly visible sign indicating “Dead End Road” or “No Thru Traffic”. (Citizens 63, 42)**

Response – This is not a result of the proposed project, and therefore it is beyond the scope of the proposed project. Since this road is a town street, this comment will be forwarded to the Town of Surf City for review and consideration.

- 11. I think the traffic light at N. Topsail Drive & Roland Avenue should be kept. (Citizen 14)**

Response – The traffic signal at the intersection of N. Topsail Drive and Roland Avenue will no longer be needed due to the reduction in traffic along N. Topsail Drive and Roland Avenue. The majority of traffic traveling north from the bridge will use NC 210 (New River Drive) and be free-flowing after exiting the roundabout.

- 12. How will vehicles turn around if they mistakenly end up going north on NC 210 (New River Drive) after exiting the roundabout? (Citizen 17)**

Response – These vehicles would be able to correct their direction of travel by turning right on Roland Avenue and then turning right on S. Shore Drive. A second option would be to turn left on Roland Avenue and travel to the cul-de-sac to turn around.

- 13. Why is N. Topsail Drive being turned into a dead end? (Citizen 26)**

Response – N. Topsail Drive has been designed to terminate rather than connect to the proposed roundabout to reduce congestion within the roundabout, thereby providing better functionality to the roundabout and surrounding intersections.

14. What is the long term plan to address the existing road conditions and traffic congestion on the island, and how will the new bridge affect those current conditions? (Citizens 5, 13, 18)

Response – Traffic congestion on the island is caused by delays from the swing-span bridge frequently opening for boats and beach traffic volumes during peak season. The proposed high-level fixed span bridge would eliminate the need to open the bridge and thereby substantially improve traffic operations in this area.

15. Kinston Avenue is a major parking area for beachgoers. Eliminating the left turn from NC 50 (S. Topsail Drive) to Kinston Avenue will cause an increase on Shore Drive. How will this be accommodated? Can a left turn lane at Kinston Avenue be considered to allow access to businesses on Kinston Avenue and S. Shore Drive? (Citizens 30, 41, 43, 50, 52, 66)

Response – Due to the proximity of this intersection to the roundabout, removing the median and permitting left turns from NC 50 (S. Topsail Drive) to Kinston Avenue would impede the flow of vehicles leaving the roundabout by introducing additional traffic conflict points causing safety and operation issues. However, parking along Kinston Avenue is not anticipated to be impacted by the project as currently designed. The Town of Surf City is investigating potential accommodations for additional public parking spaces.

16. How will the southbound traffic on NC 50 (S. Topsail Drive) using the right turn slip lane from the bridge and the island roundabout merge into one-lane? (Citizen 46)

Response – The slip lane from the bridge will yield to the roundabout exit lane. A 200-foot storage lane is planned to be provided for the right turning vehicles on the bridge at the island tie-in.

17. Can the design be changed to incorporate an exit from the bridge to the right before the roundabout to avoid congestion within the roundabout? (Citizen 69)

Response – The current design provides a separate, channelized right turn lane for traffic going south on NC 50 (S. Topsail Drive). This traffic will not have to enter the roundabout.

18. Can NC 210 (New River Drive) remain connected to Roland Avenue? Can a left turn from Roland Avenue onto NC 210 (New River Drive) be allowed? (Citizens 6, 38, 81)

Response – The current design shows NC 210 (New River Drive) connecting with Roland Avenue. Due to the proximity of this intersection to the roundabout, removing the median and permitting left turns would impede the flow of vehicles leaving the roundabout by introducing additional traffic conflict points. The vehicles needing to travel north on NC 210 (New River Drive) from Roland Avenue would be able to turn right and travel through the roundabout to go north. The vehicles needing to travel south on NC 50 (S. Topsail Drive) from Roland Avenue could travel along S. Shore Drive and turn left onto NC 210 (New River Drive) at Greensboro Avenue and travel through the roundabout.

