Joyner, Drew

From: Kari Styron [karistyron@ocracokeislandrealty.com]
Sent: Wednesday, June 09, 2010 12:01 PM
To: Joyner, Drew
Cc: Smyre, Elizabeth A
Subject: RE: Bonner Bridge Hearings

Mr. Joyner,

Thank you for responding so quickly to my inquiry. Ocracoke is small and I doubt that we would have attendees from Hatteras Island as you already have a hearing conveniently scheduled at the School. While we all have a keen interest in this topic, as I understand, adding an additional hearing would result in overall delays in the process - which I'm sure is very time sensitive and we all appreciate the urgency of getting this project underway. Unless there are more requests for an Ocracoke hearing from other residents or businesses, I will plan to try and make the Hatteras hearing.

Thank you for your time.
Sincerely,
Kari Styron

Kari Styron
Ocracoke Island Realty
Rental Manager
252-928-6261 extension 2508
karistyron@ocracokeislandrealty.com

Ocracoke Island rated #1 Beach in the USA by Dr. Beach!!
http://www.drbeach.org/

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."
Maya Angelou

From: Joyner, Drew [mailto:djoyner@ncdot.gov]
Sent: Tuesday, June 08, 2010 8:53 PM
To: Kari Styron
Cc: Smyre, Elizabeth A
Subject: RE: Bonner Bridge Hearings

Ms. Styron,
We had hoped that the three public meeting locations along the Outer Banks would be convenient enough to give everyone an opportunity to attend, get the latest information and offer comments. If local citizens are not able to attend the meetings, information is available on the website and at area locations. Written comments received either by mail or email are treated equally with all other comments received at the open houses and hearings. All comments received prior to August 9th will be addressed by the project team and

incorporated into the project where possible.

That being said, if you believe that a number of citizens on Hatteras and Ocrakoke will be better served by another meeting, I will talk with the project team about our options. I will be back in the office on Thursday and will try to get back with you by the end of the week. Thank you for your interest in this important transporation project.
Sincerely,
Drew Joyner

From: Kari Styron [karistyron@ocracokeislandrealty.com]
Sent: Monday, June 07, 2010 4:40 PM
To: Joyner, Drew
Subject: Bonner Bridge Hearings

Dear Mr. Joyner,
Let me first thank you and the DOT for conducting these public hearings regarding possible options for the Bonner Bridge replacement. As you well know, that bridge is the lifeline for Hatteras and Ocracoke Islands. I currently represent over 325 homeowners on Ocracoke via our vacation rentals program, and am also a member of the Hatteras and Ocracoke Council of the Outer Banks Chamber of Commerce. Would there be any chance, that along with the already scheduled events, you could hold a public meeting and comment period on Ocracoke as well? I'm sure there are numerous business owners and citizens who would like to be involved and informed of the possible actions to be taken. If you are not the appropriate person to contact if you could please either pass this thought along or let me know who I should contact to set this up.
Thank you in advance for any help you can give us in this matter.
Sincerely,
Kari Styron

Kari Styron
Ocracoke Island Realty
Rental Manager
252-928-6261 extension 2508
karistyron@ocracokeislandrealty.com

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Maya Angelou

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Joyner, Drew

From: Joyner, Drew
Sent: Friday, June 11, 2010 3:43 PM
To: 'Fred Westervelt'
Cc: Kari Kari Styron; George Chamberlin; Smyre, Elizabeth A
Subject: RE: Bonner replacement public hearings

Mr. Westervelt,
Thank you for your comments. We had hoped that the three public meeting locations along the Outer Banks would be convenient enough to give everyone an opportunity to attend, get the latest information and offer comments. If local citizens are not able to attend the meetings, information is available on the website and at area locations. Written comments received either by mail or email are treated equally with all other comments received at the open houses and hearings. All comments received prior to August 9th will be addressed by the project team and incorporated into the project where possible.

That being said, if you believe that a number of citizens on Ocrakoke will be better served by another meeting, encourage them to contact me. We may be able to provide additional options. Thank you for your interest in this important transportation project.
Sincerely,
Drew Joyner

From: Fred Westervelt [mailto:fwestervelt@pol.net]
Sent: Thursday, June 10, 2010 2:30 PM
To: Joyner, Drew
Subject: Oregon Inlet Bridge Replacement

Comment:

I have enjoyed browsing thru the provided planning (acquired by stealth), and admire the intricacy of the alternatives. In brief, I place highest in my list of requirements that we, as quickly as possible, have a safe and sound bridge whatever the design.

Additional comments include:

1. It is regretted that we are not offered a public hearing on Ocracoke, nor even an apology for the lack thereof. What were you thinking?
2. One is amazed that the 1960s design and construction of the Bonner has been so short lived, with replacement thinking commencing less than 30 years after completion. We trust the replacement will be more long lasting.
3. That environmental advocates have been able to delay the replacement for more than 20 years, merely in the attempt to preserve some eel grass beds and the like, has frightening implications. Over this period the replacement cost to taxpayers has increased many fold with no risk to the naysayers. Such expensive grass!

Carry on bravely,

Frederic B. Westervelt
Ocracoke

-----Original Message-----
From: Fred Westervelt [mailto:fwestervelt@pol.net]
Sent: Wednesday, June 09, 2010 9:10 AM
To: Joyner, Drew
Cc: Kari Kari Styron; George Chamberlin

Subject: Bonner replacement public hearings

Good morning,

In reviewing recent circulated information regarding the scheduled public hearing on the Bonner replacement we note that none such is on the docket for Ocracoke. This is regrettable.

Ocracoke is no less dependent upon the Oregon Inlet bridge than is Hatteras, and is just as needful of current information and opportunity for comment. 9 July would fit in nicely, but suggestions are welcome.

Please address this and advise.

Frederic Westervelt
Ocracoke.
252 928 7761

Joyner, Drew

From: Jerri Getty [jettygetty@yahoo.com]
Sent: Thursday, July 15, 2010 5:48 PM
To: Joyner, Drew
Subject: BONNER BRIDGE

Attachments: --sponsored--heartplant_tc.gif

* I can't be at the meeting, but would like to add my sentiments....Thank you.

Dear Mr. Joyner:

I fell in love with the Outer Banks and especially Hatteras Island the first time I saw the beauty of the sand dunes, ocean and sound. Hence, when it came time for my retirement, I left the very hot and very cold Kansas City Missouri area and moved to what I like to call "Paradise".

I read every article of the Coastland Times and listen to what all the 'locals' are saying about this very dangerous gateway to both residents' and tourists' lives. According to a local diver, in many places the pilings don't even touch the ocean's bottom - how can that be acceptable to anyone? I hear many people in the Manteo and Beach area say they won't even visit Hatteras Island because they are so frightened of the bridge's safety. Now, that's sad....

Whoever has the final decision as to starting this project should shut their eyes and imagine getting a phone call telling them that the Bonner Bridge has collapsed and their parents or wife or children perished as the bridge crumbled, throwing them into Oregon Inlet. Hundreds of deaths that could have been prevented, weren't.

I realize that bridges collapse often and deaths happen daily. The difference is this - we really won't be able to call it an unfortunate accident, will we? An accident is something that can't be prevented. This situation, dear citizens, is VERY preventable!!

It is so easy to delay doing what we all know to be the right thing to do - c'mon, JUST DO IT - NOW!!!!

from: Jerri Getty (Mimi)

"HEARTACHES & HEALTH ARE HEALED BY THE SEA"
(AUTHOR UNKNOWN)

Joyner, Drew

From: BILL OLANDER [wolojobo@ameritech.net]
Sent: Thursday, July 15, 2010 12:54 PM
To: Joyner, Drew
Subject: BONNER BRIDGE REPLACEMENT

Dear Mr. Joyner,

During this public comment period, I would like to express my support to replace the bridge as soon as possible. The process has been going on for too long and the results are always the same. Either option of the replacement bridge north with a new bridge south and causeways or the 17 mile bridge are acceptable to me. The impact on the environment is the same either way and the wildlife will adapt to whatever change takes place. When Hurricane Isabel radically changed the shoreline in Pea Island, the wildlife adapted and thrived easier than humans did. The logic of the situation is obvious:

1) The bridge provides a much more reliable means of access for the health and safety of anyone on the island, residents, visitors, or environmentalists alike.

2) The road already exists and the wildlife that are present are co-existing.

3) If the road is replaced with structures to handle the future 50- years of predicted shoreline change, the changes that the wildlife will have to adapt to will be minimized. Currently, any major storm alters the landscape and a reaction has to take place to mitigate damages.

4) People are not leaving Hatteras Island. They are entitled to the same government services that other citizens of North Carolina and the US receive from their tax dollars. Access to the island was guaranteed to the established villages when the National Seashore was created. Any means of access, ferry, bridge north and south, or 17 mile bridge will have an environmental impact, however none of them will be any different than currently exists or historically existed. The environmental objections are neutralized.

Whatever method is funded, that should be the preferred method and the process should start without further delay. If the 17- mile bridge option is not funded but can proceed at a quicker pace due to less environmental objections, then creative funding needs to be used. I have previously written in the Island Breeze about the possibility of having CHEC lease back the 17- mile bridge to use supports at the ½ or 1 mile locations to provide superstructure for wind power generators. The bridge reduces maintenance costs to access the generators and would create landings to provide traffic interchanges during lane blockages due to accidents or road maintenance. Perhaps the environmental groups should marshal up funding to pay for their preferred bridge location rather than fund negative activities. These options can be funded if all parties involved get serious.

In summary, the Bonner bridge needs to be replaced now before a very costly reaction has be implemented that will pale the current arguments stalling the bridge in impacts, scope, and cost.

Please contact me with any questions.

Sincerely,

Bill Olander

Local address- 48191 Serenity Circle, Buxton, NC 27920- 252-995-5270

Mailing address- 338 Veneto, Bloomingdale, IL 60108- 630-529-0562

Joyner, Drew

From: nfdp4@sc.rr.com
Sent: Thursday, July 15, 2010 12:26 PM
To: Joyner, Drew
Subject: Bonner Bridge public comments

Mr. Joyner:
Concerning the construction of a new bridge to replace the Bonner Bridge, I am 100% in favor of going forward with the proposed design. As a resident of another state and the owner of rental property in the Mirlo Beach neighborhood, I have both an outsider's and insider's view shaping my support for the project.
While I consider myself sympathetic to environmental issues and concerns, I do not believe there are any true environmental issues involved in the project; rather, this is purely an issue of public works and public safety that appears to have been hijacked for some personal agendas. Personally, I could accept that my house be claimed by climate, weather, or road construction issues more easily than I could accept the loss of my house, anyone's life, or any public access to or use of the region due to selfish political purposes.
I am thankful for all the effort NCDOT has invested in this issue and yet dismayed by the distractions, diversions, and distortions that routinely and systematically delay this project. It is imperative that NCDOT find a way to get ahead of the process to avoid the necessity of constantly reacting to it.
Thanks,
Nick duPont

Joyner, Drew

From: Doug [wildlifer@ionet.net]
Sent: Thursday, July 15, 2010 11:33 AM
To: Joyner, Drew
Subject: Bridge comments

Mr. Joyner,

Going ahead with just the short bridge, is short-sighted and a waste of money on a short-term fix.

One, it still puts we island residents in jeopardy of being stranded as were the Hatteras residents after Isabel.
Two, it doesn't address the problem of the millions (?) dollars being spent a year pushing sand off of NC 12 on Pea Island or the cost of the overwash issues on the entire span of the islands.
Three, it doesn't account for sea level rise and other barrier island dynamics.

The most obvious and common sense solution would to be to engineer phased construction of a causeway the entire length of Pea and Hatteras Islands. One could begin with the most immediate issue of the short span and then continue with a causeway off of the short bridge to Rodanthe and then to Hatteras with exits to Avon, Buxton and Frisco. The remnant portion of the short bridge could be used as an exit to the north end of Pea Island. The south end could be accessed via Rodanthe.
Maintenance of NC 12 on Pea Island could then end, if need be, and a sand trail (sound-side of the dunes) could be maintained for access to the rest of Pea Island. The state could also then allow inlets to come and go without the high costs of repairing them.

The future savings will more than pay for the costs.

Thanks

Doug McGee
Buxton, NC

Joyner, Drew

From: Nugent, Alfred S. CTR COMNECC, N5 [alfred.nugent.ctr@navy.mil]
Sent: Thursday, July 15, 2010 10:15 AM
To: Joyner, Drew
Subject: RE: ON-LINE?

Mr. Joyner,
Thanks for the reply.
It will 2001 comments by the weekend, plus however many of my seven other brother and sisters pile on.

Thanks to all you folks for keeping after this project.

V/r

Al Nugent

Commander Navy Expeditionary Combat Command
COMNECC N5
1575 Gator Blvd.
JEB Little Creek/Fort Story
Virginia Beach, VA 23459

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(757) 771-9193

-----Original Message-----
From: Joyner, Drew [mailto:djoyner@ncdot.gov]
Sent: Thursday, July 15, 2010 8:34
To: Nugent, Alfred S. CTR COMNECC, N5
Subject: RE: ON-LINE?

Thank you for the suggestion. At this point, we don't anticipate setting up something like that for the remaining three and a half weeks of the comment period. But we have staff looking into doing more of that type of thing for upcoming projects.

Most people with internet access also have email accounts, so we don't feel like we're excluding anyone. And we have already had about 2000 comments this project, which is the largest response I can remember on a project. But, I do appreciate your suggestion.
Sincerely,
Drew Joyner

Drew Joyner, P.E.
Human Environment Unit Head

Direct Number (919) 431-6700 HEU Main Number (919) 431-2000 HEU Fax Number (919) 431-2001

N.C. Department of Transportation
PDEA - Human Environment Unit
1598 Mail Service Center
Raleigh, NC 27699-1598

-----Original Message-----
From: Nugent, Alfred S. CTR COMNECC, N5 [mailto:alfred.nugent.ctr@navy.mil]
Sent: Wednesday, July 14, 2010 5:17 PM
To: Joyner, Drew
Subject: ON-LINE?

Mr. Joyner,
Is there any reason you cannot set up your web site to take comments on line like was done for the NPS DEIS for Cape Hatteras?
Just a suggestion. It would likely garner a better response.

V/r

Al Nugent

Commander Navy Expeditionary Combat Command COMNECC N5
1575 Gator Blvd.
JEB Little Creek/Fort Story
Virginia Beach, VA 23459

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Joyner, Drew

From: Ken Young [kyoung@cvaaa.com]
Sent: Thursday, July 15, 2010 9:59 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Mr. Joyner,

I am concerned for the safety of my family and everyone else who travel daily across the Oregon Inlet via the failing and outdated Bonner Bridge. With a sufficiency rating of only 2 out of 100 and replacement 17 years past due, it seems to me that any further delay in replacement would be criminal. This is a vital transportation lifeline for public safety as well as the economic, cultural, historic and social well being of the region. Other development for sections of NC Highway 12 can be handled as we progress, however, **the immediate replacement of the Bonner Bridge must move forward without further delay**.

I am in favor of the new Preferred Alternative outlined in the Environmental Assessment from the North Carolina Department of Transportation. This plan is a practical solution that, most importantly, calls for the immediate replacement of the Bonner Bridge. It has the support of the Federal Highway Administration, the Environmental Protection Agency, and State and Local officials.

Key components outlined in the Preferred Alternative which I strongly support are the followig:

1. **Replace the Bonner Bridge immediately with a new <u>parallel bridge</u>**
2. **Eliminate the "Long Bridge" option, which is impractical, unfundable and unsustainable maintenancewise**
3. **Use a Transportation Management Plan for development of NC Highway 12**
4. **Begin immediate construction <u>*without further environmental studies and delays*</u>**

We have waited far too long!

