



B-5610 Public Comment Response Summary

The information in this document contains public comments received during public involvement for the B-5610 project in Dare County, NCDOT Division 1. The public comment period was from November 10, 2022 to November 24, 2022. Comments were provided via the public website, in-person at the November 10, 2022 public meeting, via email and/or phone number. As of January 20, 2023, the combined project website statistics are as follows:

Website URL:	https://www.publicinput.com/NC12-BridgeReplacement-Dare
Project Email:	NC12-BridgeReplacement-Dare@PublicInput.com
Project Phone #:	984-205-6615 (Project Code: 2301)
Meeting Date:	Thursday, November 10, 2022
Meeting Location:	Hatteras Community Building 56658 North Carolina Hwy 12, Hatteras, NC 27943
Total Public Meeting Attendees:	50
Total Public Meeting Comment Forms Received:	(7 people, 12 comments total)
Total Email Comments Received:	(3 people, 3 emails total)
Total Voicemail Comments Received:	2
Total Website Comments Received:	(4 people, 4 comments total)
Total Responses:	19

The comments have been reviewed and were grouped together based on the applicable topic. The key points, themes, questions, or concerns have been extracted from the comments received and responses from NCDOT have been provided to the applicable group of comments.



Project B-5610

Replace Bridge No. 8 over the Slash on N.C. 12 in Dare County.

Question 1: Please share your thoughts on the proposed replacement.

Question 2: Are there questions or comments you would like to provide the team?

Key points, issues, concerns, or questions indicated in public comments for B-5610:

- Concern for potential impacts to the oak trees along N.C. 12.
- Concern regarding right of way impacts due to the addition of sidewalk on both sides of the project.
- Request that no new drainage systems be installed on Islington Court to mitigate right of way impact to adjacent parcels.
- Concern regarding property impacts on quality of life.
- Concern regarding flooding impacts in the project area after construction.
- Concern regarding flooding on the proposed detour route along Eagle Pass Road.
- Concern regarding impacts to business operations during construction.
- Concern that the bridge design will negatively impact the community's aesthetic character.
- Request that the bridge width be reduced to 33 feet from the current design width of 45.5 feet.
- Request that the bridge be closed to through traffic and turned into a pedestrian bridge while also shifting project funding to the maintenance of Isabel Inlet.
- Request that construction occur in the winter during the Town's off-season for tourism.
- Question from local business owner asking if the proposed bridge design will remove the current kayak access to Slash Creek that their business relies upon.
- Question regarding the elevation of the proposed bridge design.



NCDOT response to comments for B-5610:

Themes Addressed:

- Concern for potential impacts to the oak trees along N.C. 12.
- Concern that the bridge design will negatively impact the community's aesthetic character.

NCDOT will avoid and minimize impacts to trees and landscaping as much as feasible during construction.

Preliminary alternatives were developed and evaluated for their ability to meet the purpose and need for the project, as well as how they minimize impacts to the human and natural environments. The current detailed study alternatives were selected based on those evaluations. Opportunities to further minimize the impacts to the human and natural environment will continue to be evaluated during the refinement of preliminary and final designs.

Themes Addressed:

- Concern regarding right of way impacts due to the addition of sidewalk on both sides of the project.
- Concern regarding property impacts to quality of life.

NCDOT will continue to make efforts to avoid and minimize impacts to neighborhoods surrounding the project to the greatest extent practicable during final design and construction. If the acquisition of private property is required, NCDOT Right-of-Way and Relocation procedures will be followed. As the project design is refined, NCDOT will attempt to minimize the impact to adjacent parcels while balancing the federal and state requirements for the human and natural environments.

NCDOT is also committed to the statewide Complete Streets policy, which directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this approach include making it easier for travelers to get where they need to go, encouraging the use of alternative forms of transportation, building more sustainable communities, increasing connectivity between neighborhoods, streets and destinations, and improving safety for pedestrians, cyclists and motorists.

Themes Addressed:

- Concern regarding impacts to business operations during construction.

Temporary visual impacts would affect properties adjacent to areas where construction, staging, and stockpiling operations occur. Upon project completion, the contractor would be required to remove all equipment and excess



materials and reseed any disturbed areas. Generally, low-cost and easily implemented construction noise control measures should be incorporated into the project plans and specifications to the extent practicable. These measures may include, but are not limited to, work-hour limits, equipment exhaust muffler requirements, haul-road locations, elimination of “tail gate banging”, ambient-sensitive backup alarms, construction noise complaint mechanisms, and consistent and transparent community communication

Construction activities may result in temporary noise occurrences, but NCDOT will implement practices to minimize noise during construction. Existing trees/plantings generally do not provide noise reduction.

Themes Addressed:

- Request that the bridge width be reduced to 33 feet from the current design width.

Preliminary design alternatives were developed and evaluated for their ability to meet the purpose and need for the project, as well as how they minimize impacts to the human and natural environments. The proposed design was selected based on those evaluations and with consideration to local standards for pedestrian facilities. NCDOT will continue to minimize the project’s impacts to adjacent parcels to the greatest extent practicable during the refinement of preliminary and final designs. As a result of the November 10, 2022 public meeting, the grass strip has been removed and the revised bridge width will be 46 feet on the approaches and 48 feet on the bridge (34 feet of clear roadway width, 45 feet and 5 inches from bridge rail to bridge rail).

Themes Addressed:

- Request that construction occur in the winter during the Town’s off-season for tourism.

While project construction may extend into more heavily trafficked times of the year, NCDOT is working to create a construction schedule that will avoid major impacts during the area’s busier seasons. Construction is anticipated to begin in the Fall of 2023 and conclude by the end of Spring 2024.

Themes Addressed:

- Question from local business owner asking if the proposed bridge design will remove the current kayak access to Slash Creek that their business relies upon.

The right-of-way of the proposed design will maintain the same extents as current NCDOT right-of-way in the project area. During project construction, the area immediately around and under the bridge will not be accessible to the public in order to maintain a safe environment for the both the public and the construction contractor crews.



Themes Addressed:

- Question regarding the elevation of the proposed bridge design.

The proposed bridge design is at an elevation of 6.8 feet at its highest point and 6.61 feet at its lowest point.

Themes Addressed:

- Request that no new drainage systems be installed on Islington Court to mitigate right of way impact to adjacent parcels.
- Concern regarding flooding impacts in the project area after construction.
- Concern regarding flooding on the proposed detour route along Eagle Pass Road.

NCDOT is taking steps to ensure that this project will not cause any increase to the amount of flooding around the project area. Current conditions will either remain consistent or be improved by the addition of the project. A detailed hydraulic analysis will be conducted during the final design. Potential impacts to an adjacent property will be evaluated at that time and minimized to the extent practicable.

NCDOT will also continue to evaluate ways to reduce stormwater impacts to properties and will determine the appropriate location for drainage boxes and other stormwater facilities during the refinement of final design.

Themes Addressed:

- Request that the bridge be closed to through traffic and turned into a pedestrian bridge while also shifting project funding to the maintenance of Isabel Inlet.

Preliminary alternatives were developed and evaluated for their ability to meet the purpose and need for the project. Based on traffic demand patterns and the lifespan of the bridge it was determined that the proposed design was the strongest alternative to meet these needs. NCDOT will continue to refine the project design to minimize the impact on the surrounding area.

The project team met on January 20th, 2023 to review and consider each comment. The responses above address the comments that were received. The project team greatly appreciates the input received. NCDOT will continue to refine the project design, where feasible, based on the comments received. You may contact the project staff listed below if you have any additional questions.

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