19. Could a slip lane from Roland Ave to NC 50/210 (mainland side) be added? (Citizen 53)

Response – No; a slip lane would cause additional impacts to adjacent properties.

20. Could an exit-only lane from the island roundabout be provided to N. Topsail Drive? (Citizen 53)

Response – No; providing an exit-only lane from the island roundabout to N. Topsail Drive would impede the flow of vehicles leaving the roundabout by introducing an additional traffic conflict point. In order to accommodate the exit-only lane, N. Topsail Drive would need to be converted to a one-way street because of the near proximity of the roundabout, limiting access to the IGA. In addition, traffic would likely back up into the roundabout since the exit-only lane would be directly adjacent to the IGA parking lot.

21. Can the right turn slip lane from the bridge on the island side be made free-flow instead of yield? (Citizen 54)

Response – No; the traffic exiting the right-turn slip lane will have to yield to vehicles exiting the roundabout. Allowing this slip lane to free-flow would negatively impact traffic operations within the roundabout.

22. Can the designed turnaround, rectangular back up spot, on Roland Avenue near Harbor Pointe be changed to a cul-de-sac to discourage overflow parking on the Harbor Pointe driveway? (Citizen 67)

Response – This option will be investigated during final design.

23. Please change/modify the design to allow left turns out of the parking lot for the three businesses on my property (Hendy property, 121 S. Topsail Drive). If the entrance to the parking lot was moved further south, away from the roundabout would that help? (Citizens 43, 62)

Response – Due to the proximity of this driveway to the roundabout, removing the median and permitting left turns onto NC 50 (S. Topsail Drive) would impede the traffic flow of vehicles leaving the roundabout by introducing additional traffic conflict points. Left turns are not permitted from S. New River Drive to the north, so moving this driveway south would not help.

24. Delivery/Truck access at rear of my building has been virtually eliminated (Hendy property, 121 S. Topsail Drive). Please revise the design to provide small to medium size tractor trailer trucks (25 to 30-feet) access to rear of my building. (Citizens 43, 62)

Response – This will be investigated during final design.

25. Can provisions be made to regain some additional public parking along the remaining areas of S. New River Drive south of the bridge, and continuing along Kinston Ave near my property (Hendy property, 121 S. Topsail Drive)? (Citizens 43, 62)

Response – The Town of Surf City is investigating potential accommodations for additional public parking spaces.

26. Access for large vehicles/buses/trucks is currently an issue from Roland Avenue to Atkinson Point Road. With the current design, it looks like the entrance to Atkinson Point Road is becoming narrower. How will large vehicles/buses/trucks be able to enter/exit Atkinson Point Road? How will delivery trucks be able to service the two businesses on Atkinson Point Road, and how will they be able to turn around? (Citizens 47, 70, 71, 73, 74, 75, 76, 77, 78, 79)

Response – The proposed relocation of Atkinson Point Road matches the existing width, and the intersection has been designed to provide access to an appropriate vehicle. The proposed design affects only the tie-in location of Atkinson Point Road to Roland Avenue; all other traffic operations along

Atkinson Point Road will remain as they currently are.

27. Can Atkinson Point Road connect directly to the mainland roundabout instead of Roland Avenue tying-in to it? (Citizen 47)

Response – No; in order to maintain access to the businesses and properties along Roland Avenue, the mainland roundabout is designed to connect directly to it. Roland Avenue is a state-maintained road and is designed to accommodate heavier traffic. Also, several citizens expressed concerns about additional traffic along Atkinson Point Road; by keeping the design as-is, this will minimize unnecessary traffic along Atkinson Point Road, and allow traffic to turn around at the end of Roland Avenue near Harbor Pointe Townhomes.

