



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

## What's Next

NCDOT will begin preparing detailed design plans for Alternative 17. The citizens will have an opportunity to review these detailed design plans of Alternative 17 and provide comments at the Design Public Hearing, which is tentatively scheduled for the Fall of 2013. If no significant impacts are discovered for Alternative 17, a Finding of No Significant Impact (FONSI) will be completed in the Fall of 2013. Subsequent to the FONSI, final designs will begin.

## 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 website at:  
<http://www.ncdot.gov/projects/TopsailIslandBridge>
- All of the material presented at the December 8, 2011 Corridor Public Hearing is available on this website.
- 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 e-mail your comments and questions to:  
**Topsail Island Bridge Replacement Project Team**  
**8008 Corporate Center Drive, Suite 410**  
**Charlotte, NC 28226**  
 e-mail: [topsailislandbridge@rsandh.com](mailto:topsailislandbridge@rsandh.com)



## Project Overview and 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 Corridor Public Hearing on December 8, 2011 at the Surf City Community Center. This Corridor Public Hearing was divided into two sessions: an informal Pre-Hearing Open House was held from 3:30 p.m. to 6:30 p.m., followed by a formal Public Hearing at 7:00 p.m. A total of 270 citizens and public officials from Topsail Beach, Surf City, North Topsail Beach and the surrounding area attended the Corridor Public Hearing.

During the Open House, citizens were encouraged to review detailed maps of the alternatives along 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. Following the Open House, NCDOT conducted the formal Public Hearing and provided a formal presentation of the project's history, status, schedule, and alternatives. Citizens were then asked to formally express their comments. Sixteen citizens presented their verbal comments during the formal Public Hearing.

## Selection of Preferred Alternative

The seven study alternatives, along with the comments received from the Corridor Public Hearing, were presented to the federal, state, and local environmental review agencies. These 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 the Project Team agreed to select **Alternative 17 as the preferred alternative** for the B-4929 Bridge Replacement project (see map on page 2).

## Reasons for Selecting Alternative 17

After a careful review and evaluation of the environmental impacts and comments received from elected officials, citizens, and regulatory agencies, the following factors led to selecting Alternative 17 as the Preferred Alternative because it:

- Results in the least number of residential and business relocations.
- Replaces the existing swing bridge with a 65 foot high-level fixed bridge, eliminating vehicular/vessel delays from bridge openings/closings.
- Has no impacts to ponds or streams and minimal wetland impacts.
- Was the most preferred from the citizen comments.
- Maintains a connection to the existing central business district.
- Has the lowest total cost (\$57 million), while the other alternatives are approximately 10% to 75% higher in cost.
- Minimizes impacts to Soundside Park when compared to Alternatives 6 and 7.
- Can be constructed without requiring a detour bridge and without closing the existing bridge during construction.

## Project Schedule

- **June 25, 2009**  
CIW #1 – Project Information
- **October 21, 2010**  
CIW #2 – Corridor Alternatives Evaluation
- **October 2011**  
Environmental Assessment Document Complete
- **December 2011**  
Corridor Public Hearing Meeting – Preliminary Design Alternatives Evaluation
- **Fall 2012**  
Selection of Preferred Alternative
- **Fall 2013**  
Design Public Hearing  
Anticipated Finding of No Significant Impact (FONSI) Document Complete
- **2015**  
Right-of-Way Acquisition Begins
- **2017**  
Construction Begins





**Alternative 17 has been selected as the Preferred Alternative to replace the existing Topsail Island Bridge in Surf City.**

**Reasons for Eliminating Other Alternatives**

- **Alternative 4** does not connect to the existing central business district (CBD) and would result in higher impacts to residences and businesses.
- **Alternative 5** received very low citizens' preference (4%) and would impact the only marina on Topsail Island.
- **Alternative 5R** received the least citizens' preference (2%), would impact the highest number of residences and businesses, and would have the highest total cost when compared to the other four high-level fixed bridges.
- **Alternative 11** does not connect to the existing CBD and would result in higher impacts to forest areas.
- **Alternatives 6 and 7** would require either closure of the existing bridge for two to three years or a temporary detour bridge during construction. The temporary detour bridge would result in adverse impacts to Soundside Park, which is not allowed by federal law if other prudent and viable alternatives are available. Also, these two alternatives would result in the highest total costs, which would be 60 to 75% higher than the total costs for Alternative 17.

