



# NORTH CAROLINA

Department of Transportation



## N.C. 12 Rodanthe Bridge

STIP Project No. B-2500B

Project Update | June 4, 2020

**Incoming Calls  
MICROPHONES MUTED  
During This Presentation**

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**If you wish to submit a comment or question, please:**

**1. Use the chat box**

**Or**

**2. Call – 855-925-2801      enter code: 8679**

***\*\*your message will be transcribed and sent to the presenters during the meeting\*\****



- Introduction of NCDOT staff in attendance
- Review of past update meeting questions and responses
- Project update
- Questions and comments for the panel

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# NCDOT Staff

**Sterling Baker, PE**  
Division Engineer  
NCDOT Highway Division 1

**Pablo Hernandez, PE**  
Resident Engineer  
NCDOT Highway Division 1

**David Hering, PE**  
Design Build Project Engineer  
NCDOT Design Build Unit

**Diane Wilson**  
Sr. Public Involvement Officer  
NCDOT Public Involvement, Community  
Studies and Visualization Unit



**What we heard  
at the March 5, 2020  
update meeting**

*Responses to questions submitted at the December 4 meeting were presented*

*Several questions were submitted at the March 5 meeting*

*Responses to the questions submitted on March 5 follow*

# **What measures are being taken for the safety of people on Pappy Lane, including people staying at houses near the construction site and people accessing the water from the end of Pappy Lane?**

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Pappy Lane is a private road. Signage can be provided indicating such.

The safety of individuals staying in the houses on Pappy Lane or utilizing the private road should not be impaired signage exists to delineate the construction zone and no unauthorized persons should enter that area

NCDOT work is contained within the delineated construction zone

## What are NCDOT plans to address the flooding on Pappy Lane as a result of the raised construction/staging area?

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The staging area work surface for this project slopes away from Pappy Lane.

The section of the staging area constructed closest to Pappy Lane *is* higher than the surrounding ground. There is therefore a slope toward Pappy Lane. However, this sloped section does not contribute more runoff than native ground existing prior to its construction.



## **What sound barrier options have been considered to buffer the bridge traffic noise along Pappy Lane?**

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A traffic noise analysis was conducted in 2016 for the project in accordance with the standards set forth in 23 CFR 772 and the NCDOT 2016 Traffic Noise Policy

As stipulated by federal regulation and the Policy, noise barriers are only constructed where they meet feasibility and reasonableness criteria defined by the Policy

The 2016 traffic noise analysis determined that, a noise wall was not recommended along Pappy Lane

- although a noise wall was found to be feasible because it would provide a benefit to two receptors / houses (minimum required by the Policy)
- it was not found to be reasonable because the square footage of abatement per benefited receptor would exceed the allowable amount under the Policy

After the 2016 traffic noise analysis, NCDOT acquired the property listed as R-001, thus it is no longer considered

As a result, a noise wall now fails to meet both the feasibility and reasonableness criteria under the Policy

- The number of benefited receptors was reduced to only one (below the minimum required by the policy)
  
- For a noise wall to be reasonable, at least one receptor must meet the Noise Reduction Design Goal (NRDG) of 7 dB(A)
  - R-001 was the only receptor that met the NRDG
  - Without R-001 the wall fails to meet that criteria

## Since most houses are rented this time of year, can NCDOT advise the contractors eliminate activities early in the morning?

NCDOT construction contracts do not preclude working 24 hours per day unless specifically stated in the Contract or environmental permits.

The contract for the Rodathe Bridge has only one exclusion, that being that pile strikes shall not occur between 9 pm and 8 am. To date, the Contractor has not worked 24 hours per day.

In summer 2019, there were a few days that work started between 2 and 4 am to place concrete in the cooler temperature. NCDOT will send email alerts if there are unusual circumstances that require extended work timeframes.



**A portion of fence along Pappy Lane was removed by NCDOT during the initial construction of the project. When will this be replaced?**

Staff is unsure which portion of fence you are referring to. Please provide more information.

## What is the plan for the house acquired by NCDOT on Pappy Lane?

At this time, no decisions regarding this structure have been made.

## Why is the Northern portion of the bridge progressing slower than the Southern portion?

*Pile driving has been more difficult on the north end than at the south end of the project.*

*NCDOT and the contractor are working on methods to improve pile driving on the Northern portion*



# June 4, 2020 Update

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# June 4, 2020

Construction on the bridge is approximately  
39% complete

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Expenditures as of May 22, 2020

**\$88,693,429**

(includes design & permitting)

Overall Contract Value \$145,336,271

June 4, 2020

43 of 108 Bents have been installed  
(164 of 352 piles)

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34 of 107 Deck Spans have been cast

# June 4, 2020

On the north end of the project, erection of the work trestle and bridge construction is well underway.

This work trestle will continue leapfrogging to the south as bridge construction progresses from north to south.

# June 4, 2020

Most of the drainage pipes, earthwork & paving for the roundabout took place in April 2020.

Next phase of paving & curbing for roundabout will take place this summer.

Work Zone ‘Single Lane Closures’ are not anticipated this summer. However this is subject to change.



June 4, 2020

Bridge completion is currently projected for  
Fall 2021

# Contact Information

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**Next Update**

**September 3, 2020  
6-8 p.m.**

**Location to be Announced**

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