SAFETY

28. Could a lower speed limit be enforced on NC 210 (New River Drive) up to the Loggerhead Inn (Dolphin Street)? Can a lower speed limit be put in place for the bridge? (Citizens 1, 42, 63)

Response – The new bridge, roadway approaches, and most of the connecting cross-streets will remain posted at a 35 mph speed limit. Changing the speed limit along NC 210 (New River Drive) near Dolphin Street is beyond the scope of this project. This request will be shared with the local NCDOT Division office for review.

29. Will driver education be provided on roundabouts? (Citizens 11, 12, 24, 29, 34, 69)

Response – Resources for drivers on roundabouts are available online; below are links to a brochure from NCDOT and a video from Federal Highway Administration (FHWA).

https://connect.ncdot.gov/resources/safety/Tepp/TEPPL%20All%20Documents%20Library/R38_br.pdf

<http://youtu.be/GeVWPvRFDi4>

30. Will the island have mandatory evacuations for class 1 hurricanes? Will the bridge be closed at 45 mph sustained winds? (Citizens 9, 23, 32, 37)

Response – Bridge closure and mandatory evacuations due to high winds will be determined by local law enforcement.

31. Could a 6-foot railing on multi-use path on the bridge be installed? (Citizens 51, 57)

Response – The multi-use path incorporated into the bridge design is separated from traffic by a barrier. The type of barrier/railing to be used will be determined during final design.

32. How will emergency services be accommodated on the bridge and at the roundabouts? The four-legged roundabout would be better for emergency services access. (Citizens 23, 51)

Response – The proposed bridge design will improve emergency vehicle access and reduce delay times, as it will no longer need to be opened for boat traffic. The roundabouts have been designed to accommodate emergency vehicles. The Town of Surf City passed a resolution favoring the three-legged roundabout. Taking this resolution into consideration, NCDOT selected the three-legged roundabout for the final design.

33. How do you plan to merge two evacuation lanes into the one-lane roundabout? (Citizen 51)

Response – Evacuation plans will be developed by the Town of Surf City.

COST

34. Will enhancement fund assistance be provided to improve the island tie-in? (Citizen 20)

Response – A small percentage of the construction costs will be available for landscaping and pedestrian enhancements.

35. Will the funding impact our taxes? (Citizen 25)

Response – The project is included in the NCDOT State Transportation Improvement Program (STIP) with funding provided by state and federal sources. The project, as currently designed, will not have any effect on local, state, and federal taxes.

36. Are the costs to repurpose the existing bridge built into the project budget? (Citizen 51)

Response – NCDOT currently has no plans to repurpose the existing swing bridge once the new bridge construction is complete and therefore no repurposing costs have been included in the project cost. The existing bridge will become the property of the contractor if no other agreement is worked out prior. NCDOT has previously coordinated with the local municipalities and Pender County about potentially obtaining the existing bridge, but it was cost-prohibitive.

ROUNDAABOUTS

37. Could a fourth leg be added to the island roundabout, connecting to N. Topsail Drive? (Citizens 2, 15, 19, 26, 28, 43, 44, 55, 56, 62)

Response – The three-legged roundabout provides safety, enhanced traffic operation, and constructability benefits while reducing business impacts. The Town of Surf City passed a resolution favoring the three-legged roundabout. Taking this resolution into consideration, NCDOT selected the three-legged roundabout for the final design.

38. If the roundabout does not work with three legs, is NCDOT willing to add the fourth leg to make it work? (Citizen 44)

Response – Both the three-legged and four-legged roundabout options for the island tie-in are expected to operate properly in 2020, on a typical weekday. Seasonal traffic is expected to remain an issue for the island; this is beyond the scope of the bridge replacement project. Should an issue occur where the roundabout does not operate as foreseen, NCDOT or the Town of Surf City could investigate improvements further under a separate project.

39. How will large trucks and vehicles with trailers operate in the roundabout? (Citizens 9, 10, 27, 42, 43, 51)

Response – The roundabout is designed to handle large tractor-trailer trucks and vehicles with boat trailers.