Sincerly,

Kenneth R. Young
9268 New Chapel Road
Spout Spring, VA 24593
434-665-1866

Joyner, Drew

From: Nugent, Alfred S. CTR COMNECC, N5 [alfred.nugent.ctr@navy.mil]
Sent: Wednesday, July 14, 2010 5:17 PM
To: Joyner, Drew
Subject: ON-LINE?

Mr. Joyner,
Is there any reason you cannot set up your web site to take comments on line like was done for the NPS DEIS for Cape Hatteras?
Just a suggestion. It would likely garner a better response.

V/r

Al Nugent

Commander Navy Expeditionary Combat Command
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Joyner, Drew

From: Mike Harrington [michael.harrington@resortrealty.com]
Sent: Wednesday, July 14, 2010 3:10 PM
To: Joyner, Drew
Cc: bethm@midgettrealty.com
Subject: Bonner Bridge Comment

Mr. Joyner,

Having been a resident of both Hatteras Island as well as the "northern" Outer Banks islands, I am extremely troubled by the recent comments by both the Southern Environmental Law Center and Department of Interior on the Bonner Bridge replacement effort.

I am not going to claim to be an expert in Environmental issues or the long-term effects of building a new bridge to Hatteras Island, but I am an expert in the Outer Banks Tourism trade. As you are well aware, Tourism is one of North Carolina's biggest revenue sources, with the Coastal Counties (specifically Dare) bringing in a large portion of that. While financially this is a positive for the State, it is also a source of family togetherness and history that is irreplaceable.

More importantly, I believe our Federal and State Governments need to start thinking more as an **entity for the people** and not a business. I'm sure you have the statistics, but with the annual visitor rate on Hatteras Island on any given week during the season, it would be **catastrophic** should the current bridge finally give way during an evacuation event or during a traffic back-up.

I want to formally pledge my support for a replacement alternative NOW based off the current Environmental Impact Study just completed. Should this continue to be drug out, then I would consider the Moral Compass of or Government(s) and the Environmental Groups opposed to the replacement to be seriously misguided.

PS: For full disclosure I have Zero business interests on Hatteras Island.

Thank you for taking our comments.

Mike Harrington

CEO/Principal Broker

Resort Realty of the Outer Banks, Inc.

Office: 252-255-3505

Toll Free: 800-458-3830

http://www.ResortRealty.com

Follow me on Twitter

Joyner, Drew

From: Daniel Heilman [dheilman@source10.net]
Sent: Monday, July 12, 2010 6:47 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Importance: High

I wanted to share my comments with you regarding the Bonner Bridge replacement. I fully endorse the NCDOT plan and urge you to begin immediate construction without further environmental studies and delays. As a homeowner of property in Salvo, NC, I believe the short bridge/parallel bridge option is in everyone's best interest as it relates to safety, the local economy, and certainly public access.

Dare County is a true gold mine to the state of NC. In order for this to continue, this plan MUST go through immediately.

Sincerely,

Daniel Heilman

President

Source10, Inc.

757-377-0066

Owner on record of 26392 Colony Drive Salvo, NC 27972

Joyner, Drew

From: Theresa Hajost [thajost1@yahoo.com]
Sent: Monday, July 12, 2010 4:29 PM
To: Joyner, Drew
Subject: bonner bridge

Heaven forbid that while yet another study is performed the bridge should collapse with loss of life as happened in Minnesota several years ago, but the state should factor in the risks and costs of such an occurrence. The State of Minnesota set up a $38 million fund to compensate the victims and their families (not that money can ever compensate for such losses). I've attached a link to a news story regarding that fund. http://blogs.findlaw.com/injured/2009/08/i-35w-mn-bridge-collapse-draws-another-lawsuit.html

Joyner, Drew

From: rpbauer@aol.com
Sent: Monday, July 12, 2010 12:39 PM
To: Joyner, Drew
Subject: Bonner Bridger

Dear Mr Joyner.

I am a resident of Hatteras Island.
I have a modest education in Science.

I believe that science and ecology clearly favor the 17 mile causeway.
I believe economics ultimately argues for an expanded ferry system.

I believe that only politics and greed favor the "short bridge" option through Pea Island.
Building this short bridge is a mistake.

It would be better to build nothing.

Bob Bauer

Joyner, Drew

From: landbwilson@earthlink.net
Sent: Sunday, July 11, 2010 12:33 PM
To: Joyner, Drew
Subject: Bridge

We have owned a house at Hatteras for 40 years. Our children (now in their 50s used to say "open the windows so we can get out" every time we drove over the bridge. Guess what? now our grand children say "open the windows so we can get out when the bridge falls down"!
E.K.Wilson

Joyner, Drew

From: Ted Hamilton [tedsalvo@earthlink.net]
Sent: Sunday, July 11, 2010 12:01 PM
To: Joyner, Drew
Subject: Bonner Bridge Comments on the Latest Alternatives

I fully support the new preferred alternative that builds the parallel (short) bridge soonest and delays decision on the rest of the route South to Rodanthe until further study is completed over time thru a coastal monitoring program. By words in the handout I received at the open house in Rodanthe the new South landing of the bridge seems to satisfy USF&WS, maintain traffic flow during construction and allow access to the present parking area at the South end of the bridge after construction, if not during construction. I think all three are essential to the project.

Regarding options shown at the open house for the remainder of the route South to Rodanthe that would be considered in the coastal monitoring program:

Any route thru Pea Island should consider at least a few access points, in particular access to the New Inlet boat ramp which is one of the few public (as opposed to private) boat ramps on Hatteras Island.

The Rodanthe Bridge alt that comes down the present road right-of-way (ROW) with a bridge to about the Liberty gas station looks to at least require the store to be moved because of a looped access road back thru the gas pump area. Since that store is the only gas / grocery store open year ‘round in the Rodanthe/Waves/Salvo (RWS) area, all attempts to not disturb it should be considered.

The similar Rodanthe Bridge/Nourish alt that comes down the present ROW with the bridge that ends just past Blue Sea Rd, leaves much of the grade level road South past Blue Sea Rd within the 2060 erosion prediction and would not seem to be a very long term solution.

The Rodanthe Nourish Only alt (Roll 1 of 5 at the open house) seems to basically do about what is presently being done in the S-Curve/Mirlo Beach area. This alt seems a non-starter for even a short term solution, let alone a long term solution. We all know that the current similar effort gets destroyed with even moderate Nor’Easter seas. There use to be an inlet there many years ago (Loggerhead). Mother nature will likely open her inlet again and probably in the not too distant future. She's trying hard now.

Ted A. Hamilton

6 Jib Ct / 26223 Cutlass Ln

Hampton VA / Salvo NC

23664 / 27972

Note: mailing address is Hampton; no mail received in Salvo

Joyner, Drew

From: Frank Folb [ffff1@mindspring.com]
Sent: Sunday, July 11, 2010 11:16 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement Comments

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

Ref: Bonner Bridge Replacement Project
TIP No. B-2500
Dare County
Comment Sheet

From: Frank M. Folb, Sr.
P O Box 448
Avon, NC 27915-0448

E-Mail: ffff1@mindspring.com

Comments:

Dear Drew Joyner,

I would first like to thank you and NCDOT for the opportunity to speak at the public hearing in Buxton, NC on Thursday July 9, 2010 and also for accepting this email as my comments on the Bonner Bridge Replacement Project.

There are few of us left that remember Hatteras Island before 1951 when the road was built from Oregon Inlet to Hatteras, NC and I am happy to say that I am one of them. My mother, Sybil Miller Folb was born in Avon, NC and lived most of her young life in Buxton, NC. My dad, Maurice B. Folb came to Hatteras Island as the Navy Medical Corpsman in the early 1920's serving over ten years in that capacity and administering health care to the seven villages because the US Public Health doctor was sent off the island sick. Having to travel these seven villages, the numerous life saving stations (Later US Coast Guard) and the naval members of the Radio Wireless Station in Buxton was a challenge and privilege he cherished and spoke of often in my years with him. They moved from the island to Winston-Salem in 1936 where I was born, but most summers Mom and I spent in Buxton with my grandparents. This paragraph is an overview of why the following comments about the need for the new bridge NOW are accurate and appropriate,

My Dad’s arrival required riding the mail boat to the shoals behind Buxton where a skiff was dispatched to retrieve him and his belongings. These were two day trips from Elizabeth City. There were vehicles on the island then, but how they got them here I cannot attest.

When trips were begun from Winston-Salem, NC after moving there, the first trips were about 18 hours and routed over Hwy. 158 to Elizabeth City and on to Whalebone Junction where the road became sand from there to Oregon Inlet. At Oregon Inlet we boarded a 7 or 9 car wooden ferry that placed a landing ramp onto the sand and you drove aboard. Upon reaching Hatteras Island the ferry pulled up to the shore side again letting down its ramp onto the sandy sound-side shore where you had to back off as the ferry only had the one end to load and unload. Vehicles were not 4 wheel drives so you slacked the tires and made your way south the best available route possible. The first few miles you took the edge of the surf if the winds and tides were favorable because the edge of the surf was the hardest and easiest to transverse. However, if the tides were high or the winds pushed the surf up to the dune line where driving had to be done behind the dunes we followed tracks used by the cars before us. Where the bird flooded pond areas are now were most times free of water but hard packed sand and we enjoyed some of the fastest and least restrictive driving areas on the whole trip from Oregon Inlet to Buxton. The area where the three USFW buildings are now was the site of the abandoned Pea Island Lifesaving Station that originally housed the only all Negro staffed lifesaving station on the coast. Dad always commented on the wonderful treatment and fine meals enjoyed when visiting and attending to the medical needs of the men of this station. It also was memorable to me as a very soft area with dunes stretching through making transverse slow and sticky. There was still a working hand water pump at the old station that was a life saver when the car would run hot motoring through the soft sand. From there to Rodanthe remnants of the old New Inlet Bridge stood unused since the inlet filled in and roadways ran where ever the pot holes filled with water were least and the sand was firmest. Cattle and horses had roamed free and if they had cleared a roadbed that suited motorized travel better that was the way we drove.

In 1951-1952 the paved road was completed and travel became so different. It seemed that this was the highest area of the island. The lands to the sound-side and to the dunes of the ocean-side were depressed from the new road. But today the opposite is true. Because there is no longer a presence of free ranging cattle and horses allowed the brush and grasses grow that has captured the sand and built up both sides of the roadway until today many parts of the road are the first to flood in rains and high tides. On several occasions the ocean has eroded area of the beach bringing the surf zone closer to the road, but DOT has moved them west to new areas without dissent as it has always been understood that we, the people of Hatteras Island, were guaranteed right of way for a road through Pea Island and the National Seashore to get from the mainland to the villages of Hatteras Island and Ocracoke. We have seen the roadway moved several hundred feet west in the refuge where it once was east of the refuge headquarter and living quarters and several times west at the south end approaching Rodanthe. The jetty at Oregon Inlet was placed to abate erosion where the south end of the Oregon Inlet Bridge connects to the island, a NPS Camp Ground once flourished and the Coast Guard station was endangered and abondoned.

I have demonstrated above that the Pea Island area of Hatteras Island while in the hands of the people that granted their lands to the USFW for a Refuge and the USFW who allowed the present bridge and continual changing right-of-way be a part of transportation avenue since the arrival of vehicles on the island. Only in recent years have obstructionists in the private sector of environmental special interest groups and out of touch federal managers have these delays been allowed.

The studies and delays are over. The people of Hatteras Island and its visitors no longer will tolerate the endangered chance we take to drive over a present bridge that has a four safety rating. We hold the state of North Carolina and more so these environmental special interest obstructionist groups responsible if, god forbid, this delay in building a replacement bridge causes harm to any of the citizens of these Islands it connects or to its visitors. This intolerance includes any harm to those that may not be able to reach life saving treatment should an event cause passage on this old bridge be compromised. The two year projected short term wait to begin construction is unacceptable, much less allowing any further delaying tactics by any special interest groups or even USFW.

Let the bids go out, create the contracts, build us a bridge and put the monitoring staff in place for the corridor from the bridge to Rodanthe. We saw DOT put together a contract to fix the area that was downed by the barge in October of 1989 and complete the work by February. With the studies over seventeen years that have been done on this project you should be able to let me drive on the new bridge by 2015.

Make this your motto, “COMPLETE THE BONNER BRIDGE BEFORE THE END OF 2015”

You can do it if you try and try you must!

Frank Folb, Sr.

P O Box 448

Avon, NC 27915

www.hatteras-island.com

ffff1@mindspring.com

Joyner, Drew

From: Frank Folb [ffff1@mindspring.com]
Sent: Saturday, July 10, 2010 1:44 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement Project

July 10,2010
Mr Drew Joyner
NCDOT-Human Environment Unit
1598 Mail Service Center
Raleigh, NC 27699-1598

Mr. Joyner,

I would first like to thank you and NCDOT for the opertunity to speak at the public hearing in Buxton, NC on Thursday July 9, 2010 and also for accepting this email as my comments on the Bonner Bridge Replacement Project.

There are few of us left that remember Hatteras Island before 1951 when the road was built from Oregon Inlet to Hatteras, NC and I am happy to say that I am one of them. My mother, Sybil Miller Folb was born in Avon, NC and lived most of her young life in Buxton, NC. My dad, Maurice B. Folb came to Hatteras Island as the Navy Medical Corpman in the early 1920's serving over ten years in that capacity and administering

Joyner, Drew

From: njohns1945@aol.com
Sent: Friday, July 09, 2010 7:45 PM
To: Joyner, Drew
Subject: Urgent replacement of the Bonner Bridge

Dear Sir,
I purchased a vacation home in Avon, NC, in 1991 and still maintain that home as well as my home in Northern Virginia. I am fearful traveling over the Bonner Bridge and worry about my children and now my grandchildren crossing it to visit our second home in Avon. I even roll down my windows as I cross Bonner Bridge for a quick escape should it collapse.

I beg you to begin replacement of this bridge immediately. The good people of Hatteras Island do not need an additional catastrophe to disrupt their way of life. Thank you.
Nancy Johnston

Joyner, Drew

From: Jonna Midgette [midgettej@dcdss.org]
Sent: Friday, July 09, 2010 12:53 PM
To: Joyner, Drew
Cc: Frank Hoage; Lynne; 'Jay Burrus'
Subject: Herbert C Bonner Bridge

Dear Mr. Joyner,

I am a resident and native of Hatteras Island and unfortunately was unable to attend the scheduled meetings this week. I am writing to express my fervent hope that construction on a new bridge will be underway in the near future. I had been riding back and forth over the bridge at least twice daily for the past 15 years as I commuted to Manteo for my job with Dare Co Department of Social Services. My job involves traveling around all of the county including Hatteras Island. I was fortunate enough to be able to relocate to Frisco at a new county satellite office approximately a year ago and now travel north less but still at least several times a week for my job and other essential errands as most islanders do.

In short, I have kept boat cushions and standard flotation devices in my vehicle for 15 years after having my first child. Not that I expect that fall or impact could be survived, but what else is in our power but to do the most we can to protect ourselves as those in charge do not seem to take the risk so seriously. At a minimum those with power to fund and to execute treat this as something that can be put off without urgency. To islanders it seems obvious that its urgency will not even come with a tragic result of its imminent risk because with continued studies, construction would still not be underway for years to follow.

