



Bonner Bridge Public Hearing

TIP Project No. B-2500

Dare County, North Carolina

WELCOME to the NC 12 – Rodanthe Breach Long-Term Improvements (Bonner Bridge – Phase IIb) Public Hearings

January 7, 2014

**Open House Hearing 4:00 p.m. to 7:00 p.m.
Ocracoke Community Center
1009 Irvin Garrish Highway, Ocracoke**

January 8, 2014

**Pre-Hearing Open House 3:00 p.m. – 6:00 p.m.
Rodanthe-Waves-Salvo Community Center
23186 Myrna Peters Road, Rodanthe**

**Public Hearing 7:00 p.m.
Cape Hatteras Secondary School
48576 Highway 12, Buxton**

January 9, 2014

**Pre-Hearing Open House 5:00 p.m. – 6:30 p.m.
Public Hearing 7:00 p.m.
Dare County Administration Building
954 Marshall Collins Drive, Manteo**

PURPOSE OF PUBLIC HEARING

Today's public hearing is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the public hearing is to obtain public input on long-term improvements to NC 12 within the southern part of the Pea Island National Wildlife Refuge and northern part of Rodanthe (Phase IIb of the Bonner Bridge Replacement Project). NCDOT is holding three public hearings. The same information will be available at all of the hearings.

Hurricane Irene hit the North Carolina coast on August 27, 2011 and breached NC 12 in two locations – northern Rodanthe and within the Pea Island National Wildlife Refuge (Refuge). NCDOT completed temporary repairs at the two breach sites and reopened NC 12 to traffic on October 10, 2011. With traffic restored to the area, NCDOT has been working on long-term solutions for these two sites. The long-term solution at the northern Rodanthe breach, as well as the Rodanthe 'S' Curves Hot Spot, is considered Phase IIb of the Bonner Bridge Replacement Project. The Phase IIb project area extends from a point approximately 1.8 miles north of the Refuge boundary to approximately 170 feet north of Myrna Peters Road (SR 1492) in Rodanthe.

NCDOT released an Environmental Assessment (EA), which documents the planning and environmental studies for this project, for public comment in December 2013. The Phase IIb EA identifies the two detailed study alternatives under consideration: the Bridge within Existing NC 12 Easement Alternative and the Bridge on New Location Alternative. For reasons described below, the Phase IIb EA identifies the Bridge within Existing NC 12 Easement Alternative as the Preferred Alternative; however, a final decision on which alternative will be built will not be made until all comments on the EA are reviewed. Also described in the Phase IIb EA are the changes in the environmental setting since the release of the 2010 Record of Decision (ROD) for the Bonner Bridge Replacement Project.

The Phase IIb EA and maps displaying the location and design of the project's two detailed study alternatives are available for public review at the following locations:

- Dare County Libraries in Manteo at 700 N. Hwy 64/264, in Hatteras at 57709 NC Hwy 12, and in Kill Devil Hills at 400 Mustian Street
- Fessenden Recreation Center, 46830 NC Hwy 12, Buxton, NC
- Dare County Planning and Inspections Satellite Office, 50347 NC Hwy 12, Frisco, NC
- NCDOT Resident Engineer's Office, 349 Water Plant Road, Unit B, Manteo, NC
- Ocracoke School and Community Library, 225 Back Road, Ocracoke, NC

Project maps, documents, and related project information are also available online at: <http://www.ncdot.gov/projects/bonnerbridgephase2/>.

YOUR PARTICIPATION

Today's public hearing is intended to provide you with an opportunity to learn more about Phase IIb, as well as to make comments on what you see today and on the findings presented in the Phase IIb EA. The public hearing at *Ocracoke* is an open

house without a formal presentation. The public hearing in the Rodanthe area consists of an open house at the Rodanthe-Waves-Salvo Community Center, followed by a formal presentation in Buxton at the Cape Hatteras Secondary School to accommodate the expected number of participants. The *Manteo* hearing will be an open house, followed by a formal presentation.

At the informal open houses in all three locations, the public is welcome to drop in at any time during the scheduled hours to view displays of the proposed Phase IIb alternatives. Study team members will be available to explain and answer questions about the alternatives and designs under consideration, as well as their associated environmental impacts.