40. Why a roundabout? Why not a different design? (Citizen 49, 51)

Response – Roundabouts are an intersection type that allows traffic to yield prior to entering into a

circular loop connecting to other cross streets. This circular flow allows for improved traffic operations given that the traffic is not delayed by a mandated stop condition prior to entering the intersection. For the proposed project, traffic signals would not operate as well as roundabouts.

According to NCDOT research, roundabouts are a proven safety solution that prevent and reduce the severity of intersection crashes. NCDOT recently studied 30 roundabout locations and found a 46% reduction in total crashes; a 76% reduction in injury crashes; an 85% reduction in high severity crashes; and a 76% reduction in frontal impact crashes.

41. There is confusion regarding the pavement marking for the roundabout. The symbol seems to indicate drivers to turn left after the roundabout. (Citizen 64)

Response – The lane marking symbol for the roundabouts will be determined during final design and will conform to the FHWA’s Manual of Uniform Traffic Control Devices (MUTCD).

42. Can a roundabout be installed on the vacant lot beside Batson’s Galley that would connect Roland Avenue (east of Atkinson Point Road), Sea Manor Drive, and Atkinson Point Road? (Citizens 74, 75,78, 79)

Response – No; this additional roundabout would be out of scope and is not necessary to meet the purpose and need of the project.

PEDESTRIANS/BICYCLISTS

43. How will pedestrians cross three-lanes of traffic to get to Roland Avenue from the beach? (Citizen 4)

Response – Shore Drive lane geometry will not change as a result of the bridge replacement. Any changes to the pedestrian accommodation to cross Shore Drive should be addressed to the Town of Surf City.

44. Can a connection from the new pedestrian walkway on the south side of NC 50/210 on the mainland be made to the new bridge? (Citizen 22)

Response – This will be investigated during final design and plans will be coordinated with the Town of Surf City.

45. How will pedestrian and bicycle crossings be accommodated? (Citizens 1, 2, 8, 16, 17, 20, 22, 23, 38, 55, 58, 59, 64)

Response – The proposed project will accommodate bicycle lanes and/or sidewalks along the new bridge and roadway approach segments. Crosswalks and pedestrian refuge areas are included in the roundabout designs. In general, pedestrian refuge areas are provided so that only one-lane of traffic has to be crossed at a time.

Two crosswalk locations are proposed on the mainland side providing access to proposed and existing sidewalks adjacent to the roundabout. On the island side, one crosswalk location is proposed at the roundabout. Additional crosswalks will be investigated during final design and coordinated with the NCDOT Division of Bicycle and Pedestrian Transportation.

46. Can a signalized crosswalk (with flashing lights) be installed to allow easier access from NC 50/210 to the multi-use path on the bridge? (Citizen 72)

Response – Appropriate signage will be considered during final design. Signalized crosswalks will be evaluated if they become warranted.

47. Will bicyclists be prohibited from using the multi-use path? (Citizen 21)

Response – No; the multi-use path will be designed to accommodate pedestrians and bicyclists. Bicyclists will have the option to use either the bike lanes adjacent to the vehicle travel lanes or the multi-use path.

DRAINAGE

48. The sea wall installed by the Town of Surf City causes drainage issues behind my property (Hendy property, 121 S. Topsail Drive). How will drainage be addressed for the bridge which will end just behind my property? I request professional analysis be conducted and recommendations made in this regard. I would like assurances that drainage or flooding will not be an issue. (Citizens 43, 62)

Response – A detailed hydraulic analysis will be conducted during final design.

49. Can the plans to level the berm ramp to the existing bridge on the mainland side be cancelled? This berm protects Harbor Pointe Townhomes near Roland Avenue from storm surges and flooding. (Citizen 67)

Response – This will be investigated during final design.

IDEAS

50. Can the channel under the bridge be dredged one-half the current depth of the water to allow for safe boat traffic under the bridge? (Citizens 9, 10, 23)

Response – This request is beyond the scope of the project and is under the US Army Corps of Engineers jurisdiction.