I am not fearful of the waters that surround us and not fearful driving the many bridges we travel; my fear comes with noticing the bridge's instability as it occurred and in having that instinct confirmed when studies of its safety status were published after so many of our nation's bridges and roadways built in the same era have suffered tragic decline and caused needless death and havoc due to complacency to replace or refurbish.

Like I said, I am a native of the island as were my parents and all known ancestors before them. My Grandmother, Nora Midgett Herbert, cut the ribbon at the opening celebration of the Herbert C. Bonner bridge. I, like so many others I have heard, could feel when it's stability became an issue.

I left my job position working off the island because I could not depend on consistent access to and from home. I'm sure there are many who given this opportunity would do likewise but this relocation to work on the island was a rare one. I'm sure there are no arguments regarding economic impact I could raise that have not been spoken more eloquently than I am capable, so I will close with pleaful demand that the plan for rebuilding be carried out as it was indicated to your fellow citizens it would be.

Sincerely,

Jonna O’Neal Midgette

Resident of Rodanthe, NC

252-987-1045

Joyner, Drew

From: Sheela Fortner [SFortner@manconinc.com]
Sent: Friday, July 09, 2010 9:49 AM
To: Joyner, Drew
Subject: BONNER BRIDGE TO HATTERAS

To whom it may concern:

Why would anyone allow anything else to stand in the way of safety, commerce and access to an island that is inhabited by the good citizens and guest of North Carolina? Sometimes, it is just good "horse sense" to do the right thing. Must we recreate the disaster like that of the Minneapolis Bridge 9340 and the 179 victims to remember the risk?

Strangely, the incident in Minn. had the same conflict and neglect by officials to repair this bridge, its lifespan…1964-2007. When we will use history as it is intended; as a means of learning from our mistakes?

Sheela S. Fortner/Long time guest

757-287-5392

Norfolk, Va.

Joyner, Drew

From: Rich Kenner [richk@chec.coop]
Sent: Friday, July 09, 2010 8:54 AM
To: Joyner, Drew
Subject: Replace Bonner Bridge

Attachments: image001.jpg

Mr. Joyner,

I was present at the public hearing last night in Buxton. I thought NCDOT did a great job of moderating this event. As you could surely see from the speakers, support for a new bridge is overwhelming. It is my hope as well, that work on a new bridge will begin soon as well.

Obviously, as my position indicates, I have concern about what happens to Hatteras Island power supply if the current bridge should fail. I think many residents may not even realize that their electric power comes to them by that bridge. Any problem with the current bridge would not only mean the obvious problems with transportation but could result in loss of power to Hatteras Island for an extended amount of time.

I would also like to present a what if scenario. A few of the speakers last night talked about fears they have traversing the bridge with children in the car, or what happens if people need to get to hospital. I can paint a real life, what if, story for you related to that.

On April 22, my wife walked outside and got my attention while I was cutting the grass. She told me she was having contractions and needed to go to the hospital. That should have been exciting news for an expectant father to hear. However, our babies were not due until July 28th. My wife was only 26 weeks into her pregnancy. I was able to get her to OBX hospital in Nags Head where she was then rushed to Norfolk Sentara. There they were able to stop the labor, and we returned home in a few days….But what if there were no bridge?

A few weeks later, my wife woke me up in the middle of the night. She was having contractions again. Now she was at 29 weeks. I was able to get her to OBX once again where she was taken by ambulance to Norfolk Sentara. There they were able to stop her labor for 5 more days, allowing the babies to grow and develop as much as possible. May 17, my wife had an emergency C-section and gave birth to two little girls…but what if there were no bridge?

Last night, after the meeting, I went home, walked in the front door, kissed my wife and then held

little Hannah while I watched her sister, Leah sleep in a bassinette…after spending 7 weeks in the hospital, my two girls are home….and my wife is healthy….but as I think back on those scary trips to the hospital I cannot help but think….what if there were no bridge?

Replace the bridge…

Thank you,

Rich Kenner

Director of Public Relations and Marketing

Cape Hatteras Electric Cooperative

252-995-5616 x234

252-216-5427 (cell)

http://images.google.com/images?q=tbn:hKP00CERwr-Q3M:http://www.cbpower.coop/userdocs/PowerLinks/cbpo_162_te_logo_big.gif

Joyner, Drew

From: Hajost, Theresa W. [Hajost@halloran-sage.com]
Sent: Wednesday, July 07, 2010 5:00 PM
To: Joyner, Drew
Subject: New Bonner Bridge

As a long time visitor (and now homeowner) on Hatteras Island, I support the new Preferred Alternative proposed by NCDOT in its recent Environmental Assessment. This alternative is a sensible, balanced approach which reconciles a number of interests and concerns while providing a solution for what should be the biggest concern -- a safe bridge for the island's residents and visitors. Given the condition of the bridge, further delay would unconscionably endanger human health and safety. Thank you for your work on this project and we all look forward to a new bridge in the near future.

RESPONSES TO:

Theresa W. Hajost, Esq.
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1730 Pennsylvania Avenue, NW
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Washington, DC 20006
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Joyner, Drew

From: Frank Jakob [capehatreal@yahoo.com]
Sent: Wednesday, July 07, 2010 1:13 PM
To: Joyner, Drew
Cc: 'Jerri Getty'
Subject: New Bonner Bridge

Attachments: image001.jpg

Dear Mr. Joyner,

Please allow me to introduce myself. My name is Frank A Jakob and I am a 36 year permanent resident of Hatteras Island and local businessman. I would like to supply my comments during the public comment period. I would normally appear in person at one of the public meetings; however, I am now in Florida and am scheduled for surgery next week and will not return to the Outer Banks until later this Fall.

I cannot stress the importance of a new bridge, because it is the one and only vital link to the economy and public welfare and safety of the people of Hatteras Island and Ocracoke Island. Granted you can come by ferry from the south thru Cedar Island or the west from Engelhart provided you have an extra 24 hours and there is no traffic back up. Most ferries can only carry 35-50 vehicles and it takes 2-6 hours traveling time depending on where you start and end. We only have a handful of permanent residents, less than 10,000 on both Islands, but get over 4 million tourists every year to the National Seashore. Everybody wants to visit the Cape Hatteras Lighthouse and our free and clean beaches. Over I million visitors continue south, back and forth to visit Ocracoke. The Outer Banks is about 120 miles long and we get visitors from all over the world. We are a family beach without the noise and congestions of casinos and high rises and board walks. People come here to enjoy what they don't have elsewhere. Most business are small family owned business and depend on the tourist to survive. Without them, our local economy and the public health and welfare of our entire county would fail. Needless to say, what an impact this would have on the entire North Carolina Budget.

So getting back to the bridge. I want to comment that I have attended meetings for over 15 years and seen many changes in administrations with the only result being more meetings. We need some action and need it now. The parallel bridge is the only logical solution and we need to start now. In the meantime, we have some hot spots along NC 12 that need to have a causeway type bridge so when you cross the new bridge, you have some way to travel below. I have an engineering background and worked as a project engineer on many power plants and industrial sites in my career. We always had a built in contingency and parallel effort. We never built anything linearly. What I am trying to say is, that the state should start building the causeways instead of wasting tax payers money shoveling sand against the tide. We all know these Islands are dynamic and moving to the westerly yearly. I remember when Rodanthe had a dune and the ocean was 1,800 feet further east. Now it washes over the road every northeastern and the ocean is less than 50 feet from the road at high tide during normal conditions. Pushing sand against the tide is a waste of time and

money. Just north of Rodanthe is New Inlet. You cannot fool mother nature. This used to be an inlet in the early 1930's and eons before that. Hatteras and Ocracoke were connected 150 years ago and there was another inlet between Avon and Buxton and Frisco and Hatteras and Oregon Inlet was not there. We cannot change history. We already messed up the flow of currents by filling them in and mother nature's takes then back every chance it gets; particularly during a northeastern or Hurricane. Somewhere it will be washed thru on Hatteras and Ocracoke islands.

Please stop wasting time and money on something you already know what to do and let's get started building the new bridge before it's too late and start building the causeways over the hot spots to make a logical solution for the next 30 years.Please free free to contact me if you have any questions.

Thanks and Have a Great Day!!

Jake @ Octoberfest weeping radish 090906a

Frank A. Jakob, President/Broker/Auctioneer

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E-mail: capehatreal@yahoo.com

Joyner, Drew

From: Hal Shelton [h.shelton@verizon.net]
Sent: Tuesday, July 06, 2010 9:56 PM
To: Joyner, Drew
Subject: Bonner Bridge--Parallel Bridge--Yes and Do It Now

Henry Shelton

Avon, NC 27915

July 6, 2010

Mr. Drew Joyner

Human Environment Unit Head

NCDOT

1598 Mail Service Center

Raleigh, NC 27699-1598

Dear Mr. Joyner:

This letter contains my comments on the Bonner Bridge replacement Environmental Assessment. In summary, I endorse the Environmental Assessment findings that the parallel bridge (aka short bridge) is the best solution. In the SELC letter to Mr. Conti, dated May 14, 2009, they state “Without a doubt, Bonner Bridge needs to be replaced”. So all agree the bridge needs replacing. The many engineering studies, funding analyses, economic evaluations and local resident opinion clearly demonstrates the parallel bridge is the best alternative. Now, just do it.

I am a home owner in Avon, NC on Hatteras Island. I am very concerned with continued safe access to my home and the general economy of Hatteras Island. The reason is the well documented severe problem Bonner Bridge on which Route 12 crosses Oregon Inlet. The bridge condition is a disaster waiting to happen. This is the only fixed access to Hatteras Island.

I support the parallel-bridge alternative for the following reasons:

1. The parallel-bridge alternative has the lowest cost to construct and maintain.

The many studies over many years continually make this case both on an absolute and present value basis. Using the proposed phased approach makes this a much stronger case.

2. The parallel-bridge alternative has the lowest total cost.

In such an important infrastructure project all the costs must be included in the economic evaluation such as continuing to provide electric power to Hatteras Island, costs incurred by displaced residents and businesses in the long-bridge alternative, etc. From a NC state perspective, you know that Dare County is one of the few counties that make a positive net contribution to North Carolina's finances. If the Bonner Bridge collapses or is condemned, this positive economic situation will cease almost immediately.

3. The parallel-bridge alternative has the lowest opportunity for gephyrophobia.

This is the fear of crossing bridges and is more common than one would expect. In an internet search, I noticed a reference to the Chesapeake Bay Bridge where in 2004 authorities had to assist 3,374 drivers across the bridge—image 9 times every day. Yes, the Bay Bridge is different than the long-bridge alternative—it is only about 4 miles long and 200 feet high at peak. In the long-bridge alternative—it will take 20-30 minutes before one is on land again. The potential traffic problems in both regular and emergency evacuation times are a great concern with the long-bridge alternative.

4. The parallel-bridge alternative has the least opportunity for frozen road conditions.

We have all seen signs on bridges and overpasses that say something like, bridge may freeze before road. In the event of a snow or ice storm, a long bridge will have the potential for more freezing spots and thus more traffic accidents and disruption. Yes it does snow here on occasion.

5. The parallel-bridge alternative can be funded.

You can only build what you can pay for. This should be sufficient reason to build the parallel bridge. Recall, all say there needs to be a replacement bridge.

I wrote similar comments to Mr. Goode in November 2005. The new bridge could have been built in this time. Slowly, very slowly, the bureaucratic wheels are turning to a solution. Face it; there will be a law suit regardless of the option selected. The environmental groups are/will cry foul with the preferred parallel-bridge alternative. The facts on this option are clear and should be implemented immediately. The environmentalists hold out Pea Island as something special that needs to be over-the-top protected. As we know, Pea Island is a place at the northern end of Hatteras Island; it is not an island itself. We also know its ponds are manmade and it is managed in an unnatural manner—e.g., controlled burns of the many acres of dune grasses. What we call the Cape Hatteras National Seashore is officially the Cape Hatteras National Seashore Recreational Area—people come first; their health and safety, their economy, and free & open access to their homes, businesses and recreation.

Thank you for this opportunity to provide these comments. I look forward to hearing about NCDOT's

progress in finalizing the Bonner bridge replacement decision and getting the work started. In these litigious times, I understand the need to have a very deliberative process so it cannot be successfully challenged. This needs to be balanced with not having the process overwhelm the subject and the decisions/actions that need to be made and taken promptly.

Sincerely,

Henry Shelton

Joyner, Drew

From: Craig & Janet Morrow [hawthorn@cox.net]
Sent: Monday, July 05, 2010 10:52 PM
To: Joyner, Drew
Subject: Bonner Bridge replacement comments

Hello,

We are homeowners of 26087 Galleon Drive in Salvo, NC. For the past two years we have traveled back and forth over the Bonner Bridge and have had serious misgivings about doing so. We are aware that the bridge now holds the distinction of having a safety record of 2 out of 100. This does not inspire confidence on our part but we have no alternative to using this bridge. A new bridge has been needed for quite some time and we question why it has taken so long when people's lives are endangered each time they travel back and forth over this structure. Is it going to take a disaster with loss of life in order for this replacement to become a priority? How can anyone justify jeopardizing the lives of men, women and children by dragging this issue through years and years of red tape when the funding was approved quite some time ago? We appreciate the environmental impact of any new bridge but there has to be an agreement between all parties involved since the entire population of Hatteras Island will still need a means to travel back and forth on and off the island. No one wants to deliberately harm the environment and most people are fully conscious of their impact on the flora and fauna concerned in this matter but to delay the building of this bridge will certainly not help the situation and can endanger human lives. It appears the short bridge is the most logical solution to this dilemma and it needs to be built as soon as possible without further delay.
Thank you. Craig and Janet Morrow

Joyner, Drew

From: CDuvon@aol.com
Sent: Sunday, July 04, 2010 1:04 PM
To: Joyner, Drew
Subject: Bonner Bridge

To Whom it may concern:

My name is Christa duVon. I have been visiting the Outer Banks for 40 years, first as a chaperone of a high school beach excursion, then as a young adult, then as a honeymooner, and now as a property owner in Avon. The Outer Banks are part of what I consider to be my home, and certainly part of the wealth and heritage of our blessed United States of America.

For the safety of all travelers and all the year round residents of Hatteras Island and Ocrakoke, please get the Bonner Bridge replaced before it becomes another tragedy we read about in the papers. In addition to the scandal of loss of life it would undoubtedly entail, there would be an extreme impact on the economy of the state in terms of rescue, recovery, litigation, and loss of income from tourism and taxes. It defies logic to put off this necessity any longer.

Thank you for hearing my concerns and opinion.
May God bless the decision makers, and the beautiful state of North Carolina, and America!

Sincerely,
Christa duVon

Joyner, Drew

From: Blueboyh8@aol.com
Sent: Sunday, July 04, 2010 12:09 PM
To: Joyner, Drew
Subject: Bridge

It's time to Build the bridge. I agree it should be built along side of the exiting bridge. I am a long visitor to Salvo and want to continue to be.

S.E. "Blue" Harris
4710 Milan Dr.
Portsmouth, VA> 23703

Joyner, Drew

From: Rick Brothers [rb2jg0070@yahoo.com]
Sent: Saturday, July 03, 2010 11:10 AM
To: Joyner, Drew
Cc: John Walston; dave tillar
Subject: Build The New Bonner Bridge Now

Sir:

Time and taxpayer money has been wasted on repeated studies regarding the construction of the new Bonner Bridge across Oregon Inlet. The present bridge has been proven UNSAFE. Access to and from Hatteras Island and Ocracoke Island is of utmost importance to inhabitants for continued commerce, health care, protection of our coastline in terroristic times, and maintaining the tax revenue gained from the tourism industry (plus all supporting businesses). This part of NC is literally the birthplace of this great state! I say we preserve this part of North Carolina and Build the New Bonner Bridge! Not to do this, in my mind, would be pure negligence on the shoulders of the project directors!