You are encouraged to share your ideas, thoughts, and suggestions with study team members at today's public hearing. You also are encouraged to participate in the project development process by making your comments and/or questions a part of the public record. This may be done in several ways:

- You may write them on the comment sheet attached to this handout and leave them with a project team member or in the comment box.
- In Buxton and Manteo, oral comments are being recorded at the public hearing and transcribed following the hearing. At the Ocracoke open house hearing, a recording device is available; please ask a project team member if you are interested in making an oral comment.
- You may mail/e-mail/fax your comments by **January 24, 2014** to the following address:

Mr. Drew Joyner
NCDOT – Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Email: PublicInvolvement2@ncdot.gov
Phone: (919) 707-6077
Fax: (919) 212-5785

WHAT IS DONE WITH THE INPUT?

After the comment period ends on January 24, 2014, all comments will be reviewed and discussed at a post-hearing meeting. The meeting will include NCDOT project team members, including its planners, engineers, right-of-way agents, and other transportation-related professionals, as well as representatives from other agencies, such as the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and the NC Department of Environment and Natural Resources also will participate.

Most issues will be resolved at that time. NCDOT considers safety, costs, traffic service, social, environmental and property impacts, and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation members and/or the secretary of transportation.

Minutes of the post-hearing meeting will be prepared and a summary will be available to the public. You may request this document on the attached comment sheet. A summary of the public comments also will be provided to the state and federal agencies that will make the final decision on which alternative will be constructed.

WHAT HAPPENS NEXT?

- After reviewing comments from citizens, local government, and state and federal regulatory and resource agencies, the project team will meet with state and federal environmental resource and regulatory agencies to reach an agreement on which alternative will be built; this alternative is known as the least environmentally damaging practicable alternative (LEDPA).
- NCDOT and FHWA will determine if there are any significant new impacts since the issuance of the 2010 Record of Decision (ROD). If new significant impacts are identified, a Supplemental Final Environmental Impact Statement (SFEIS), for Phase IIb will be completed.
- If a SFEIS is not needed, a ROD for Phase IIb will be issued in the spring of 2014. NCDOT then will apply for the permits required for construction. A design-build contract for construction of Phase IIb is scheduled to be awarded in late spring 2014. Construction of Phase IIb will begin once the final design of the project is completed and all permits are received.
- NCDOT will continue the current comprehensive coastal monitoring program of NC 12 between Oregon Inlet and Rodanthe that started in early 2011. This program will be used to help decide what the long-term solution for future phases of the Bonner Bridge Replacement Project should be and when they should be implemented.

PROJECT DESCRIPTION

NCDOT is proposing to implement a long-term solution for the portion of NC 12 in the southern portion of the Pea Island National Wildlife Refuge and northern Rodanthe (Phase IIb of the Bonner Bridge Replacement Project). Two detailed study alternatives are under consideration: the Bridge within Existing NC 12 Easement Alternative (Preferred) and the Bridge on New Location Alternative. These detailed study alternatives can be described by the following characteristics:

- Bridge within Existing NC 12 Easement Alternative:
 - An approximately 2.5-mile-long improvement, including a 2.3-mile-long bridge, would be constructed within the existing NC 12 easement.
 - This alternative would bridge the area considered susceptible to future breaches and the effects of shoreline erosion.

- In the Refuge, the existing surface road would be removed. In Rodanthe, one-way service roads next to the bridge would provide access to private property from NC 12.
- Traffic would be maintained on NC 12 throughout construction of the permanent bridge.
- Bridge on New Location Alternative:
 - An approximately 3-mile-long improvement, including a 2.6-mile-long bridge mostly over Pamlico Sound, would be constructed. The bridge would leave the Refuge (requiring an easement change), and would reconnect to the existing NC 12 at Rodanthe, just north of the Liberty gas station/Island Convenience Store.
 - This alternative would bypass the area considered susceptible to future breaches and the effects of shoreline erosion.
 - The existing length of NC 12 from the north end of the bridge to the southern border of the Refuge would be removed and the easement returned to the Refuge. In Rodanthe, the existing NC 12 roadway would remain to provide access to private properties.