51. Can the bridge be four-lanes instead of two? (Citizens 25, 28, 48)

Response – The current funding available for the bridge replacement project will allow for a two-lane bridge but not a four-lane bridge.

52. What will happen to the existing swing bridge and remaining bridge approach property on the island side? Can it be donated to the Town? (Citizens 11, 31, 35, 51)

Response – Pender County and the local municipalities were contacted to see if they were interested in obtaining the old bridge, but it was cost-prohibitive. The old bridge will become the property of the contractor if no other agreement is worked out prior. NCDOT is willing to discuss bridge ownership with any interested parties. The remaining bridge approach property right-of-way could be abandoned by NCDOT and revert to Town of Surf City public right-of-way.

53. Can another bridge on the south side Topsail Island be built as well? (Citizen 18)

Response – This request is beyond the scope of the project. The Topsail Area Comprehensive Transportation Plan (CTP), dated February 2011, shows no current long range plans for a separate bridge

project on the south side of Topsail Island.

54. Did you consider other bridge types for the existing location? (Citizen 60)

Response – Yes, NCDOT considered various bridge types as follows:

- **Three levels of Vertical Navigational Clearance (VNC)**: a low-level moveable bridge with 15 feet VNC; a mid-level moveable bridge with 30 feet VNC, and a high-level fixed with 65 feet VNC. All three bridge types would provide a minimum horizontal navigational clearance of 90 feet.
- **Three types of movable spans**: Bascule, Vertical Lift, and Swing Span. Moveable bridges require a bridge tender on site at all times, opening the bridge for vessels unable to pass underneath the bridge. Based on historic NCDOT moveable bridge records, operations costs are estimated to be \$150,000 per year.
- **One fixed span bridge**: Both movable and fixed bridges require routine maintenance and inspections. However, movable bridges also necessitate periodic replacement of the fender system, machinery, and controls. During a 75-year life cycle, these costs are estimated to be approximately \$26 million. Conversely, the maintenance costs for fixed bridges during a 75-year life cycle are estimated to be approximately \$3.6 million.

55. Was a tunnel considered? (Citizen 65)

Response – The Project Team investigated this option after the October 2010 public meeting and determined the tunnel would not be cost effective.

56. Why is it going to take until 2017 to begin construction? (Citizens 43, 61)

Response – There are many facets of constructing a project of this magnitude which include analyses of potential environmental impacts, Right-of-Way acquisitions, business and residential relocations, design plans finalization, procurement of funds, the construction bidding process, and the construction of the bridge. The final environmental document required for federal aid compliance, anticipated to be a Finding of No Significant Impact (FONSI) document, is expected to be completed in Fall 2014. Right-of-Way acquisition is scheduled to begin in 2015, with construction scheduled to begin 2017.

57. Can NCDOT elaborate on the construction schedule/timing? Specifically, can NCDOT guarantee that major construction on the mainland and island will be performed during the off peak months of October through May? (Citizen 43, 62)

Response – Currently, Right-of-Way acquisition is scheduled to begin in 2015, with construction scheduled to begin in 2017. The schedule is subject to change, and the project website will be updated as needed to provide information. Construction of the bridge will be off-site and efforts will be made to construct tie-in locations during off peak months.

58. What will happen to the existing utility poles between Roland Avenue and Kinston Avenue? Will they be replaced with underground lines or remain overhead? In particular, I am curious about the pole on the southwest corner of my property (Hendy property, 121 S. Topsail Drive). (Citizen 43)

Response – There is no commitment to place any current overhead utility lines underground as part of this project. Utility design is currently ongoing.

59. Will a temporary easement be needed during bridge construction for a portion of our property (Hendy property, 121 S. Topsail Drive)? This will limit customer parking for the three businesses located there and needs to be addressed. (Citizen 62)

Response – It is anticipated that the temporary easement will be needed as shown on the design hearing map for construction of the proposed roadway, curb and gutter, sidewalks, etc. This will temporarily impact parking only during a portion of the construction period.