Respectfully,

Lyman R. Brothers, III
26423 Colony Dr.
P.O. Box 404
Salvo, N.C. 27972

Joyner, Drew

From: Deb and Bob K [creek@sprintmail.com]
Sent: Friday, July 02, 2010 7:22 PM
To: Joyner, Drew
Subject: Bonner Bridge

It is time to stop the talk and start to build the short bridge now. Public safety is paramount. Act before it is too late.

Joyner, Drew

From: John Walston [johnwalston@jlwalston.com]
Sent: Friday, July 02, 2010 4:00 PM
To: Joyner, Drew
Subject: Build the New Bridge Now

I would hope this is the end of delaying the process of building the new bridge. There has been enough studies and too much wasted money of the taxpayers by delaying what must be done.
I own two homes on Salvo and we must protect Hatteras Island and have the new bridge now. Just think of the lost of tax revenue if no one can go over the bridge. You can not imagine how many homeowners would loose there homes if there are no rentals. Now is the time to get it done.

John L. Walston

Joyner, Drew

From: Haug [haug@astound.net]
Sent: Friday, July 02, 2010 3:05 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

I am a 30+ year property owner on Hatteras Island and cannot attend the public hearings on July 6 or 8. However I would strongly urge you to move forward on the plans before the NCDOT and begin construction of the bridge replacement without further delay. The replacement is needed for a variety of important reasons and this proposal represents the best compromise of the various alternatives offered over the years.
Sincerely,
Karl Haug
Owner Sandbox at Salvo
3068 Bowling Green Drive
Walnut Creek, CA 94598
Tel. 925-945-7784
haug@astound.net

Joyner, Drew

From: nrsobx@aol.com
Sent: Friday, July 02, 2010 1:40 PM
To: Joyner, Drew
Subject: Bonner Bridge

Please---Get this done once and for all--We residents on Hatteras Island have waited far too long.

Thank You
Neil Swartz
PO Box 336
Avon NC

Joyner, Drew

From: Debbie Greer [dgreer@thegreergroup.com]
Sent: Friday, July 02, 2010 1:27 PM
To: Joyner, Drew
Subject: Bonner Bridge

My husband and I spent our honeymoon on Hatteras island 33 years ago. We built a vacation home there 20 years ago. It is our home away from home. Each time we go over the bridge I go through in my mind my escape route if the bridge was to collapse. I have even gone so far as to talk to my children about this. My son is almost 16 and driving and the fear of every parent for their children is for them to be safe. It is important not to wait until a catastrophe to fix our only way to paradise!

Debbie Greer

Wake Forest, NC and Salvo NC

Debbie G. Greer

President

The Greer Group, Inc.

3109 Charles B. Root Wynd

Raleigh, NC 27612

Phone: 919-571-0051

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Joyner, Drew

From: James Lea [jwlea@email.unc.edu]
Sent: Friday, July 02, 2010 11:59 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Mr. Joyner:

I am strongly in favor of the parallel bridge plan for replacing the Bonner Bridge. I urge the DOT and other responsible agencies to approve and implement the parallel plan as quickly as possible. Our lives, property and financial futures are at stake on the Outer Banks.

James Lea
Buxton, NC
james.lea@gmail.com

Joyner, Drew

From: Michael Porter [MikeP@pension.disciples.org]
Sent: Friday, July 02, 2010 9:48 AM
To: Joyner, Drew
Subject: Bonner Bridge

Mr. Joyner:

Thank you for the opportunity to comment on the Bonner Bridge Replacement.

It is my hope that construction on the replacement bridge will start as soon as possible and the NCDOT will resist any efforts for more environmental studies. The benefits are clear for not only the economy of the region, but the safety of the residents and visitors to this part of North Carolina. NCDOT has taken extraordinary measures to hear all sides of the issue of parallel and long bridge options and has made the **correct** choice to replace the Bonner Bridge with the parallel option.

Thank you again for the opportunity to comment

Michael W Porter

Director of Health Services

Christian Church Health Care Benefit Trust

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Joyner, Drew

From: James Tawes [james.tawes@gmail.com]
Sent: Wednesday, June 30, 2010 1:40 PM
To: Joyner, Drew
Subject: Bonner Bridge

My name is James Tawes and I live in Buxton. I will not be able to attend any of the public meetings, but I would like to say we needed this new short bridge alternative 10 years ago. I would like to comment that we need this bridge. It is fundamental to our life. I have had 3 children born in Elizabeth City, my wife tore her ACL and had to go to the new Outer Banks Hospital. I had an appendectomy in Elizabeth City, and these are just what I can think of in the 5 minutes of writing this email. In any event, we need access to a hospital. Thus we need a bridge. That does not take into account any of the tourism industry or hurricane evacuation. Please help with this situation.

Thanks for your time.

James Tawes

Joyner, Drew

From: Alan Pitt [apitt@jewettautomation.com]
Sent: Wednesday, June 30, 2010 12:26 PM
To: Joyner, Drew

Mr. Joyner,

My name is Alan Pitt. I am a resident of Richmond, VA, but also have a summer place in Frisco, NC.

I am writing you today in overwhelming support of the Bonner Bridge Replacement Preferred Alternative. or the "Parallel Bridge" option. As someone who spends 45-60 days on-island per annum, the bridge replacement is a very important topic when considering my family's safety not only while crossing it, but once on the other side. No bridge means no access to medical care that only exists north of OI, and that is simply unacceptable.

The environmentally preferred 17-mile long bridge is simply a joke, and would certainly be the costliest, if not longest bridge in the state of NC if it were to become a reality.

The endless DEIS' have shown no significant impact for the short bridge option time and again. Please put this matter to rest and get started on the parallel bridge ASAP. Enough is enough.

Thanks you for your time and consideration in this matter.

Alan Pitt

Richmond, VA

Joyner, Drew

From: Fred Westervelt [fwestervelt@pol.net]
Sent: Wednesday, June 30, 2010 11:14 AM
To: Joyner, Drew
Cc: bethm@midgettrealty.com
Subject: Bonner replacement

Mr. Joyner,

There seems to be the prevailing attitude that, contrary to the impression created by the earlier detailed memo describing the current bridge plans, there is still powerful resistance to the replacement plan.

While safety and convenience are important considerations, the pivotal role of the bridge in our economy must not be overlooked. The survival of the Ocracoke, and Hatteras, economies depends upon free access from the upper regions and the mainland. And, less well understood, the survival of mainland Hyde County depends upon taxes monies from Ocracoke, which provides more that 60% of County funding.

We are aware that federal, and NPS, doctrine plays the "zero sum" game- if tourism must leave one area it will reemerge somewhere else, with no net overall loss. Such sophistry! This is our lives that are being toyed with.

We need the bridge!!

Fred Westervelt
Ocracoke
252-928-7761
For the bad to prevail it is only necessary for the good to remain silent

Joyner, Drew

From: Leonard Meeker [quork@embarqmail.com]
Sent: Tuesday, June 29, 2010 11:51 AM
To: Joyner, Drew
Subject: Bonner bridge

29 June 2010

Dear Ms. Joyner,

I am a permanent resident of Ocracoke, and am sending this message because I shall not be able to attend the hearings on a new bridge across Oregon Inlet.

A new bridge is of greatest importance to all the Outer Banks of North Carolina -- Ocracoke, Hatteras and Bodie Islands, the long peninsula from Corolla, Duck, through Kitty Hawk, Kill Devil Hills, and Nags Head. These communities are dependent on a reliable, sufficient bridge for supplies and for the success of tourism, which is now their economic main-stay. The present bridge is almost 50 years old, in a state of deterioration, and could go out of service at any time because of defects from age and use. Such an event would be a disaster for the Outer Banks communities.

There is no time to lose in deciding on and building a new bridge over Oregon Inlet. The plan now developed and endorsed by the North Carolina Department of Transportation seems entirely the right one. It should be approved promptly, and action should be taken under it without delay.

Yours sincerely,

Leonard C. Meeker

435 Silver Lake Drive

P. O. Box 328

Ocracoke, NC 27960

tel. (252) 928-7040

e-mail: quork@embarqmail.com

Joyner, Drew

From: jclathamnc@aol.com
Sent: Monday, June 28, 2010 10:01 AM
To: Joyner, Drew
Cc: Smyre, Elizabeth A
Subject: Bonner Bridge Replacement

Dear Mr. Joyner:

Please put me down as being 100% in favor of your Environmental Assessment and your plans to build the new parallel bridge as soon as possible.

Like everyone else I was shocked and horrified by the collapse three years ago of the Minneapolis bridge which was rated 50. That brought home the urgent need for this project. I visit Hatteras Island 4-6 times per year for recreation and on every approach to Oregon Inlet, I roll down my windows, unbuckle my seatbelt and pray for a safe crossing of the Bonner Bridge.

I am grateful for you very smart engineers and your commitment to public safety. I wish you Godspeed in completing it before any lives are lost on the old one.

Sincerely,
Judith C. Latham
7905 Tulip Circle
Raleigh, NC 27606
(919)760-7562

Joyner, Drew

From: Bill & Vicki Blackwell [blackwellv@earthlink.net]
Sent: Saturday, June 26, 2010 6:04 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

As a property owner in Salvo, I am very concerned about the delay in construction of the new bridge over Oregon Inlet. To state the obvious, this project is long overdue! I was grateful to discover that the "long bridge" alternative was not included in the current proposal. Building a seventeen mile long bridge as the environmental groups supported would have been one of the biggest engineering fiascos of modern times. Unfortunately, Audubon and their sister organizations will continue their attempt to prohibit access to Hatteras Island villages through the Pea Island Refuge. Finding a legal way to silence and defeat these "environmentalists" is essential to replacing the Bonner Bridge in a speedy manner. Good Luck!

Joyner, Drew

From: Richard Jacoby [svc2@embarqmail.com]
Sent: Saturday, June 26, 2010 1:51 PM
To: Joyner, Drew
Subject: Bonner Bridge

I feel that the State of North Carolina would be <u>much</u> smarter to choose the long Bonner Bridge and not be swayed by the politics of Dare County. No one seems to care what actually happens to the people and businesses who are south of Pea Island. When the bridge goes down, our access from the north will no longer exist. With the short bridge alternative, the stretch of land on Pea Island will continue to be severed time and again. There will be no end to this problem and the state will continue to spend millions of dollars either repairing Hwy. 12 or building causeways across severed areas. Even that will be an inappropriate alternative as the ocean waters continue to rise.

So, what I think is of no consequence, for the Dare County politics and Marc Basnight carries far more of an impact than I do.

The bottom line is that you might as well just let the bridge go down, for much of the Outer Banks appears to be headed towards being flooded out over the next twenty or so years. Access will eventually have to be by high-speed ferries across the sound to the various villages that were smart enough originally to be built on the back side of the islands, rather than along the beach front. The state should be looking towards that form of access.

Joyner, Drew

From: John Alexanderson [alexjt4@verizon.net]
Sent: Saturday, June 26, 2010 8:14 AM
To: Joyner, Drew
Subject: bonner bridge

Build Baby Build

John Alexanderson
Doylestown PA
Ocracoke homeowner

Joyner, Drew

From: Cliff Ritt [obxh2o@hotmail.com]
Sent: Thursday, June 24, 2010 4:15 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

I am an Outer Banks resident who opposes spending any more taxpayer money on the Bonner Bridge replacement project.

It is clear that most of NC 12 will be under water by the time the proposed Bonner Bridge replacement project is complete ... just look at the efforts needed to keep the road open during storms during the past few years. The project will become another infamous "bridge to nowhere" ... an object of public ridicule.

Assuming the funds are not available to build the "long bridge" option, a better use for DOT's limited funds would be the construction of ferry terminals to serve the islands that will remain.

Clifford Ritt
Harbinger, NC 27941

The New Busy think 9 to 5 is a cute idea. Combine multiple calendars with Hotmail. Get busy.

Joyner, Drew

From: John Hamil [jjhamil3@bellsouth.net]
Sent: Tuesday, June 22, 2010 9:15 PM
To: Joyner, Drew
Subject: Bonner Bridge

we are non-resident homeowners on hatteras island and support the following:

1. Replace the Bonner Bridge immediately with a new parallel bridge

2. Eliminate the "Long Bridge" Alternative, which is impractical and unfundable

3. Use a Transportation Management Plan for future development of NC Hwy 12

4. Recommend immediate construction without further environmental studies & delays

5. Create Bonner Bridge toll to cover building costs and ongoing expenses going forward.

thank you,

Nadine & John Hamil

58223 Liberator Way

Hatteras, NC 27943

Joyner, Drew

From: Tom McGarrity [tmcgarrity@gmail.com]
Sent: Tuesday, June 22, 2010 4:50 PM
To: Joyner, Drew
Subject: Bonner Bridge

Dear Sir or Madam-

As a homeowner in Hatteras, I would like to weigh in on the above matter. I believe the following should be done:

Re Replace the Bonner Bridge immediately with a new parallel bridge

2. Eliminate the “Long Bridge” Alternative, which is impractical and unfundable

3. Use a Transportation Management Plan for future development of NC Hwy 12

4. Recommend immediate construction without further environmental studies & delays

T

Thank you.

Tom McGarrity
tmcgarrity@gmail.com

Joyner, Drew

From: N1PRJ (G.W.Waterman) [n1prj@cox.net]
Sent: Saturday, July 31, 2010 10:13 PM
To: Joyner, Drew
Subject: Bonner Bridge public comment

Mr. Joyner:

I own property within the Mirlo Beach community of Rodanthe. I have reviewed the proposals regarding the Bonner Bridge replacement and am concerned with details regarding the Rodanthe end of the project.

Any bridge construction to the west of our property would obviously have a detrimental impact on us for a number of reasons, most of which I trust you can imagine especially considering the fact we are soundfront property owners. On the other hand, I well appreciate the necessity to address the situation of advancing erosion at the north end of town. Regardless of my perceived bias, I do not believe the bridge approach into Rodanthe from the sound represents a viable alternative; this plan is flawed. One the other hand, the phased approach appears to make much more sense to me, both financially and functionally.

As a practicing engineer, I simply do not accept the premise that the need is established to incur the hardship associated with construction of such a structure in such a harsh environment for such a short distance. The water depth for the entire distance of this 'bridge' will hardly ever exceed 4 feet, making the construction exceedingly expensive in comparison to the phased approach (built on land). Then there are other details like the poorly thought-out 90-degree return to Route 12 at Rodanthe. Such a sharp turn will have a seriously detrimental affect on motorists during periods of peak traffic such as hurricane evacuation. This detail appears to be a leftover from the 12-mile bridge proposal of several years past.

The Bonner Bridge at the Oregon Inlet needs to be replaced, but a bridge in the sound at Rodanthe is an unnecessary, excessively expensive extravagance. If allowed to vote, I would place my vote FOR the "Phased Approach" and AGAINST any form of "Parallel Bridge Corridor" at the Rodanthe end of the project.