The two detailed study alternatives are shown on Figure 1 on the next page. Detailed drawings and photo-realistic visualizations are being presented at today's public hearing.

The Preferred Alternative for this project, as identified in the Phase IIb EA, is the Bridge within Existing NC 12 Easement Alternative. It is preferred because it is entirely within the existing NC 12 easement and as such, would require no new permanent NC 12 easement in the Refuge and avoids impacts in Pamlico Sound.

The selection of an alternative for implementation will not be made until after public and agency review of the Phase IIb EA. The final decision will consider stakeholder comments received during the review period, including the views and preferences of official(s) from pertinent state and federal environmental resource and regulatory agencies, in addition to input from the residents, business owners, and property owners of the portion of Rodanthe affected, along with other members of the public.

The long-term improvement at the Rodanthe breach is Phase IIb of the Bonner Bridge Replacement Project, which includes the replacement of the Herbert C. Bonner Bridge (Bonner Bridge) in Dare County, the demolition and removal of the existing Bonner Bridge, and improvements to NC 12 between the community of Rodanthe and Oregon Inlet.

NCDOT issued the decision document for the Bonner Bridge Replacement Project, which is called a Record of Decision (ROD), on December 20, 2010. It selected the Parallel Bridge Corridor with NC 12 Transportation Management Plan as the alternative for the project. This alternative includes:

- Construction of a new parallel bridge ("short bridge") across Oregon Inlet as soon as possible (Phase I of the project); and



PHASE IIb DETAILED STUDY ALTERNATIVES

Figure
1

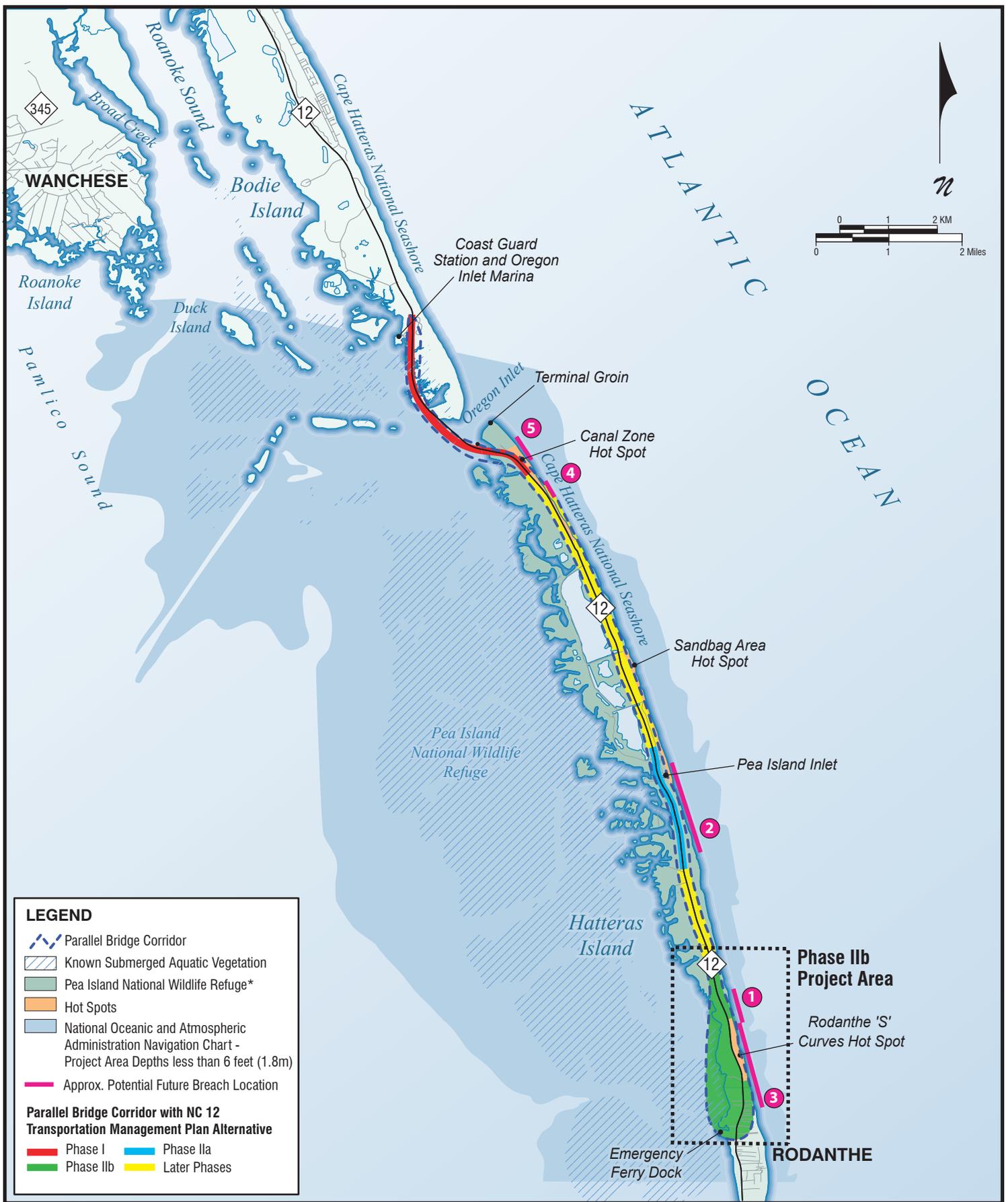
- The implementation of a coastal monitoring program on Hatteras Island between Oregon Inlet and Rodanthe to determine when and what to build for future phases of the project.