60. I saw a bridge in Greece that went down into the water. The span was similar to our bridge and cruise ships can go over it. This could work for our island; please consider. (Citizen 80)

Response – Many options were considered earlier in the design process, including a tunnel. These were eliminated due to environmental and property impacts as well as cost.

Names and Addresses of Citizens, who provided Oral/Written Comments as referred in the above pages:

Citizen #	Name	Address
1	Bonnie Hunter	819 S. Topsail Dr, Surf City, NC 28445
2	Morgan Bennett Hunter	611 N. New River Dr, Surf City, NC 28445
3	No name	111 Atkinson Point Rd, Surf City, NC 28445
4	Chris Medlin	2421 Hwy 210 E, Hampstead, NC 28443
5	Dr. Edna C. Smith	448 Catherine Ave, Topsail Beach, NC 28445
6	Douglas Medlin	PO Box 2689, Surf City, NC 28445
7	Mitchell Grantham	103 Riverview Circle, Goldsboro, NC 27534
8	George White	1703 S. Shore Dr, Surf City, NC 28445
9	Larry Batson	338 Sea Manor Dr, Holly Ridge, NC 28445
10	Stephen Nall	301 Rose Bun Ln, Holly Ridge, NC 28445
11	Robert Kanich	1133 N. Anderson Blvd, Topsail Beach, NC 28445
12	James H. Davis	876 Mcclammy, Hampstead, NC 28443
13	No name	Hampstead, NC
14	Annett Hagwood	PO Box 4407, Surf City, NC 28445
15	Alan Sasser	3067 Third St, Surf City, NC 28445
16	Rick Pollock	828-A N. Anderson Blvd, #3384, Topsail Beach, NC 28445
17	No name	1135 S. Topsail Dr, Surf City, NC 28445
18	David Ferguson	100 Gateway Condor Dr, Surf City, NC 28445
19	Daniel Weatherly	174 Thompson Heights, Reidsville, NC 27320
20	Gus Simmons	331 Royal Tern Dr, Hampstead, NC 28443
21	Jackie Mooney	826 N. Topsail Dr A, Surf City, NC 28445
22	Patrick Miller	109 Fairytale Ln, Surf City, NC 28445
23	Peggy Arsenaault	288 Atkinson Point Rd, Surf City, NC 28445
24	No name	710 S. Anderson Blvd, Topsail Beach, NC 28445
25	Tina Andes	118 Coastal Cay, Surf City, NC 28445
26	Robin B. Lanier	301 Roland Ave, Surf City, NC 28445
27	No name	109 Twilight Ct, Surf City, NC 28445
28	Wayne Lanier	301 Roland Ave, Surf City, NC 28445
29	No name	Holly Ridge, NC
30	Rocky Godwin	302 S. Topsail Dr, Surf City, NC 28445
31	Steve Smith	448 Catherine Ave, Topsail Beach, NC 28445
32	Dr. Judith Niemeyer	204 Lazy Day Dr, Surf City, NC 28445
33	Bobby Owings	509 N. Topsail Dr, Surf City, NC 28445
34	Bruce Cassler	423 Tree Ct, Holly Ridge, NC 28445
35	No name	106 Bay Tree Cr, Hampstead, NC 28443
36	Liz Sadler	1071 E. Ocean Hwy, Holly Ridge, NC 28445
37	Heather Horner	630 Little Kinston Rd, Surf City, NC 28445
38	George Howard	405 Roland Ave, Surf City, NC 28445
39	David and Suzanne Prince	6010 Chester St, Wilmington, NC 28405
40	Chris Hewitt	116 Quail Run, Smithfield, NC 27577