Sincerely,

George W. Waterman
23028 Cross of Honor
Rodanthe, N.C. 27968

5 Fox Run
Jamestown, R.I. 02835

401-864-2205

Joyner, Drew

From: Eric Andersen [eta53@aol.com]
Sent: Saturday, July 31, 2010 4:38 PM
To: Joyner, Drew
Subject: Build The Replacement Bridge Now

We own property on the outer banks and have watched this charade for years . Build the bridge now before it falls into the channel . Eric T. Andersen , Barboursville ,VA

Joyner, Drew

From: pat haddad [pat_haddad@comcast.net]
Sent: Saturday, July 31, 2010 4:35 PM
To: Joyner, Drew
Subject: Bonner Bridge

As a resident of Ocracoke Island for thirty years, my family has become dependent upon the Bonner Bridge for transportation to necessary health care, visiting family off the Outer Banks, shopping and a vital link to "life elsewhere". The money has been made available for replacement...just get it done!

I hold my breath when we cross the bridge for fear that it might be our vehicle that is the first to "take the plunge".

Please take this replacement issue more seriously!

Patricia and John Haddad
29 First Avenue
Ocracoke, NC 27960
252-928-2878

Joyner, Drew

From: bsaylor13@aol.com
Sent: Friday, July 30, 2010 7:38 AM
To: Joyner, Drew
Subject: Bonner Bridge

Dear Mr. Joyner and government officials:

Please, please get on with the Bonner Bridge replacement!!! This is an unsafe bridge and it's a tragedy waiting to happen! We've been coming to the Outer Banks the past 40 years at least twice a year, and it's frightening every time we have to cross over this bridge listed as #2 out of 100 in safety features. Our family join us each year and I am terrified that I'll lose them one day to this bridge collapsing. No more studies!! Make it happen -- NOW!!

Thank you.
Sincerely
Beth Saylor, 116 Taliaferro Dr., Churchville, VA 24421

Joyner, Drew

From: tamforrest@comcast.net
Sent: Friday, July 30, 2010 12:24 AM
To: Joyner, Drew; Joyner, Drew
Subject: the bonner bridge

Hello,

My name is Tamara Krzywulak and my husband and I purchased a rental property in Waves last year. We are new to the rental business, but love the OBX and excited we we were able to find a way to purchase. I am in shock over the number of homes that have and are foreclosing in the OBX. It seems to me if north carolina wants to help rebuild its real estate market the last thing it should be doing is putting off a much needed new bridge. It gives new buyers and potential buyers fear when they hear the safety rating of the exsisting bridge. And what about our families safety? And if I'm scared then certainly vacationers must be too. The time to act is now.

Sincerely

Tamara Krzywulak

Joyner, Drew

From: Karen Wheless [ksw4obx@gmail.com]
Sent: Thursday, July 29, 2010 6:06 PM
To: Joyner, Drew
Subject: Replace the Bonner Bridge in Dare County NC

To Whom I May Concern:

I am writing to voice my support to moving ahead with the replacement of the Bonner Bridge, instead of awaiting further studies. We are property owners there for the last five years and feel that this is the time to move ahead so that this bridge might be building by 2015.

We are concerned about the safety issues. The Bonner Bridge was opened in 1963 and slated for a useful life of 30 years. The bridge is now 17 years past its due date for replacement. It has been reported by DOT that it has a sufficiency rating of about 2 out of 100 and has been kept open with millions of dollars in repairs.

Please, do not stall this decision any longer for the people living and working in the region as well as for the safety of vistors to the Hatteras Island Outer Banks.

Best regards,

Karen Wheless
Ph: 919-818-9019
Em: ksw4obx@gmail.com

Joyner, Drew

From: Ken Young [kyoung@cvaaa.com]
Sent: Thursday, July 29, 2010 4:30 PM
To: Joyner, Drew
Subject: Past due replacement of the Bonner Bridge

Mr. Joyner,

I implore you to please procede with replacement of the Bonner Bridge without further delay! The studies have gone on for too many years; we do NOT need any more impact studies. I am in favor of the parallel bridge replacement plan. Any discussion of going back to a ferry system or going to the 17 mile bridge over the sound is absurd! I fear for the safety of all who must cross over the current deteriorating span, whether it is several times daily, or just to visit. Please, no more delays! Build the bridge!

Margaret Young, Seasonal Resident of Hatteras Island
3686 Dearing Ford Road
Altavista, VA 24517 434-369-6585

Joyner, Drew

From: heidi kuster [heidimkuster@gmail.com]
Sent: Thursday, July 29, 2010 9:03 AM
To: Joyner, Drew
Subject: BONNER BRIDGE REPLACEMENT

Dear Mr. Joyner,

This letter is to express support to replace the Bonner Bridge as soon as possible. This process has been far too long and the island needs more satisfactory results. Either option of the replacement bridge north with a new bridge south and causeways or the 17 mile bridge are acceptable to me. As we have recently witnessed with Hurricane Isabel, the environment, and wildlife will very quickly adapt and thrive, and people will be much safer with a second, much needed emergency route.

1) The bridge provides a more reliable means of access for the health and safety of anyone on the island, residents, visitors, and environmentalists alike.

2) The currently present road and wildlife are already co-existing.

3) If the road is replaced with structures to handle the future 50- years of predicted shoreline change, the changes that the wildlife will have to adapt to will be minimized. Currently, any major storm alters the landscape and a short term reaction has to take place to mitigate damages.

4) People are not fleeing Hatteras Island. This island is comprised of people, schools, and business that work, and continue to strive and thrive.

All of these citizens are entitled to the same government services that other residents of North Carolina and the US receive from their tax dollars. Access to the island was guaranteed to the established villages when the National Seashore was created. Any means of access, ferry, bridge north and south, or 17 mile bridge will have an environmental impact, however none of them will be any different than currently exists or historically existed. The environmental objections are neutralized.

In summary, the Bonner Bridge so obviously needs to be replaced now before a reaction has be implemented that will pale the current arguments stalling the project and raising the cost and negative environmental impact. Let's plan ahead and make a great solution, instead of reacting to disaster and loss after the fact.

Please contact me with any questions.

Sincerely,

Heidi Kuster, Home Owner

LOCAL ADDRESS 40238 ELLWOOD COURT, AVON, NC 27915 (252 305 4322) (252 995 5170)

160 BLVD Pereire, Paris FRANCE 75017 heidimkuster@gmail.com

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www.heidimartinkuster.com
http://www.360seegallery.com/
http://www.setba.net/

Joyner, Drew

From: Richard Keatley [rckeat@cox.net]
Sent: Thursday, July 29, 2010 7:43 AM
To: Joyner, Drew
Subject: Comment on Bonner Bridge Replacement

Dear Mr. Joyner:

I am a homeowner and frequent visitor to Hatteras Island, and have enjoyed coming to the island for the last 20 years or more. My comments are pretty simple.

Replacement of the bridge has been studied ad nauseum, and it is now time to act to protect the safety and well being of Hatteras Island visitors and residents. While I have read that certain environmental groups favor more study of ferries as an alternative, or the "long bridge" alternative, neither is an adequate or financially-viable solution. The long bridge is simply cost prohibitive. As for ferries, I had the displeasure of visiting Hatteras Island for Thanksgiving weekend in 1993 shortly after a wayward barge severely damaged a section of the bridge rendering it impassible. Visitors leaving the island on the Saturday after Thanksgiving had to wait in line for the ferry as much as 18 hours. We decided to wait until Monday morning, and only waited in line about 3 hours to board a ferry for the nearly 1 hour ride across the inlet. It certainly doesn't take an expensive and time consuming study to realize that ferry-only access to Hatteras Island would be not only a safety risk to residents and visitors in the event of the need to evacuate the island in advance of a hurricane, but also would crush the economy of the island by severely limiting access to those traveling here to vacation and enjoy the island.

From the material that I have read, the environmental impact of replacing the bridge has been studied on two separate occasions. It is now time to act, and make a decision to replace the bridge or not. I urge you and the NC Department of Transportation to move forward with a decision to replace the bridge now.

Thanks you for the opportunity to provide comment, and I would be happy to provide further input if you would like to contact me directly.

Richard Keatley
757-287-6402
1055 Algonquin Road
Norfolk, VA

57252 Flambeau Rd.
Hatteras, NC

Joyner, Drew

From: Jean B. Stein [jeanbstein@comcast.net]
Sent: Wednesday, July 28, 2010 7:27 PM
To: Joyner, Drew
Cc: avon_viking@yahoo.com; csjennings@verizon.net; CStehl@GeorgetownEconomics.com; 'Dulaney Stehl'; jstehl@gmail.com
Subject: Bonner Bridge

Dear Mr. Joyner:

As a Hatteras Island property owner and lover of the Outer Banks, I urge you to support the Environmental Assessment and Preferred Alternative RE the proposed new Bonner Bridge.

Thank you for giving your attention to this vitally important plan.

Jean B. Stein

BLP LLP

_____ Information from ESET Smart Security, version of virus signature database 4975 (20100325) _____

The message was checked by ESET Smart Security.

http://www.eset.com

Joyner, Drew

From: Paul Buske [Paul@stormontandcompany.com]
Sent: Tuesday, July 27, 2010 9:29 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Mr. Joyner

I am writing to you today to express my opinion concerning the Bonner Bridge replacement. I'll skip the history to this point as we both know that very well. As you know, this bridge is a vital link to Hatteras Island for visitors and locals. If this bridge were to fail, it would be devastating to the economy of Dare County for the immediate and near future. I am the Chairman of the Dare County Tourism Board and can state many economic facts about the importance of the tourism industry on the Island which we can not afford to lose.

I can not understand why after many years of studies, economic impacts, etc. that this project is not under construction. Why can a few individuals hold up a project so vital to public safety? It amazes me that in this day and time that the livelihood of a few birds and turtles can take precedence over human life. These creatures have been here and thrived for many years and will continue to do so. They are just like humans, they adapt to their environment. I am not saying we completely disregard the habitat for these creatures, but the studies show this project can be built with minimal impact. In fact look at Florida, they have has great success relocating animals who thrive in their new environments.

I implore you to stop these unnecessary delays and move this project forward as planned before we have an unfortunate accident which no one wants. I know you do not want to be the one to have to explain to a family member why their loved one passed because the bridge failed due to delays while you do a study for the 3rd or 4th time. Please expedite the building of this bridge and stop the unnecessary delays.

Paul R. Buske

Chairman Dare County Tourism Board

Town of Kill Devil Hills Commissioner

Concerned Dare County Resident 26 years

Paul R. Buske

President

Stormont & Co., Inc.

(252)261-8724 office

(252)261-6828 fax

(252)207-5882 cell

paul@stormontandcompany.com

www.stormontandcompany.com

Think Green! Don't print this e-mail unless it's really necessary

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Joyner, Drew

From: Beth Midgett [bethm@midgettrealty.com]
Sent: Monday, July 26, 2010 4:04 PM
To: Joyner, Drew
Subject: Additional Comment on EA for Herbert C Bonner Bridge Replacement

To whom it may concern,

Though I have previously submitted comments on the current EA for the Bonner Bridge Replacement project, I am compelled to make additional comment after reading those submitted by the US Department of Interior dated June 28th, 2010.

It is absurd that the Department of the Interior is taking the position that the future phases of the transportation management plan set forth in the EA have not been adequately described. The charts that I viewed on the proposed phases at the public hearings in July 2010 are ***virtually identical*** to those I viewed during the public hearings in the NCDOT hearings in the Spring of 2007. Where is the ambiguity? If I, as a layperson, can follow the diagrams and documents I think they are adequate to clearly explain the proposal.

In their comments, the DOI states "it is unlikely that any of the parallel bridge corridor alternatives described in the FEIS, or the PB/TMP alternative, or any combination thereof are likely to be found compatible with the purposes for which the refuge was established". This is a stunning statement in light of the fact that the adaptive management style plan (PB/TMP) that NCDOT has selected as the preferred alternative resulted from the direction given to them by the United States Department of the Interior!

The press release supporting an immediate parallel replacement with the less urgent latter phases being addressed further down the road is even, today, STILL on the DOI website:

http://www.fws.gov/peaisland/news-doi.ht..

At that time, July 5th 2006, the Secretary of the Interior stated "I believe that the best way to proceed would be to separate the replacement of the Bonner Bridge, a project whose delay could constitute a clear and present safety issue for all concerned, from the more difficult and less urgent issues of the realignment of the road."

Furthermore, DOI stated at that time "We believe the replacement of the bridge itself could be accomplished in a way which IS COMPATIBLE with the Refuge Act, and other laws, if it is constructed within the same alignment or with minor changes to the current alignment."

"I PLEDGE THE SUPPORT OF THE DEPARTMENT OF THE INTERIOR TO ALLOW REPLACEMENT OF THE BRIDGE"

As a community, Hatteras Islanders have been patiently, yet anxiously, waiting for the past 4 years for the changes that DOI recommended to be properly studied in the NEPA process. Now they say, NO? We have waited 4 more years because we trusted the word of DOI, all the while praying that the engineers were right and that the Bridge could hang on just a bit longer, so far, it has, but how much longer can our luck hold out?

Finally, DOI presents the idea that storms will increase as a result of climate change as a fait accompli, established fact, when it is far from such. For example, Dr. Jeff Masers, co-founder of the one of the highest rated weather websites Weather Underground and a former meteorologist with NOAA Hurricane Hunters states the following:

Posted by: JeffMasters (weatherunderground.com), 1:37 PM GMT on April 05, 2010

Could global warming increase wind shear over the Atlantic, potentially leading to a decrease in the frequency of Atlantic hurricanes? There is a growing consensus among hurricane scientists that this is indeed quite possible. Two recent studies, by Zhao *et al.* (2009), "Simulations of Global Hurricane Climatology, Interannual Variability, and Response to Global Warming Using a 50-km Resolution GCM", and by Knutson *et al.* (2008), "Simulated reduction in Atlantic hurricane

frequency under twenty-first-century warming conditions", found that global warming might increase wind shear over the Atlantic by the end of the century, resulting in a decrease in the number of Atlantic hurricanes.

The established and irrefutable facts about the project are as follows:

The Herbert C. Bonner Bridge over Oregon Inlet is currently serving in its 17th year past its replacement date (it was scheduled to be replaced by 1993) in an environment which subjects it to constant wave action, extreme scouring currents, and high corrosion. This lifeline bridge is officially rated as a 2 out of 100 (with 100 being best). The Minneapolis bridge that tragically collapsed in August of 2007 killing 13 people and injuring 121 others was rated almost 50 points higher.

Not only does this structure provide the sole means of access to and from our homes and to medical care, but the power lines that provide us electricity and the phone/data lines that connect us to the outside world run under it. The bridge provides the sole means of evacuation for over 40,000 people in a region that has one of the highest probabilities in the nation of being affected by a tropical system in any given year.

We have already endured over 16 steps of environmental studies, public hearings and evaluations. The studies for replacement began 20 years ago. At this time a further set of studies is being considered which would push the replacement date even further into the future.

We cannot afford any delays if the bridge is to be replaced by 2016, the year explicitly identified by the engineers in a special in depth structural assessment ordered in 2006. The assessment identified about 36 million worth of repairs...we are working our way through those now, just to keep the load limits up until the bridge could be replaced. However, the engineers who wrote the assessment unequivocally stated that regardless of the repairs, due to the "advanced stages of deterioration" replacement by 2016 is "essential".

It is imperative to impress upon all involved that the danger lies not in what may or may not happen in the next 50 years (a supposition), but in continuing to play Russian roulette with the safety of those who are forced to use the span indefinitely (an established fact).

Thank you for your time and consideration in reading my comments.