Phases I and II of the NC 12 Transportation Management Plan are illustrated in Figure 2 on the next page. The coastal monitoring program began in 2011. A ROD was issued for Phase IIa (NC 12 – Pea Island Long-Term Improvements) in October 2013. This portion of the Bonner Bridge Replacement Project includes construction of an approximately 2.1-mile-long bridge within the existing NC 12 easement to replace the existing surface road and the temporary bridge over the Pea Island inlet. This project was awarded to a contractor for construction on November 27, 2013.

WHAT OTHER ALTERNATIVES WERE UNDER CONSIDERATION?

Under the Parallel Bridge Corridor with NC 12 Transportation Management Plan, the alternatives that were studied in the 2008 Final Environmental Impact Statement (FEIS) and the 2010 EA for the section of NC 12 between Oregon Inlet and Rodanthe may be used in future sections of the project. These alternatives were presented to the public as part of the Parallel Bridge Corridor at public hearings in November 2005, March 2007, and July 2010. Based on these original Parallel Bridge Corridor alternatives, four alternatives were considered in the Phase IIb EA during the selection of the Preferred Alternative for long-term improvements in the Phase IIb Rodanthe breach study area. These alternatives (see Figure 3) were presented at the Phase II workshops in December 2011 and January 2012 and are described below:

- Beach Nourishment – NC 12 would remain in its current location and beach nourishment (combined with dune enhancement) would be used to maintain an adequate protective beach and dune system. Nourishment would likely be repeated at four-year intervals. This alternative was eliminated because of uncertainties related to the availability of a suitable sand source over the project's estimated 50-year life (i.e., through 2060); it would not adequately protect NC 12 from potential future breaches/ inlets; it would not allow natural island processes to occur; and, based on the opinions of USFWS representatives, it is not likely to be found compatible with the Refuge's mission and purpose.
- Bridge within Existing NC 12 Easement and Beach Nourishment – NC 12 would be elevated in its current easement onto a bridge within the Refuge and beach nourishment would be used in the southern portion of the Refuge and the northern Rodanthe area to maintain an adequate protective beach and dune system. Nourishment would likely be repeated at four-year intervals. This alternative was eliminated because of uncertainties related to the availability of a suitable sand source, it would not adequately protect NC 12 from the formation of potential future breaches/inlets, it would not allow natural island movement to occur, and it is not likely to be found compatible with the Refuge's mission and purpose.
- Bridge on New Location – This alternative consists of building a bridge in Pamlico Sound that would bypass the area considered susceptible to future breaches and the effects of shoreline erosion. Except in Rodanthe, the existing NC 12 roadway would be removed. In Rodanthe, the NC 12 roadway would remain to provide access to private properties.



