



**TOPSAIL ISLAND BRIDGE REPLACEMENT PROJECT TEAM**  
 8008 Corporate Center Drive, Suite 410  
 Charlotte, NC 28226

## What's Next?

The next step in the project development process is to prepare preliminary roadway designs for each alternative. With these design plans, the Project Team will start to develop cost estimates and determine the environmental impacts for each alternative. The results of this work will be included in the Environmental Assessment (EA) document scheduled for completion around Fall 2011. Upon completion of this EA, the Project Team will make the EA available for public review and also hold a Corridor Public Hearing to present these findings to the public for comments.

## Be Informed... Be Involved

Continued public involvement and participation is a very important part of the project development process. The Project Team will continue to provide frequent project updates as major milestones are reached. Citizens are encouraged to stay involved and obtain project information from any of the following sources:

- Access the project web site at: <http://www.ncdot.gov/projects/TopsailIslandBridge>  
All of the material presented at the CIW #2 is available on this web site.
- Add your name to the project mailing list to receive future project correspondence.
- Contact the Project Team members to provide input or ask any questions via the Toll-Free Project Hotline at

**1-877-392-5996**

- Mail or email your comments and questions to:  
**Topsail Island Bridge Replacement Project Team**  
**8008 Corporate Center Drive, Suite 410, Charlotte, NC 28226**  
 email: [topsailislandbridge@rsandh.com](mailto:topsailislandbridge@rsandh.com)



# Topsail Island Bridge Replacement Project

Issue 4 / April 2011

TIP No. B-4929



## Project Overview and Public Outreach Efforts

The North Carolina Department of Transportation (NCDOT) proposes to build a new bridge to replace the existing swing bridge over the Intracoastal Waterway on NC 50/210 in Surf City. This newsletter is an update on the project status and NCDOT's public outreach process.

The Project Team held the second Citizens Informational Workshop (CIW #2) on October 21, 2010 at the Surf City Community Center. Similar to the first workshop held on June 25, 2009, the CIW #2 was an informal open house with over 300 citizens in attendance. Public officials from Topsail Beach, Surf City, and North Topsail Beach were also in attendance. The attendees were first shown a presentation that provided an overview of the project schedule as well as the 16 study alternatives, which were developed based on citizens' feedback at the previous workshop. Following the presentation, citizens viewed maps of the alternatives with corresponding artistic renderings. NCDOT Project Team members were available to answer questions and listen to citizens comments. Citizens were also encouraged to complete comment card questionnaires.

## Results from the Public Outreach Effort

A summary of the citizens' comments provided during or subsequent to CIW #2 are shown on page 2. Based on citizens' comments and coordination with reviewing agencies, the Project Team has subsequently developed two additional study alternatives. The two study alternatives are Alternative 5R and Alternative 17.

**Alternative 5R:** Alternative 5R is very similar to Alternative 5 and is a high-level fixed bridge alternative; however, the revised alignment shifts slightly toward the south, allowing vessel access to the Beach House Marina to be maintained. Previously, Alternative 5 did not allow for the marina access, resulting in substantial business operations impacts.

**Alternative 17:** Alternative 17 combines design elements from Alternative 10 and Alternative 13. This high-level fixed bridge alternative was shifted slightly south to minimize impacts to Soundside Park.

Both Alternative 5R and Alternative 17 are included in the maps shown on page 3.

## Environmental Planning Process Update

Alternative designs as well as comments received from CIW #2 were presented to the federal, state, and local environmental agencies at a meeting held on December 21, 2010. Agencies were provided an opportunity to question the potential impacts associated with each alternative. Based on the information obtained to date, the reviewing agencies and Project Team agreed to eliminate several alternatives, narrowing the alternatives to be carried forward to only the seven listed below (also shown on page 3):

- Northern Group: Alternatives 4, 5, and 5R (high-level fixed bridges)
- Central Group: Alternatives 6 and 7 (low/mid-level moveable bridges)
- Southern Group: Alternatives 11 and 17 (high-level fixed bridges)

## Project Schedule

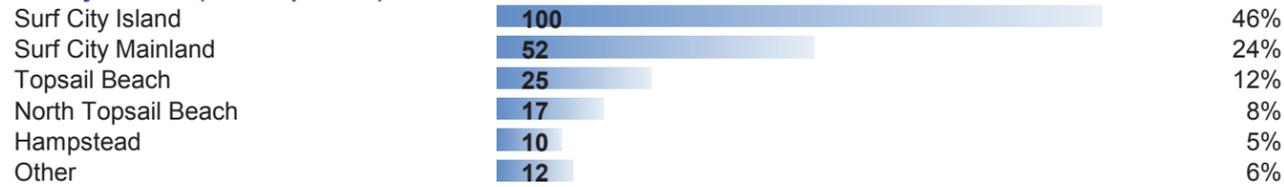
- **June 25, 2009**  
CIW #1 – Project Information
- **October 21, 2010**  
CIW #2 – Corridor Alternatives Evaluation
- **Fall 2011**  
Environmental Assessment Document Complete  
Corridor Public Hearing
- **Spring 2012**  
Selection of Preferred Alternative
- **Fall 2012**  
Anticipated Finding of No Significant Impact (FONSI) Document Complete  
Design Public Hearing
- **2014**  
Right-of-Way Acquisition Begins
- **2016**  
Construction Begins