Sincerely, Beth Midgett

Beth Midgett
Reservations Sales Manager
Midgett Realty
Hatteras Island, North Carolina
Toll Free Reservations Line 1-877-243-8150
Fax 252-986-2745
Days off: Saturday. Sunday
www.midgettrealty.com

Joyner, Drew

From: Seanamanda [stewie9@hotmail.com]
Sent: Monday, July 26, 2010 11:31 AM
To: Joyner, Drew
Subject: Bridge

I have spent many years on hatteras island. I would think that the statistics of 2 out of a 100 safety rating would be enough to justify replacing a bridge but apparently someone needs a little more encouragement. What catastrophic event would be big enough to spur such an action. I would hope that it would not take such a thing. Not that it should matter but hatteras island is a big source of revenue for the state of nc not to mention a national treasure of a wilderness area and a unique environment not to be ignored.

Sent from my iPhone

Joyner, Drew

From: Chris Cahill [cmc_cahill@hotmail.com]
Sent: Monday, July 26, 2010 7:56 AM
To: Joyner, Drew
Subject: bridge

I would like to emphasize my concern as a land owner and taxpayer in Dare County about the Bridge conecting the mainland to the outer banks that needs replacment and or repair. Please let me know what I can do to show my support.

Thank you

Chris Cahill

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. See how.

Joyner, Drew

From: Felicia Majewski [leciabythesea@hotmail.com]
Sent: Wednesday, July 21, 2010 1:15 PM
To: Joyner, Drew
Subject: Bonner Bridge

Replace the bridge now! I live in KDH and refuse to cross that bridge.

Felicia

The New Busy is not the old busy. Search, chat and e-mail from your inbox. Get started.

Joyner, Drew

From: stumac123@gmail.com
Sent: Wednesday, July 21, 2010 8:44 AM
To: Joyner, Drew
Subject: Bonner Bridge Comments

Dear Drew
I am writing to urge the State and Federal government to move forward to replace the Bonner Bridge as fast as possible.
I travel to the Hatteras Island area twice a year and I am genuinely concerned every time I cross that bridge.

While no plan is perfect I support the option for a "short bridge" or parallel bridge. At this point time is critical and that is the easiest to get funded and built.
I have looked at the alternative long bridge and I find it impractical. This alternative would be the 2nd longest bridge in the US.

- The scope and cost of such a bridge does not make sense for the number of people that it would serve.
- The ongoing cost to maintain a 17.5 mile bridge vs a 3 mile bridge is HUGE.and not a good use of tax dollars

- A 17.5 mile bridge would be an eyesore for a much larger portion of the cost.

- More bridge is more to be damaged in a storm in this unstable area.

I understand the concerns of the groups that don't want the bridge to go through the Wildlife preserve, but logically I can't see how a 17.5 mile bridge is better for the environment than a shorter 3 mile version. A bride is a bridge to birds no matter where it is.....but the longer it is the more it will disrupt the habitat. The only relevant environmental issue I have seen is the desire to let the ocean overwash the end of Pea Island.

To address maybe the state should extend the 3 mile bridge to 5 miles, and raise and center through Pea Island. That would be cheaper to build over land. That would raise a concern on visual impact of what is there today, however that is long term not a relevant issue if the ocean is allowed to overwash the beach there. If that happens that part of the island will be unaccessible anyway in a matter of year.

Thank you for consideration of comments I URGE ACTION, ANY ACTION NOW.!
Thanks
Stuart McRae
919 539 6613

Joyner, Drew

From: Bill & Vicki Blackwell [blackwellv@earthlink.net]
Sent: Sunday, July 18, 2010 5:00 PM
To: Joyner, Drew
Subject: Oregon Inlet Bridge Replacement

Dear Mr Joyner,

I have been following this bridge issue for years, and I am confused about one element of this critical public project: WHY DO THE WISHES OF ENVIRONMENTAL SPECIAL INTEREST GROUPS TAKE PRECEDENT OVER THE SAFETY OF MILLIONS OF TOURISTS AND RESIDENTS OF THE OUTER BANKS?

Obviously, there are only four options to replace the current bridge:

1. Build a parallel bridge (the common sense option)
2. Build the 17 mile long bridge
3. Use a ferry system to cross Oregon Inlet
4. Allow the current bridge to deteriorate and turn Hatteras Island into a wildlife refuge (the choice of SELC and its sister environmental groups)

Option 1 is the most logical choice and the most popular with the public except for the environmental sector. A seventeen mile long bridge is a dumb idea for the following reasons: It is too long, too expensive, too dangerous during hazardous weather, and too time-consuming to build. How can any sensible engineering agency justify building a 17 mile long bridge that bypasses an existing state highway which has carried traffic for decades? The ferry option also makes little sense because of the development and tourist growth since the original bridge was built in the early 1960's. Reverting back to ferries would greatly hurt the tourist industry on Hatteras Island, and inconvenience the local residents as well. In short, too much money has been invested in Hatteras Island in the last 50 years to depend on a ferry system for access.
Otion 4 should not be considered (see previous statement).

In my opinion, some state or federal official has to get tough with the environmental groups and get this project moving quickly. Let them sue or take the state to court. My question to DOT is this: Are you going to let SELC, Audubon, and the rest of those idiots tell you how to design and build your highways and bridges?

Sincerely,

Bill Blackwell

Joyner, Drew

From: peg chrencik [pchrencik@hotmail.com]
Sent: Sunday, July 18, 2010 10:37 AM
To: Joyner, Drew
Subject: Bonner Bridge

Dear Mr. Joyner:

As an owner of a rental house in Avon and frequent visitor to Hatteras Island, my anxiety has grown significantly each time we pass over the Bonner Bridge.

The collapse of the bridge in Michigan a few years ago brought to our attention the condition of many of our nation's bridges. We citizens rely on our government to provide safe transportation since we have no way of assessing the condition of roads and bridges for ourselves.

We looked at many areas on the Eastern seaboard before choosing Hatteras Island as the place to build our house. We hope to retire there one day. Please work to make a safe passage to Hatteras Island a continuing reality. It is a wonderful place that needs to remain safely accessible to all of us.

Thank you very much.

Sincerely,

Margaret Chrencik
Stewartstown, PA/ Avon, NC

Hotmail is redefining busy with tools for the New Busy. Get more from your inbox. See how.

COMMENT SHEET

Bonner Bridge Replacement Project
Public Hearing
TIP No. B-2500
Dare County

NAME: Kim Mosher

ADDRESS: P.O. Box 743, Buxton, NC 27920

E-MAIL: kmbythesea@charter.net

COMMENTS AND/OR QUESTIONS:

Please build the bridge!
You will be liable for the deaths of the individuals that die as the result of the bridge falling. Also, afterwards when there are medical emergencies. You heard Dr. Hodges & his wife speak of this at the meeting. People will die! Helicopters can't always fly.
Stop being bullied by the "Radical Environmentalists" SELC, AUDUBON & DOW. They are "American Terrorists!"
When is "Common Sense" ever going to come back to this country. It's so bad the "Mothers" on the island are crying out for help. Don't be part of Audubon's Agenda. DOI is corrupt too.

Comments may be mailed by August 9, 2010 to:

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

Phone: (919) 431-6700 FAX: (919) 431-2002
Email: djoyner@ncdot.gov

It's sad to say that politics are more important than real science.
Building the bridge will help create jobs in this terrible economy.
Stand up for what is "Right"!
Believe in yourself.

COMMENT SHEET

Bonner Bridge Replacement Project
Public Hearing
TIP No. B-2500
Dare County

NAME: SHIRLEY HOLLIDAY

ADDRESS: POB 531 BUXTON, NC 27920

E-MAIL: shlliday64@msn.com -

COMMENTS AND/OR QUESTIONS:

For the safety of homeowners and visitors of the Outer Banks - Please replace the Bonner Bridge ASAP -
Every time we cross the bridge there are people fishing on the catwalk - I believe a catwalk on the new bridge would be well utilized and very popular -

Comments may be mailed by August 9, 2010 to:

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

Phone: (919) 431-6700 FAX: (919) 431-2002
Email: djoyner@ncdot.gov

2259 Garden Way
Freeport, PA 16229
August 2, 2010

Drew Joyner, Human Environment Unit Head
NCDOT
1598 Mail Service Center
Raleigh, NC 27699-1598

RE: Replacement of the Herbert C. Bonner Bridge

Dear Mr. Joyner:

I am writing to you from a suburb north of Pittsburgh. A 2006 study[1] determined that Pittsburgh has 446 bridges, and with its proximity to three major rivers and countless hills and ravines, **Pittsburgh is known as *"The City of Bridges"***. Pittsburgh is the world record holder for bridges with piers and stands contained entirely within city limits, beating out Venice, Italy, the previous record holder by 3 bridges. There are many more bridges in Pittsburgh that are not counted toward the world record as they lack piers.

On Tuesday, December 27, 2005, the I-70/Lakeview Drive Bridge Collapsed. PennDOT Deputy Secretary Gary Hoffman held a news conference early Wednesday afternoon in which he said that the bridge was last inspected as part of national inspection requirements in March 2004 and found to be structurally deficient at that time. The Pennsylvania Department of Transportation knew the Lakeview Drive Bridge had problems -- it was just inspected in August, 2005 and again classified as structurally deficient.

Other information released by Hoffman regarding the bridge included:

- About 6 p.m. Tuesday night, the downstream fascia beam collapsed.
- The beam was 88 feet long and weighed about 60 tons.
- The beam broke over a traffic lane where the bridge had been hit over time with over-height vehicles.
- The legal limit for bridges in Pennsylvania is 13.5 feet. Occasionally PennDOT permits higher clearance. The bridge's clearance was 14 feet 5 inches.
- The bridge is about 45 years old, built in 1960.
- Deterioration of the bridge has been noted over time.

But University of Pittsburgh engineering professor Christopher Earls says he doubts trucks caused the collapse. Earls believes a more likely cause was years of road salt slowly corroding the steel reinforcing rods holding up the concrete beams. That corrosion would be nearly impossible for PennDOT inspectors to detect. With inspections of the Bonner Bridge, how can inspectors be absolutely certain that saltwater is not creating the same corrosive effects that road salt created in the harsh Pennsylvania winters.

Luckily, only a handful of people suffered minor injuries, and some cars were damaged. Also, bare

in mind, that this bridge collapsed onto a highway and not over a body of water. However, the state of North Carolina may not be as lucky to have minor bodily damage.

Should the Bonner Bridge collapse, I fear that there would be massive loss of life. Even factor in a collapse during a Tropical Storm, or worse yet, during a massive evacuation due to the eminent threat of a hurricane. Could you only imagine the devastation and loss of life? This is a preventable future catastrophe and NCDOT should be empowered to move forward without delay.

Let me draw upon the I-35 West disaster which occurred in Minneapolis in August, 2007. The Minneapolis bridge, which is the state's busiest and carries an average of about 140,000 vehicles a day (as per MN state transportation department) was classified as "structurally deficient" in a federal report as reported by the Associated Press. This particular bridge spans the Mississippi River. The amount of debris in the water created "eddies", or swirling water, making it flow faster in some areas and hampered rescue efforts. Could you only imagine attempting rescues complicated by debris in the Oregon Inlet, which already has natural eddies created by sand bars?

At the time of the I-35 incident Mary E. Peters, Secretary of the Federal Department of Transportation, was quoted in statement that "Bridges in America should not fall down". At the time of the Bridge re-opening ceremony she stated, "It shouldn't take a tragedy to build a bridge this fast in America, but it has". It took almost a year to replace and re-open the Minnesota Bridge with crews working 24-hours a day, 7-days a week. If it took that long to replace public access to Hatteras Island the area would be devastated. This would have lasting detrimental effects to the residents, small businesses, and property owners. Plus, the millions of yearly visitors would have no access to this precious area.

The Minneapolis Bridge collapsed in 2007, and was slotted for replacement in about 2020. Truly, we should learn from the experience in Minnesota that one tragedy is enough. Given the simple fact that the Bonner Bridge is 17 years beyond is life expectancy, please let us prevent another incident while we have the chance!

I plead with you to endorse the new Preferred Alternative outlined in the Environmental Assessment from NCDOT. This plan is a practical solution and supports immediate replacement of the Herbert C. Bonner Bridge with a new parallel bridge. I feel construction must begin without further environmental studies and delays. I feel replacement of the Bridge is vital for **public safety**. This Alternative has the support of the Federal Highway Administration, the Environmental Protection Agency, plus State and Local Officials.

Respectfully Submitted,

Darlene P. Zubal

Darlene P. Zubal
Mother, Visitor, NCBBA #13111, member,
OBPA, member

1. "Just How Many Bridges Are There In Pittsburgh?". *thePittsburghchannel.com*. September 13, 2006. http://www.thepittsburghchannel.com/news/9841603/detail.html. Retrieved January 30, 2010. Retrieved from "http://en.wikipedia.org/wiki/Pittsburgh_bridges"

Carl Classen
5204 Winsor Place
Kitty Hawk, NC 27949
252-489-9198
carl_classen@hotmail.com

AUG - 4 2010
RECEIVED

August 02, 2010

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

RE: Bonner Bridge Replacement Project – NC12 – Oregon Inlet
TIP No. B-2500

Dear Mr. Joyner:

As a resident of the Outer Banks who regularly travels up and down the coast on business and pleasure, I urge that the many years of studies be concluded and that the Bonner Bridge Replacement be constructed as soon as possible.

The Bonner Bridge serves visitors and residents of the Outer Banks. The economies of Dare and Hyde counties would be substantially diminished should the Bonner Bridge fail. Additional delays in bridge replacement make a bridge failure more and more likely as the Bridge's over-stretched structural life further diminishes annually in the corrosive ocean environment and harsh storms of our region.

A failure of the Bonner Bridge will not only impact the livelihood of our region but will also hurt all North Carolinians as sales and income tax revenues collected on Hatteras and Ocracoke drop precipitously. Combined with the revenue drop will be substantial increased costs in Ferry System operations and county/State emergency services. Lastly, the cost of bridge replacement/repair under such duress will undoubtedly be higher than under a sensibly planned construction process.

Another environmental assessment won't make substantive difference except to stall what is needed now. Studies have been done time and again. Based upon that mountain of studies, a Preferred Alternative was selected and it is now time to move forward with construction.

Thank you for considering my comments.

Sincerely,

Carl Classen

Joyner, Drew

From: K. Elaine Hooper [k.elaine.hooper@gmail.com]
Sent: Monday, August 09, 2010 11:58 PM
To: Joyner, Drew
Subject: Comment on Bridge Replacement

To Whom it May Concern:

At the end of this month, I will be 22 years old. While 22 years, in the grand scheme of things, is just a short time, it has been enough for me to see my entire world change time and time again.

I have lived on Hatteras Island my entire life. In that time, I have seen homes built and destroyed; roads washed away and repaved; jobs created and lost. I have lived through hurricanes, nor'easters, and scorching heat. My Daddy, who once was self-employed, gave up his business for a regular job as a maintenance technician. My first home, the house he built for our family with his own two hands and the help of friends, family, and neighbors, is not ours any longer; my parents declared bankruptcy when I was in middle school, and we moved into a single-wide on my grandparents' land.

I have seen an inlet cut and filled; I have seen two schools constructed; I have seen a national treasure burnt down, and celebrated when it was rebuilt; I have seen a judge take away my right to access a national recreational area; and I have even seen a 208-foot-tall lighthouse put on wheels and rolled back from an angry sea.

In this long list of changes I have seen during my short life, though, there is a gaping hole—a change that should have happened by now, but has not: the replacement of the Herbert C. Bonner Bridge.

I was 2 years old in October of 1990, when a dredge struck the bridge in the midst of a terrible storm, knocking out several spans and crippling access to Hatteras Island. I only have a dim and distant memory of this event. I don't remember much, but I do remember sleeping in my parents' bed and being very, very cold. We were without electricity. To get on or off the island, we had to go by ferry. It was a hard time.