PARALLEL BRIDGE CORRIDOR WITH NC 12 TRANSPORTATION MANAGEMENT PLAN ALTERNATIVE

Figure
2

- Bridge within Existing NC 12 Easement – This alternative consists of building a bridge in the existing NC 12 easement that would pass over the area considered susceptible to future breaches and the effects of shoreline erosion. Except in Rodanthe, existing NC 12 would be removed. In Rodanthe, one-way service roads next to the bridge would provide for access to private property from NC 12.

Other alternatives were also considered, including:

- The Pamlico Sound Bridge Corridor (a 17.5-mile bridge extending from Bodie Island to Rodanthe)
- Ferries (including high-speed ferry options)
- A Bridge from Rodanthe to Either Stumpy Point or Roanoke Island, and
- A “Seven-Mile” Bridge (in Pamlico Sound that would bridge both Phase II sites).

These alternatives were all found to be unreasonable because they do not meet the project purpose and need, are not affordable, and/or because of potential environmental impacts.

From the alternatives listed above, the Bridge on New Location and the Bridge within Existing NC 12 Easement were carried forward as detailed study alternatives. The Bridge with Existing NC 12 Easement Alternative is listed in the EA as the Preferred Alternative.

PROJECT COSTS, FUNDING, AND SCHEDULE

Based on the proposed preliminary design, the construction cost estimate for Phase IIb with the Bridge within Existing NC 12 Easement is between \$187.5 and \$215.5 million (2013 dollars). These values include estimated costs for construction, right-of-way acquisition and relocation, and utilities relocation, and are presented as a range to reflect a range of possible structure types and construction techniques.

Based on the proposed preliminary design, the construction cost estimate for Phase IIb with the Bridge on New Location is between \$203.3 and \$236.3 million (2013 dollars). These values include estimated costs for construction, right-of-way acquisition and relocation, and utilities relocation, and are presented as a range to reflect a range of possible structure types and construction techniques.

With either alternative, Phase IIb primarily would be funded through existing federal and state funding sources available to transportation projects and allocated to NCDOT Division 1 in the State Transportation Improvement Program (STIP). The proposed project is a Federal-Aid Highway Project and will be constructed under the State-Federal Aid Highway Program. Financing for these types of projects typically consists of 80 percent Federal funds and 20 percent State funds provided through the North Carolina Highway Trust Fund. In addition, FHWA has advised NCDOT that a portion of the cost of Phase II (including Phase IIa and Phase IIb) may be eligible for reimbursement under federal Emergency Relief (ER) funding. The amount of ER funding available for Phase II will depend upon the scope of the long-term solution as compared to the original damage as a result of the storm. FHWA estimates that 30 percent of the long-term

solution at the Rodanthe site (Phase IIb) may be eligible for ER funding; however, it is provided through a reimbursement process and is not necessarily a guaranteed funding source.

A design-build contract will be awarded for construction of Phase IIb after the Phase IIb ROD is issued. Phases I (Bonner Bridge Replacement), IIa (Pea Island inlet) and IIb (Rodanthe breach) have all been allocated funding in the current (2012 to 2018) State Transportation Improvement Program. Phase IIb construction is anticipated to last from 2 to 3 years for the Bridge within Existing NC 12 Easement Alternative and from 3 to 3.5 years for the Bridge on New Location Alternative.