Citizen #	Name	Address
41	Brandon Ward	116 S. Topsail Dr, Surf City, NC 28445
42	No name	No address provided
43	Mike Hendy	121 S. Topsail Dr, Surf City, NC 28445
44	Paul Dorazio	206 N. Topsail Dr, Surf City, NC 28445
45	Brian Ward	805 Roland Ave, Surf City, NC 28445
46	No Name	No address provided
47	Richard Royal	103 Atkinson Point Rd, Surf City, NC 28445
48	Bobby Humphery	111 Humphery Ave, Topsail Beach, NC 28445
49	Kevin Eitel	120 Sea Oaks Ct, North Topsail Beach, NC 28460
50	No Name	No address provided
51	Surf City Fire Dep. Member	200 Wilmington Ave, Surf City, NC
52	No Name	No address provided
53	No Name	No address provided
54	No Name	No address provided
55	No Name	No address provided
56	No Name	No address provided
57	No Name	No address provided
58	No Name	No address provided
59	No Name	No address provided
60	No Name	No address provided
61	No Name	No address provided
62	Judy Hendy	160 Heron Cove Rd, Hampstead, NC 28443
63	Rich Lehred	581, Atkinson Point Rd, Surf City, NC 28445
64	Patricia Arnold	214 N. New River Dr, Surf City, NC 28445
65	Bob Pate	No address provided
66	David F. Ward	116 S. Topsail Dr, Surf City, NC 28445
67	Joanie and Willard Kennedy	722 Roland Ave, Surf City, NC 28445
68	Preston O'Neal Warren	100 Warren Dr, Jacksonville, NC 28540
69	Carolyn Nolan	1711 S. Anderson Blvd, Topsail Beach, NC 28445
70	Raquel Royal	521 Atkinson Point Rd, Surf City, NC 28445
71	Henderson Cole	401 Atkinson Point Rd, Surf City, NC 28445
72	Colt Royal	521 Atkinson Point Rd, Surf City, NC 28445
73	Gloria Blanton	315 Atkinson Point Rd, Surf City, NC 28445
74	Joann Rivenbark	315 Atkinson Point Rd, Surf City, NC 28445
75	Dean Rivenbark	315 Atkinson Point Rd, Surf City, NC 28445
76	Denise Hoffman	330 Atkinson Point Rd, Surf City, NC 28445
77	Paul Kent	330 Atkinson Point Rd, Surf City, NC 28445
78	Sylvia W. Bowman	318 Sea Manor Dr, Surf City, NC 28445
79	Edward Bowman	318 Sea Manor Dr, Surf City, NC 28445
80	Julia Pollock	PO Box 3384, Topsail Beach, NC 28445
81	Mike Halstead	Surf City PD, 305 N. New River Dr, Surf City, NC 28445
82	Brian Warren	130 Wheaton Dr, Richlands, NC 28574

If anyone has questions or comments regarding this information, please contact Mr. Tony Houser, PE, (919-707-6253 or thouser@ncdot.gov) or me at 919-707-6200.

GWM/aah

Attachment

cc: Karen E. Fussell, PE, Division 3 Engineer
Deborah M. Barbour, PE
Richard W. Hancock, PE

Post Design Hearing Meeting Attendees:

Charles Cox, PDEA	Nazia Sarder, TPB
Michele James, PDEA	Kevin Fischer, Structures
Rob Hanson, PDEA	Paul Atkinson, Hydraulics
Tony Houser, Roadway Design Unit	Jackson Provost, Division 3
Glenn Mumford, Roadway Design Unit	Ron Lucas, FHWA
Jamille Robbins, HES	Radha Krishna Swayampakala, RS&H
Diane Wilson, HES	Edith Peters, RS&H
Herman Huang, HES	Meredith Van Duyn, RS&H
Hardee Cox, STIP	Jennifer Farino, RS&H
Daniel Oliver, Utilities	Rick DeCola, RS&H
Benjetta Johnson, Congestion Mgmt.	Richard Bollinger, RS&H