That same year, the North Carolina Department of Transportation (NCDOT) began to look at the feasibility of replacing the bridge, which was rapidly approaching the end of its estimated 30-year lifespan. Three years later—1993, the thirty-year mark for the bridge—the first Draft Environmental Impact Statement (DEIS) was released. This first DEIS supported a bridge being constructed parallel to the current Herbert C. Bonner Bridge. In 1996, after hearings and debates, a Final Environmental Impact Statement was prepared, but never signed, because a formal consultation with the U.S. Fish & Wildlife Service was not completed. In 1997, it was estimated that the bridge had 7 years of life left. 2004 came and went, and we still have no new bridge.

Since 1990, study after study after study has been done on replacing this bridge, the main artery that brings life and livelihood to Hatteras Island. This bridge has been studied ad nauseum, and the sheer number of Environmental Impact Statements and their supplements and their supplements' supplements is simply ridiculous.

20 years have passed since NCDOT began thinking about replacing this bridge. Three presidential administrations have seen this problem. When NCDOT first inquired into the feasibility of replacement options, a gallon of gas cost $1.16, the Cold War was drawing to an end, and the Hubble Space Telescope was being placed into orbit.

Perhaps it is because I am young and naïve, or perhaps it is because I am impatient, but whatever the reason, I

simply do not understand how or why all of these changes have been able to take place when Hatteras Island cannot get a simple bridge that it desperately needs.

The I-35W bridge that collapsed in Minnesota in August of 2007 was rated 50 out of 100. By comparison, the Herbert C. Bonner Bridge is rated 2. Would you eat at a restaurant with a Sanitary Grade of F? Would you live in a house that was on the verge of collapse? Would you let your baby sleep in a crib that had been recalled as unsafe? Then how can you expect the nearly 2 million visitors to Hatteras Island each year to travel across a bridge that is rapidly failing?

Enough with the studies, enough with the delays, and enough ignoring the men and women who make their livings because of the deteriorating Herbert C. Bonner Bridge. The time for studies has passed. Environmental groups have had 20 years to gather data, and if they do not have enough now, they never will.

It could take yet another year for NCDOT to review public comments and issue a Record of Decision. After that, it will take 5 to 6 more years to actually construct the replacement bridge. Performaing another Environmental Impact Study (EIS) could add yet again 3 more years to the timeline—allowing for the study, public hearings, and more review. With another EIS, we are looking at another decade.

We do not have that kind of time. What time we did have has been wasted, and is now gone. The bridge will not stop worsening in condition simply because it needs additional study. Time moves steadily forward; it does not allow for second chances.

In the time it takes to complete another study, hold hearings on it, and review more public comments, the bridge is likely to collapse. On a busy summer day with a hurricane rapidly approaching, such a disaster would be beyond comprehension. I would hate to be a member of the committee that approved further delay, allowing a tragedy like that to occur.

The Herbert C. Bonner Bridge brings life to Hatteras Island, literally and figuratively. In addition to lives lost in any actual, physical collapse, there would be jobs lost as the economy is suddenly cut off; children hungry as the food in the refrigerator spoils and their parents cannot afford groceries; and patients dying as emergency medical care becomes harder to reach. I would not want to be responsible for that.

Replace the bridge now. Issue a Record of Decision now. Stand up for justice, hard-working North Carolinians, and plain old Common Sense now.

At the end of this month, I will be 22 years old. While 22 years, in the grand scheme of things, is just a short time, it has been enough for me to see my entire world change time and time again. I have seen many things. Now show me justice.

Sincerely,

K. Elaine Hooper
k.elaine.hooper@gmail.com
(252) 216-6699
Salvo, NC

Joyner, Drew

From: Bryan Perry [bryanlperry@embarqmail.com]
Sent: Monday, August 09, 2010 11:25 PM
To: Joyner, Drew
Subject: bonner bridge

Mr.Joyner,

The time has passed for any further study of this project! Seventeen years past the end of life date is way overdue. As a child I watched the bridge being built, going to work with my father who was Asst.District Engineer at that time. I have seen the deterioration and stop gap repairs. I received a call early one morning as the fire liaison to the Dare EOC for the south end of the county, that the bridge had collapsed due to the dredge collision. I was to inform the rest of the fire departments that they were without help from the North of the county. I do not wish to relive that time until the repairs were complete, the delays for goods and services of all types.

The emergency services; EMS,Fire,Rescue and Evacuation in storms can not deal with even a speedy ferry service, the cost for enough fast ferries and extra helicopters would be astronomical. As I am typing this letter we have two ambulances out on calls and two fire depts working a wreck with helo in bound to take one patient out. The delays of waiting for a ferry trip could be life threatening.

When we respond to help Ocracoke such as the fireworks explosion July 4,2009 we were 2 hours in getting there. When they have to evacuate Ocracoke they have to start 24 hours before Hatteras Island due to the slow movement with ferries. With the larger population of Hatteras Island all of the above services are multiplied exponentially.

The project must begin now it has been studied to death. The cost of the alternatives are to great, there is no funding anyway and the environmental impact is the same as the current bridge and road system. So while the environmental groups do not get what they want they do not lose either.

Thank you,

Bryan Perry

Chief,

Buxton Vol Fire Dept.

Joyner, Drew

From: Mike Bailey [mrbailey@cox.net]
Sent: Monday, August 09, 2010 10:55 PM
To: Joyner, Drew
Subject: Bonner Bridge Comment

Please be sure to maintain access to Pea Island for fishing and surfing when designing the alternative bridge.

Thank you,

Michael Bailey

Joyner, Drew

From: Karl Jennings [cypress368@gmail.com]
Sent: Monday, August 09, 2010 9:36 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

I support the construction the of the Long Bridge to bypass the Pea Island National Wildlife Refuge as outlined by NCDOT Corridor 4 plan to replace the current Bonner Bridge in North Carolina for the following reasons:

This would reduce long-term maintenance costs, improve safety and reliability, and cause less environmental impact to the Refuge. NC 12 has been impacted by major coastal storms and hurricanes requiring frequent reconstruction of portions of affected areas of the highway. The Corridor 4 scenario would effectively move the bridge inland and eliminate the need to maintain NC 12 through the Refuge at large cost-savings to the NCDOT.

A bridge in Corridor 4 is the better long-term solution for the Refuge and the public.

Karl Jennings
368 Pasquotank Blvd
Hertford, NC 27944

Joyner, Drew

From: Jim Brown [jimh2o@mac.com]
Sent: Monday, August 09, 2010 9:08 PM
To: Joyner, Drew
Subject: Bonner Bridge replacement

Dear Sir:
We are writing to support the NCDOT efforts to ensure a timely replacement of the Herbert C. Bonner Bridge.
The DOI had approved the study of the impact of the short parallel bridge.
To undertake another study and further litigation puts the safety of citizens who use the bridge on a daily basis and the visitors to Hatteras Island at risk.
We have been annual visitors to the Island since 1984 and realize that safe and timely transit across Oregon Inlet is vital for all concerned.
Thank you for your attention to this urgent issue.
Sincerely:
Jim and Paula Brown

Joyner, Drew

From: Toni Parker [Toni@outerbanksrealtors.com]
Sent: Monday, August 09, 2010 4:59 PM
To: Joyner, Drew
Cc: 'Genelle Carter'
Subject: Comments on the Bonner Bridge

Attachments: bonner bridge letter.pdf

bonner bridge letter.pdf (47 K...

Dear Mr. Joyner,

Please find attached a letter regarding the Bonner Bridge from our Association's 2010 President, Genelle Carter. Thank you for this opportunity to provide such comments. Should you have any questions on our position or otherwise, we would be pleased to open discussions anytime.

Thank you again for your time and service,

Toni Parker
CAE, RCE, MCP, GREEN, e-PRO

Chief Executive Officer

Outer Banks Association of REALTORS®

Toni@OuterBanksREALTORS.com

Phn: (252) 441-4036

Fax: (252) 441-7524

Visit us at www.OuterBanksREALTORS.com

OUTER BANKS association of REALTORS®
201 W. Eighth Street, Nags Head, N.C. 27959
Phn: (252) 441-4036 / Fax: (252) 441-7524

August 6, 2010

Dear Mr. Joyner,

The Outer Banks Association of REALTORS® represents over 1,000 REALTOR® and Affiliate - individual and company - members that interact with residents, vacation property owners and the thousands who visit the Cape Hatteras National Seashore Recreational Area.

The Outer Banks Association of REALTORS® fully supports the new Preferred Alternative as outlined in the Environmental Assessment from the North Carolina Department of Transportation. We support this practical solution that calls for the immediate (without further environmental studies and delays) replacement of the Bonner Bridge with a new parallel bridge. We also recognize the importance of eliminating the "Long Bridge" Alternative as it is impractical and unable to be funded.

We believe that replacing the Herbert C. Bonner Bridge is long overdue and critical. The bridge has exceeded its life expectancy over 17 years and is currently rated a "2" out of 100. Any further delay risks the loss of this vital transportation lifeline. Without the Bonner Bridge, public access to Hatteras Island would be devastated with drastic consequences to residents, small businesses, property owners and millions of yearly visitors. Replacing the Bonner Bridge is vital for public safety as well as the economic, cultural, historic and social well being of the region.

Kindest regards,

Genelle Carter

2010 President
Outer Banks Association of REALTORS®

Joyner, Drew

From: Maxine Rossman [obhomebuilders@embarqmail.com]
Sent: Monday, August 09, 2010 4:46 PM
To: Joyner, Drew
Subject: Deadline for comment

Attachments: OBHBA Bonner Bridge Comments.doc

OBHBA Bonner Bridge Comments.d...

----- Original Message -----
From: Willo Kelly
To: Maxine Rossman
Sent: Monday, August 09, 2010 2:19 PM
Subject: Deadline for Comment

Please forward to djoyner@ncdot.gov on behalf of Forrest Seal and the Board of Directors
Thank you

Willo Kelly
Government Affairs Director
Outer Banks Home Builders Association
Outer Banks Association of Realtors
willokelly@gmail.com
(252) 202-7927

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(252) 202-7927

Outer Banks Home Builders Association
105 W. Airstrip Road
Kill Devil Hills, NC 27948
(252) 449-8232

August 6, 2010

Dear Mr. Joyner,

The Outer Banks Home Builders Association represents over 400 builder and affiliate - individual and company - members that interact with Outer Banks home owners, vacation property owners, property management personnel and the thousands of visitors to Cape Hatteras National Recreational Seashore.

The Outer Banks Home Builders Association fully supports the new Preferred Alternative as outlined in the Environmental Assessment from the North Carolina Department of Transportation. We support this practical solution that calls for the immediate (without further environmental studies and delays) replacement of the Bonner Bridge with a new parallel bridge. We also recognize the importance of eliminating the "Long Bridge" Alternative as it is impractical and unable to be funded.

We believe that replacing the Herbert C. Bonner Bridge is long overdue and critical. The bridge has exceeded its life expectancy over 17 years and is currently rated a "2" out of 100. Any further delay risks the loss of this vital transportation lifeline. Without the Bonner Bridge, public access to Hatteras Island would be devastated with drastic consequences to residents, small businesses, service personnel/trades people, property owners and millions of yearly visitors. Replacing the Bonner Bridge is vital for public safety as well as the economic, cultural, historic and social well being of the region.

Kindest regards,

Forrest Seal

2010 President

Joyner, Drew

From: Kymberly Dalgo [xstellar1x@yahoo.com]
Sent: Monday, August 09, 2010 4:30 PM
To: Joyner, Drew
Subject: Outer Banks Pea Island Bridge!

Must have access to Pea Island...It would devastate the Outer Banks in lots of ways to cut Pea Island off from visitors and locals.....

“Whatever solution you decide upon, it must maintain access to Pea Island.”!!!!!!!!!!!!!

Kim Dalgo
Kill Devil Hills

Joyner, Drew

From: Angie Brady-Daniels [angiebd@outer-banks.com]
Sent: Monday, August 09, 2010 2:36 PM
To: Joyner, Drew
Cc: jsbone@outer-banks.com; 'Sue Carroll'
Subject: Addendum to Original Written Comments

Attachments: Bonnerbridge2.pdf

Bonnerbridge2.pdf
(51 KB)

Request For Addendum August 9, 2010 (original file with addendum added is attached)

The Outer Banks Chamber of Commerce requests that the following addendum be added to our comments on the replacement of the Herbert C. Bonner Bridge that were submitted on Aug. 5. The following information was provided by Jim Kinghorn of Cape Hatteras Electric Cooperative at the Chamber's request.

Statement Concerning Electric Power to Hatteras and Ocracoke Islands and the Bonner Bridge

Introduction

In the event of a temporary or permanent loss of the Bonner Bridge across Oregon Inlet, Cape Hatteras Electric Cooperative will be severely hampered in continuing to achieve its mission of providing reliable and affordable electric power to the citizens and property owners on Hatteras and Ocracoke Islands.

The sole source of electric power to the islands is via a single set of 115,000 volt cables attached to the Bonner Bridge.

Temporary Bridge Failure

Should a failure of the bridge occur that results in damage to the power cables, all power would be immediately lost to the islands, resulting in hardship to customers of the Cooperative. This hardship would result from temporary measures necessary to restore power using on-island generation.

In addition to all other causes of economic hardship, electric power costs would dramatically increase for the duration of the damage until at least a temporary cable rerouting was accomplished. This rerouting would likely require eight weeks or more to complete after clearance was obtained to begin the rerouting.

Even though the Cooperative has available on-island oil-fueled diesel generators belonging to the North Carolina Electric Membership Corporation, the cost of operation of these generators would increase the cost per kilowatt-hour of electric service by an estimated 29 cents to an estimated cost of 41.5 cents per kilowatt-hour.

In addition to operating cost, the existing on-island stationary generators do not have the capacity to meet the electrical demand that would be anticipated after a failure of the bridge that impacted vehicular traffic, much less the peak electrical load under normal traffic access conditions. Meeting the anticipated electrical load after a bridge failure would necessitate bringing at least 10,000 kVA in large portable generators to the island for additional temporary power generation. The increased cost of operating large portable generators would be about 32 cents per KWH. For the portion of the emergency power generated by temporary generators, the cost would be $44.5 cents per KWH.

The weighted average cost of retail power generated by the stationary and portable generators during an emergency is estimated to be 42.2 cents per KWH, or an average cost above current retail rates of 237 percent for the duration of the outage.

It is estimated that a week or more would be required to get temporary generators operational.

A temporary bridge failure of the type described would have a devastating economic impact on island residents and property owners from electrical cost and supply alone, before the impact for other problems was considered.

Permanent Loss of a Short Route Oregon Inlet Bridge

If the present Bonner Bridge should become permanently unavailable to provide an electrical cable route, the long term cost of electric service to the Islands would increase dramatically.

For the permanent bridge loss scenario, the lowest cost option to permanently provide an electrical supply from the mainland to Hatteras and Ocracoke Islands would be a submarine cable system from the south end of Nags Head to Rodanthe. The minimum cost of this submarine cable project was estimated in 2007 to be in the range of $33,000,000 to $35,000,000. A project of this magnitude would result in a permanent rate increase to Cooperative rate-payers of approximately 26 percent.

If the permanent loss of the present bridge resulted from a sudden or catastrophic failure, construction of a submarine cable system would take a year or more to complete, assuming environmental permitting was completed in a timely manner. During the entire construction period, electrical costs would be as described for the temporary failure discussed above.