PROJECT IMPACTS

Impact Type	Bridge on New Location Alternative	Bridge within Existing NC 12 Easement Alternative (Preferred)
Rodanthe		
• Residential Relocation	2	5
• Business Relocation	2	2
• Local Access Changes	Between the project terminus and the Refuge boundary, existing NC 12 would serve homes and businesses	Local one-way frontage roads to serve homes and businesses currently served by NC 12; community bisected by bridge
• Visual Impacts	Bridge within views of Pamlico Sound (1,400 to 1,700 feet from the shore except when approaching shore)	Bridge substantial visual presence, including homes less than 100 feet from bridge with traffic seen from third floor windows. Also, frontage roads for local traffic at edge of existing right-of-way
• Recreation impacts	Water recreation use limited by bridge presence in Pamlico Sound, particularly wind surfers and kite boarders	With shoreline erosion, beach and offshore recreation on the Atlantic Ocean ultimately affected by bridge presence
• Noise Sensitive Receptors Affected	2 homes	6 homes
• Cemetery	Bridge adjacent to cemetery	No impact
Pea Island National Wildlife Refuge		
• New Permanent NC 12 Easement	2.79 acres	0.00 acres
• Existing NC 12 Easement Returned to Refuge	19.27 acres	0.00 acres
• Temporary Construction Easement	0.63 acres	2.06 acres
• Refuge recreation Impacts	Loss of direct road access for 1.8 miles	Loss of direct road access for 1.8 miles plus with shoreline erosion, beach and offshore recreation ultimately affected by bridge pier presence
Natural Resources		
Jurisdictional Wetlands (Permanent Fill)	0.44 acres	0.05 acres

Impact Type	Bridge on New Location Alternative	Bridge within Existing NC 12 Easement Alternative (Preferred)
Protected Species	Not likely to adversely affect protected species	Lights from the bridge are likely to adversely affect sea turtle hatchlings; like Phase IIa; could be mitigated by an up to 36-inch bridge rail parapet and construction lighting type, which will be considered during Section 7 consultation for this project.
Essential Fish Habitat (EFH)/Submerged Aquatic Vegetation (SAV)	Pamlico Sound is EFH and contains SAV or SAV habitat; would construct bridge from work bridge and contain jetting spoils to minimize impact. There would be a permanent EFH impact of 11.34 acres, almost all associated with the bridge deck shading EFH, SAV, and/or SAV habitat.	Minor impact associated with pumping pile jetting water from Pamlico Sound, mitigated by screening if needed. In 2060, when the bridge could be over the ocean, there would be approximately 11.00 acres of EFH shading.

**PURPOSE AND NEED OF THE
BONNER BRIDGE REPLACEMENT PROJECT**

The purposes of the Bonner Bridge Replacement Project (which includes Phase IIb, the reason for today’s hearing) are to:

- **Provide a new means of access from Bodie Island to Hatteras Island for its residents, businesses, services, and tourists prior to the end of Bonner Bridge’s service life.**

Needs Addressed: Although Bonner Bridge is reaching the end of its service life, demand for convenient daily and emergency access across Oregon Inlet is expected to continue.

- **Provide a replacement crossing that takes into account natural channel migration expected through year 2050 and provides the flexibility to let the channel move.**

Needs Addressed: The natural channel or gorge through Oregon Inlet migrates. A replacement bridge needs to provide spans of sufficient height and width for navigation through the anticipated areas of future natural channel migration, thereby helping to reduce future dredging needs. Construction of the replacement crossing west of Oregon Inlet where less sand movement occurs also could help reduce future dredging needs.

- **Provide a replacement crossing that will not be endangered by shoreline movement through year 2050.**

Needs Addressed: The southern terminus of Bonner Bridge is north of portions of NC 12 threatened by shoreline erosion and overwash. Placing the southern terminus of a replacement bridge south of these areas, or including a long-term NC 12 maintenance and protection component, will reduce the need for frequency of

maintenance of these threatened segments of NC 12. All the alternatives were ultimately developed for a service life through 2060.

CONSISTENCY WITH LOCAL LAND USE PLAN

The Parallel Bridge Corridor with NC 12 Transportation Management Plan Alternative, including the two Phase IIb detailed study alternatives, is consistent with the *Dare County Land Use Plan* and zoning.