Design Public Hearing Comments Summary



1) Where do you live? (80 responses)

Surf City Island	26	33%
Surf City Mainland	26	33%
Topsail Beach	12	15%
Other	16	20%

2) Your relationship with the Island: (79 responses)

Permanent Resident	59	76%
Seasonal Resident	10	13%
Other	10	11%

3) Do you have property that will be directly impacted by the preferred alternative? (76 responses)

Yes	29	38%
No	47	62%

4) What is your properties use? (24 responses)

Residential	16	67%
Business	8	33%

5) Are there any other concerns you have with the preferred alternative design? (83 responses)

Yes, Provided	71	86%
No	12	14%

6) Based on the information provided today, were all your substantial questions answered? (62 responses)

Yes	53	85%
No	9	15%

7) Were display maps and handouts easy to read and understand? (69 responses)

Yes	69	100%
No	0	0%

8) Were NCDOT representatives understandable, helpful and clear in their explanations? (65 responses)

Yes	64	98%
No	1	2%

9) Do you have any additional issues or specific ideas that you would like to share concerning the replacement of the Topsail Island bridge? (83 responses)

Yes, Provided	51	61%
No	32	39%

Workshop

- The work done is appreciated.
- Nice Work!
- Excellent response. My questions were answered.
- I approve of it.
- Looks great and we need it!
- Thanks! Great job and great graphics. The animation was awesome.
- Video does a great job showing traffic flow. (x3)



July 29, 2014

Design Public Hearing Comments Summary



Bridge

- The proposed bridge is beautiful.
- I believe that replacement is essential and this is an excellent plan.
- It can't get here soon enough - sick of the traffic!
- We are happy with the design. It will alleviate traffic problems.
- The layout looks very good and will add to the island's appeal.
- Proposed bridge looks fine.

Cost Concerns

- Move up the funding for the bridge. It is badly needed. (x2)

Pedestrian Concerns

- The pedestrian & bike lanes are welcomed. (x3)
- Concerned that traffic will not stop for crosswalk at the end of the bridge - Island side.

Ideas

- Agree with the width of the bridge.
- I approve of the proposed bridge/traffic design. (x17)
- The current bridge is 75 years old.
- Don't want it, don't need it. Really sorry you didn't listen to residents. (x2)
- The two-lane bridge will be obsolete upon completion.
- Begin construction ASAP, and work 24/7. (x7)
- "Cattle Dip": Potential archaeological resource? Citizen to call SHPO/Office of State Archaeology to inquire.
- Handicap accessible beach access/bath/shower.

Community Characteristics/Aesthetics/Ambiance

- Roundabouts will give the island a big commercial feel and not the relaxing atmosphere we want. (x2)
- The historical atmosphere of the island will be impacted without the swing bridge.
- Fixed bridge is less attractive, diminishing the value of the island (x2)

Roundabout Comments

- The roundabout won't work, and instead of solving traffic problems, it will contribute to them. (x11)
- Right turn slip lane on island roundabout is too short.
- Roundabouts will help with congestion on and off the island.

Traffic and Safety

- I like the no left turn on Kinston Ave. Will be much safer.
- You are reducing outlets off the main artery from 6 to 2. The math doesn't work.
- Bridge traffic will back-up during peak time/tourist season. (x6)
- Traffic that flows North/ South on the island will be completely bottled up during the busy times. (x2)
- There will not be a clear path to exit the island now. (x3)
- On opening day in 2020, have traffic police at each roundabout until we learn the new pattern.
- S. Shore Drive - It is difficult to drive because of pedestrian activity and parked cars during the summer.
- Concerned for people that need emergency help when they are on the bridge.

Residential and Business Concerns

- Hopeful that the R/W agents will work with residents. (x2)
- Noise from bridge will directly affect our property.
- Reduction in pass-by traffic will be detrimental to rental/business appeal (x3)