## Summary of Community Feedback

At CIW #2, a total of 220 comment cards were received during or subsequent to the workshop. These comments have been categorized and tallied to provide an overall picture of the responses and citizens' preferences, as shown below:

### 1) Where do you live? (216 responses)



### 2) Your relationship with the Island: (214 responses)



### 3) Do you have property that will be directly impacted by one of the alternatives? (196 responses)

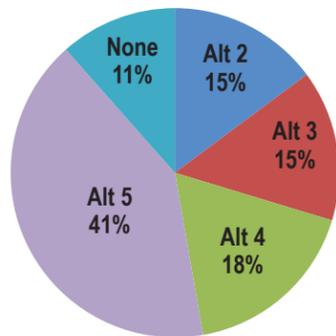


### 4) What is your property's use? (176 responses)

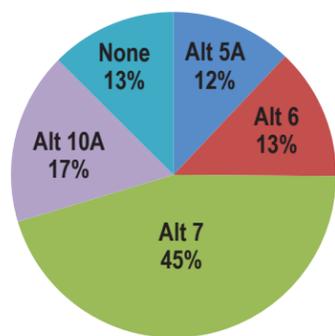


### 5) What is your preferred alternative in EACH of the three groups?

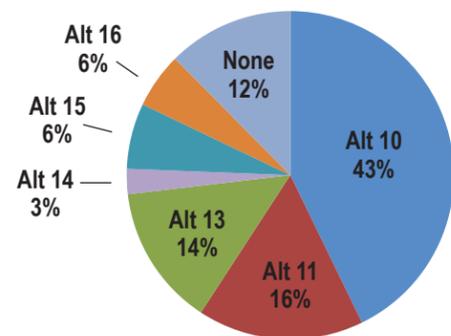
Northern Group (182 responses)



Central Group (199 responses)



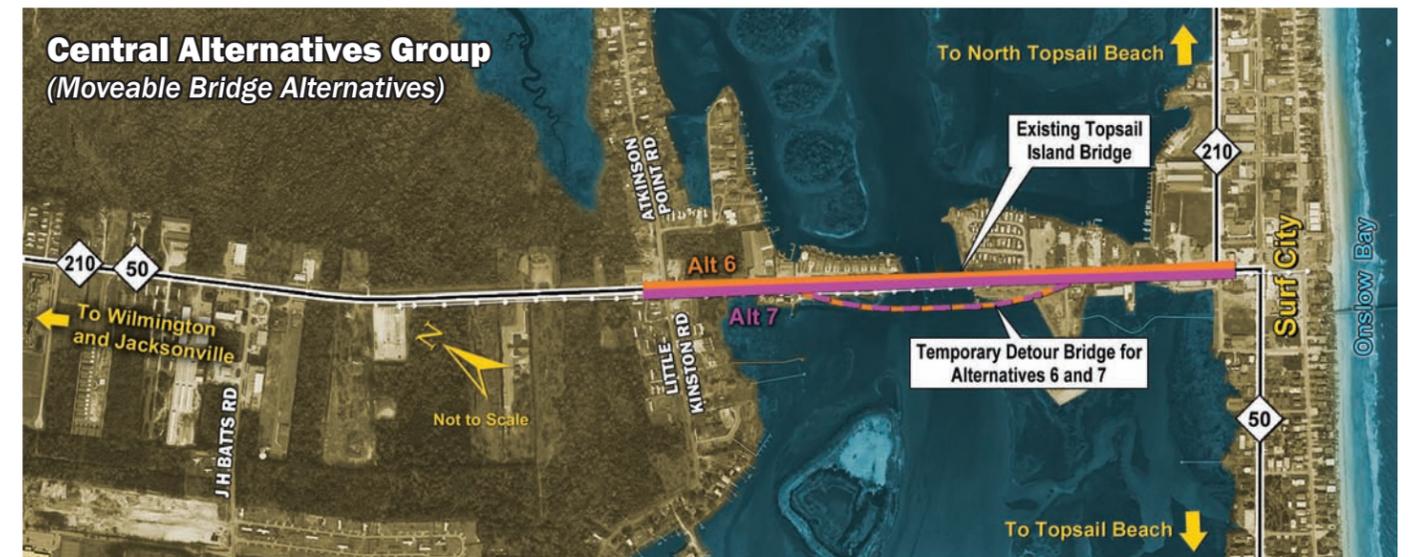
Southern Group (201 responses)



At CIW #2, citizens indicated that their preferences were based on reducing impacts associated with each alternative. Listed impacts of concern included:

- Disruption of business operations and effects on the local economy
- Property acquisition and access
- Vehicle and vessel safety and operations
- Emergency response times
- Bridge visibility and aesthetics
- Pedestrian and bicycle accessibility
- Future island development and growth

## Detailed Study Alternatives



Note: In order to avoid impacts, alternative alignments shown above may be adjusted as more detailed designs are developed.