RIGHT-OF-WAY ACQUISITION

After decisions are made regarding the final design of the alternative selected for construction, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. NCDOT must:

1. Treat all owners and tenants equally;
2. Fully explain the owner's rights;
3. Pay just compensation in exchange for property rights; and
4. Furnish relocation advisory assistance.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT-OF-WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

STATUS OF OTHER NC 12 IMPROVEMENT AND REPAIR PROJECTS

Phase I (Oregon Inlet Bridge)

A design-build contract for Phase I (the new Oregon Inlet bridge) was awarded in July 2011. The final design of the new bridge is nearly complete. Construction is scheduled to start with the resolution of the ongoing lawsuits and the receipt of all necessary environmental permits. NCDOT is expected to open the new bridge to traffic approximately 2.5 years after the start of construction, with all remaining work (including

the demolition of the current bridge) to be completed within one additional year. Visit the Phase I and Bonner Bridge Emergency Scour Repair station for more information.

Phase IIa (NC 12 – Pea Island Long-Term Improvements)

The Record of Decision for Phase IIa was issued October 2013. The final design of the new bridge is complete. The project was awarded to a contractor for construction on November 27, 2013. Construction on the new bridge can begin as early as January 6, 2014. The new bridge is scheduled to open to traffic in spring 2016. Visit the Phase IIa station for more information.

Interim Nourishment Program at Rodanthe

As an interim measure to stabilize and maintain the reliability of NC 12 at the Rodanthe 'S' Curve Hot Spot until the proposed Phase IIb long-term project is implemented, the US Army Corps of Engineers (USACE) plans to implement one round of beach nourishment in the Rodanthe 'S' Curve Hot Spot area. This project was approved by USACE on October 15, 2013. USACE concluded that this project would have no significant environmental impacts. The project is estimated to be completed within 60 to 90 days from initiation and is projected to begin no earlier than January 2014. More information on the USACE Rodanthe 'S' Curve Interim Maintenance program can be found in section 2.6.2.2 of the Phase IIb EA.

Bonner Bridge Repairs

More information on the on-going repairs to Bonner Bridge can be found at the Phase I and Bonner Bridge Repair station.

ADDITIONAL INFORMATION

As mentioned above, please leave comments in the comment box at the public hearing or send them to Mr. Joyner at the address on page 2. Additional information can be found on NCDOT's web sites and other social media resources listed below:

- Bonner Bridge Replacement Project Phase II Web Site – <http://www.ncdot.gov/projects/bonnerbridgephase2/>
- NC 12 Projects Web Site – <http://www.ncdot.gov/nc12/>. (Note that this web page includes links to information about Phases I and II of the Bonner Bridge Replacement Project.)
- NC 12 Twitter Feed – http://twitter.com/NCDOT_NC12
- NC 12 Facebook Page – <https://www.facebook.com/NCDOT>

Additional information also can be obtained by calling John Page at the Project Information Line (toll-free): 1-866-803-0529.

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Hearing	Date: 1/7/14, 1/8/14, 1/9/14
Location: Ocracoke / Buxton / Rodanthe / Manteo	
TIP No.: B-2500B	
Project Description: NC 12 – Rodanthe Breach Long-Term Improvements (Phase IIb)	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov.

Thank you for your participation!



**NCDOT - PDEA
Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598**

COMMENT SHEET

**NC 12 – Rodanthe Breach Long-Term Improvements
(Bonner Bridge Replacement Project Phase IIb)
Public Hearing
TIP No. B-2500B
Dare County**

NAME:

ADDRESS:

E-MAIL:

MY PREFERRED ALTERNATIVE IS:

- Bridge within Existing NC 12 Easement Alternative
- Bridge on New Location Alternative

- Other: _____
- No preference

THE REASONS FOR MY PREFERENCE ARE:

(It will help NCDOT's decision-making process if you are as specific as possible.)

MY PREFERRED ALTERNATIVE COULD BE IMPROVED BY:

MY CONCERNS WITH OTHER ALTERNATIVES ARE:

I HAVE THE FOLLOWING ADDITIONAL COMMENTS AND QUESTIONS:

Comments may be mailed, faxed, or e-mailed by January 24, 2014 to:

Mr. Drew Joyner
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598

Phone: (919) 707-6077 FAX: (919) 212-5785

Email: PublicInvolvement2@ncdot.gov

Tonight, you also may drop written comments into the comments box or provide oral comments.

Feel free to attach additional pages to this form if you need more space to present your comments.