In addition, the Project Team evaluated a combination of Alternative 11 and 17, as requested by some citizens at the December 8, 2011 Corridor Public Hearing. Results from this evaluation indicate that this combination would not offer additional benefits when compared with Alternative 17.

**Summary of Community Feedback**

A total of 140 comment cards were received during and subsequent to the Corridor Public Hearing. These comment cards along with verbal comments have been categorized and tallied to provide a summary of the responses received by the Project Team as shown below:

**1) Where do you live? (141 responses)**

Surf City Island	71	50%
Surf City Mainland	24	17%
Topsail Beach	15	11%
North Topsail Beach	5	4%
Other	26	18%

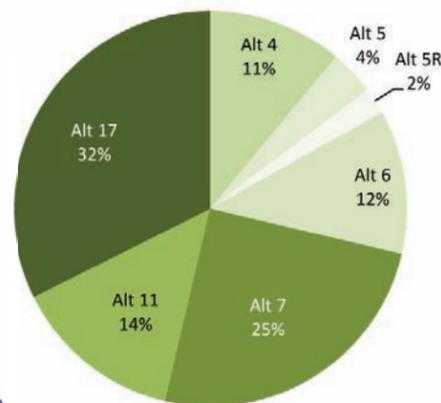
**2) Your relationship with the Island: (133 responses)**

Permanent Resident	93	70%
Seasonal Resident	21	16%
Other	19	14%

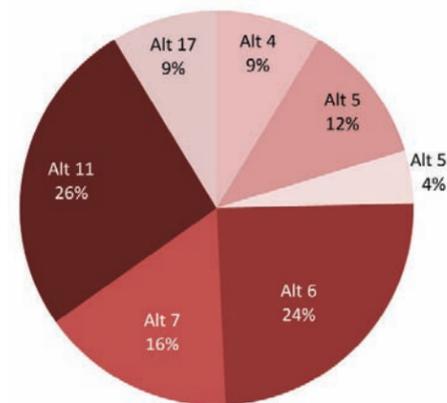
**3-A) Do you have property that will be directly impacted by one of the alternatives? (143 responses)**

a. Yes	31	22%
b. No	112	78%

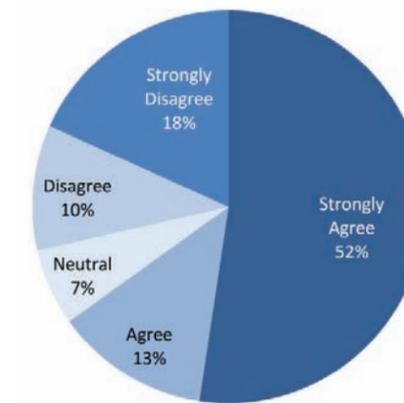
4) Which alternative is your First Preference? (136 responses)



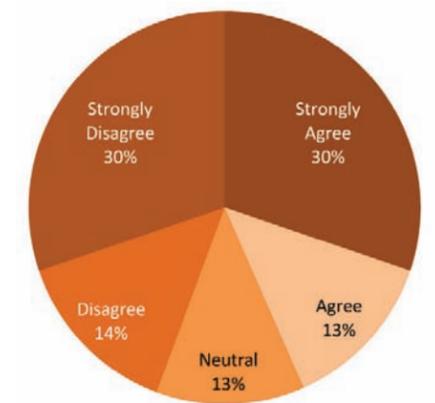
5) Which alternative is your Seventh (least) Preference? (69 responses)



6) What is your preference for the following bridge types: (232 responses)



**High-Level Fixed Bridge (126 responses)**



**Low-Level/Mid-Level Moveable Bridge (106 responses)**