****

Angie Brady-Daniels
Outer Banks Chamber of Commerce
P.O. Box 1757
Kill Devil Hills, NC 27948
(252)441-8144, ext. 229
angiebd@outer-banks.com

The Outer Banks Chamber of Commerce
www.outerbankschamber.com
P.O. Box 1757 Kill Devil Hills, NC 27948
(252)441-8144, Voice
(252)441-0338, Fax
e-mail: chamber@outer-banks.com

Drew Joyner
Human Environment Unit Head
NCDOT
1598 Mail Service Center
Raleigh, NC 27699-1598

Dear Mr. Joyner:

The Outer Banks Chamber of Commerce, serving more than 1,000 members in Dare, Currituck and Hyde counties, writes to voice support for the current proposed alternative as the correct means to replace the Herbert C. Bonner Bridge, which spans Oregon Inlet in Dare County.

The residents and visitors to the Outer Banks deserve safe transportation routes that allow reasonable travel without destroying the economy or endangering lives. The Herbert C. Bonner Bridge project is the most-studied highway project in the state's history. While we currently seem to be engaged in a never-ending return to the proverbial drawing board to identify more alternatives or conduct more studies, each hour that passes puts disaster an hour closer. Our residents and visitors should be afforded a safe, reliable trip across the inlet. Our children should be able to travel to or from Hatteras Island so that they can go on field trips or to a routine doctor's visit without fear of becoming a victim of a catastrophic bridge failure. Our residents don't need to cross the bridge daily with trepidation.

While environmental protection is important, it also is imperative to remember that our human population is an equal part of this ecosystem, and the potential impacts to our lives and safety deserve no less than equal consideration to the current level of protection afforded our precious flora and fauna. The parallel bridge is the most efficient and most economically sensible replacement option. Further delay is tempting fate.

This 20-year-old saga has had many chapters -- surely none of us want to author a final chapter or participate in a study commission about a catastrophic and deadly bridge collapse that occurred while planners continued to "study" the problem.

Impacts on health and safety of Hatteras Island residents and visitors from the potential failure of the bridge are neither entirely unknown nor unanticipated.

One of Dare County Sheriff Rodney Midgett's concerns related to the continued deterioration of the bridge is the possibility of imposing load limits or even one-way traffic on the current bridge because of its condition. In that event, his assessment is that the Sheriff's Office would not be able to provide adequate staffing to police the necessary restrictions on a 24-hour basis. Emergency ferry service in the aftermath of a bridge failure would not be capable of handling the large amount of essential EMS, fire service and law enforcement traffic that would be needed. Hurricane and other evacuations would be severely hampered, which would pose another significant threat to public safety.

Since emergency ferry service would have to cease during severe weather conditions, public safety would be further compromised. During such times, residents and visitors would be helpless without any type of emergency transportation.

Sheriff Midgett has stated that any disruption of electrical service on Hatteras Island — which is fed to the island via a cable under the bridge — also would have a direct impact on crime and public safety and have life-threatening consequences for those with serious medical issues or who are dependent upon life support equipment.

In addition to safety concerns, to choose any other alternative will have devastating economic consequences for the county, the region and the state. Because of the complex issues involved, there is no reasonable method which will allow an estimated dollar amount to be assigned to the combined total of the related direct and indirect impacts if the other alternatives are chosen.

Following are examples of the anticipated impacts:

Removal of the bridge without replacing it at the same site will no doubt also mean the removal of the groin which currently keeps the inlet from migrating south, as it has historically. If the groin is removed and the location of the inlet shifts, associated dredging costs may well be found to be prohibitive, and efforts of maintaining a moving channel fruitless, thus eliminating the use of the inlet by recreational boats, charter boat fleet and the commercial fishing industry. If these boats are forced to go south to Hatteras Inlet, the extra time and expense will cause great hardship and a loss of fishing effort, and many small businesses will most probably be forced out of business due to rising cost.

According to a North Carolina Fishery Resource Grant project survey conducted in the 2007-08 year, during that time there were approximately 431,000 recreational fishermen — many from out of state — who return year after year to the coast to fish with a favorite for-hire captain. Dare County is the location for most of that activity.

The study project, Economic Impacts and Recreation Value of the North Carolina For-Hire Fishing Fleet, results led researchers to the conclusion that for-hire fishing passengers spend about $380 million per year, including both on- and off-vessel spending, including fishing fees, lodging, restaurants, shopping, gas and other tourist-related activities.
Recreational fishing supports about $667.4 million in sales along the coast, about 10,000 jobs (including 1,445 for-hire fishing jobs), $261.4 million in wages and salaries, and $49.3 million in local/state sales and excise (such as fuel and cigarette) taxes.

According to the North Carolina Division of Marine Fisheries, during the same time frame as the project survey, Dare County ranked No.1 in the number of Coastal Recreational Fishing Licenses sold with a total of 93,225 in calendar year 2007 and 82,635 in 2008.

The Fishery Resource Grant project report notes that after expenses, the for-hire captains, vessel owners and crew receive about $26 million in income per year from for-hire fishing activities. From this income they pay annually about $5.1 million in federal income tax, $1.8 million in state income tax, $3.9 million in federal/state PICA tax, $286,000 in local property tax on residences, and $576,000 in local property tax on their vessels.

Charter vessel owners spend an estimated $43.5 million per year on nonlabor items such as fuel, ice, bait, engine and boat repairs, dockage fees, etc. Head-boat owners spend an additional $5.3 million per year. Including multiplier effects, these expenditures support an estimated $85 million in sales in coastal North Carolina communities, $30 million in wages and salaries, more than 1,000 jobs, and more than $6 million in local/state and excise taxes.

Commercial fishing landings and value statistics reported by the North Carolina Division of Marine Fisheries show that of 71 million pounds of seafood valued at $86.8 million landed in the state in 2008, 22.7 million pounds -- valued at $23 million -- was brought to the docks in Dare County. And of the latter amount, 15.7 million pounds was landed in Wanchese, which is dependent on Oregon Inlet for access to the fishing grounds. In addition to the loss of income of fishermen and seafood dealers, losing these landings also would cost jobs in packing, shipping and in the availability of fresh-caught seafood in local restaurants. And the negative ripple effect would include such business as boat builders, truck sales, refrigeration dealers, packing suppliers and other support industries.

Utilities to support Hatteras Island are currently attached to the bottom of the bridge. Removal of these lines would require the generation of electricity on the island itself since there is no other reasonable alternative to supplying the island's need. Although there is an electric generation plant on the island, it could only meet the needs of the island during the shoulder months, when it is neither too hot nor too cold, and when it is primarily inhabited by residents and not the throngs of visitors who go there each summer. Cost to upgrade to a level that the island could produce all the power that is needed on a year-round basis would be extraordinarily high because it would either call for additional generators and fuel to power them or laying a submarine electrical cable across the floor of the sound.

Access to Pea Island National Wildlife Refuge would be diminished, if not completely lost, without the parallel bridge. The Eastern North Carolina National Wildlife Refuge Visitor Use Study of December 2006, principal author Hans Vogelson, ECU Department of Recreational and Leisure Studies, based on data collected from October 2004 to October 2005, reported that the area's refuges had a direct economic impact of $166.6 million and an indirect impact of $324.6 million. The majority of this impact was credited to the approximate 1 million visitors a year that go to Pea Island.

The alternative 17-mile sound bridge totally lacks the basis of environmental advantage since its construction would tear up at least a 17-mile swath of sound bottom which would reasonably be predicted to result in turbidity and destruction of aquatic vegetation, and put at risk federally listed species, including loggerhead turtles. At this time, there is such concern about the turtles

that severe restrictions have been placed on fishing activities in that area to ensure elimination and/or reduce the number of interactions that could be harmful. There is no way that construction could avoid putting these species at risk. Runoff from such a bridge would add to pollution. Safety issues include but are not limited to adequate access for emergency vehicles traveling to and from the island.

Ferry service is neither an economically viable alternative nor is it in the best interest of health and safety of island residents and visitors.

North Carolina state law mandates that no area can be charged a toll for transportation unless a free route is available as an alternative. Ocracoke Island's only free transportation access is by ferry to Hatteras Island and traveling by NC 12. If ferry service was used as an alternative, the cost could not be recouped through tolls, because it also would become the only free access for Hatteras Island. At a time when inland legislators are suggesting that the ferry system is a financial burden, being told that the state would have to invest hundreds of millions of dollars for additional high speed ferries would most likely meet resistance.

Currently, the ferries traveling between Ocracoke Island and the mainland only operate on schedule approximately 85 percent of the time. It is reasonable to assume that this would be reflected in any ferry service of about equal length of time such as that from Dare County mainland to Hatteras Island. This is not acceptable, particularly when trying to evacuate up to 40,000 people off the island because of the expected arrival of a hurricane.

In events where evacuations from Ocracoke Island are called for, emergency officials there estimate that they need a 72-hour lead time to remove visitors, residents and personnel. This three-day lead is based on the fact that many leave the island by crossing to Hatteras Island and driving NC 12 to connect with one of the two highways heading west off the Outer Banks. If ferry transportation also was imposed on Hatteras Island to the mainland, it would add to the crush of cars trying to leave from that island and hamper efforts on Ocracoke and increase the lead time for both islands' populations.

Without the Bonner Bridge, the Dare County Sheriff stated that his office and other public service agencies would face serious challenges maintaining adequate staff readiness on a continuing basis. Many public safety employees rely upon the Bonner Bridge to report for duty because they do not live on Hatteras Island. Without the bridge, personnel levels could become compromised and further threaten public safety.
Dare County EMS Director WR “Skeeter" Sawyer is adamant that from an emergency medical stance, trying to rely on ferry service to provide emergency care and transport from Hatteras Island is unacceptable. From July 1, 2009 to June 28, 2010, ambulances transported 613 patients off the island by ground. The cost of transporting that number of patients off the island by air is not available, but Dare County does not charge for medical flights, so although there most probably would be an increase in use in that method in the event that the only route was via ferry, the increased cost would not be recouped in fees. According to Sawyer, if there was an accident and both ambulances left the island with patients, the island would be uncovered until another ambulance and crew could replace them, which would take a dangerous amount of time if depending on ferry service.

Dare County Schools Superintendent Sue Burgess states that depending on ferry service for transportation would seriously compromise services provided to Cape Hatteras Elementary School and Cape Hatteras Secondary School, which have a combined enrollment of about 600 students. The time, energy and money it would cost would mean missed opportunities to spend money in other ways that would actually enhance education.

Among the issues that would be problematic for the school system would be the transport and delivery of food commodities used for the schools' nutrition program. Using the ferry would take more time and increase the cost of manpower.

Staff that provide many of the services needed by the county's schools are based at the Central Office in Nags Head. Burgess said that sending bus mechanics or computer technicians to service equipment on Hatteras would bring its own set of problems and increased cost if those trips were made by ferry. And, as with all the agencies, if there was delay in riding the ferry back to the mainland, the school system might have to pay for lodging for stranded personnel.

According to Burgess, athletic programs also would be impacted. The travel time required to play other teams would discourage many schools from scheduling games at Cape Hatteras. And conversely, the time it would take students to go to away games would make such long days that they might not be scheduled due to negative impact on studies.

Depending on ferry service would further hamper the school district's ability to recruit teachers for Hatteras Island schools — an already difficult task. Living on Hatteras Island isn't appealing to everyone because of its isolation, said Burgess. If the island was further isolated by depending on ferry transportation, it would make it even more difficult to fill teaching positions on the island.

The school superintendent's concerns aren't speculative. Burgess was at the helm of the school district when Hurricane Isabel cut an inlet which separated Hatteras village from the remainder of the island. Students from Hatteras village were delivered to school in Buxton by boat for several weeks. Only emergency relief supplies and workers were allowed access to the village

via ferry. The village had no electricity or other services until the breech was filled and services were restored about two months later.

Because of that experience, said Burgess, several families moved, which reduced the number of students and related state funding amounts. Although the schools remained opened and services are provided, loss of the students has made the schools more expensive on a per pupil basis. Loss of more students and related funding because of increased isolation would add to the local expense of maintaining these schools.

And there are other problems to consider. Transporting basic necessities such as food and medicine would no doubt add to the cost of these items on the island. Food Lion stores in Dare County have the highest prices in the state compared to the other stores owned by the corporation. This increase in price is because of the added transportation cost of delivering to the area. If delivery trucks have to spend hours on ferries and thus increase labor cost, there is no doubt that the added cost would be passed back to the consumers.

Delivery of enough fuel for both vehicles and for generators to use to provide electricity would bring its own challenges, especially in complying with US Coast Guard regulations, which govern the transporting of combustibles on ferries.

Gone are the days when the weekly mail boat visited Hatteras Island. With today's cutbacks in spending by the US Postal Service, there is no way to determine how mail delivery would be handled if mail trucks were dependent on ferry transportation.

Removing garbage from the island, particularly in the summer time when the population explodes, would be expensive as well as smelly.

Services provided by government agencies such as the health department, social services and those offered by nonprofit charities such as the Community Care Clinic would most likely face many of the same challenges described by the Sheriff, EMS director and school superintendent.

Knowing these facts, there is no reason to "study" the use of ferries — we already know that it is not an acceptable solution to our unacceptable problem.

The replacement of Bonner Bridge isn't just about tourism — it's about people trying to live their lives with dignity, support their families and have a few of the things the rest of the country takes for granted, such as a road to their homes.

Sincerely,

Paul Tine, Chairman
Outer Banks Chamber of Commerce
Board of Directors

Request For Addendum August 9, 2010

The Outer Banks Chamber of Commerce requests that the following addendum be added to our comments on the replacement of the Herbert C. Bonner Bridge that were submitted on Aug. 5. The following information was provided by Jim Kinghorn of Cape Hatteras Electric Cooperative at the Chamber's request.

Statement Concerning Electric Power to Hatteras and Ocracoke Islands and the Bonner Bridge

Introduction

In the event of a temporary or permanent loss of the Bonner Bridge across Oregon Inlet, Cape Hatteras Electric Cooperative will be severely hampered in continuing to achieve its mission of providing reliable and affordable electric power to the citizens and property owners on Hatteras and Ocracoke Islands.

The sole source of electric power to the islands is via a single set of 115,000 volt cables attached to the Bonner Bridge.

Temporary Bridge Failure

Should a failure of the bridge occur that results in damage to the power cables, all power would be immediately lost to the islands, resulting in hardship to customers of the Cooperative. This hardship would result from temporary measures necessary to restore power using on-island generation.

In addition to all other causes of economic hardship, electric power costs would dramatically increase for the duration of the damage until at least a temporary cable rerouting was accomplished. This rerouting would likely require eight weeks or more to complete after clearance was obtained to begin the rerouting.

Even though the Cooperative has available on-island oil-fueled diesel generators belonging to the North Carolina Electric Membership Corporation, the cost of operation of these generators would increase the cost per kilowatt-hour of electric service by an estimated 29 cents to an estimated cost of 41.5 cents per kilowatt-hour.

In addition to operating cost, the existing on-island stationary generators do not have the capacity to meet the electrical demand that would be anticipated after a failure of the bridge that impacted vehicular traffic, much less the peak electrical load under normal traffic access conditions. Meeting the anticipated electrical load after a bridge failure would necessitate bringing at least 10,000 kVA in large portable generators to the island for additional temporary power generation. The increased cost of operating large portable generators would be about 32 cents per KWH. For the portion of the emergency power generated by temporary generators, the cost would be $44.5 cents per KWH.

The weighted average cost of retail power generated by the stationary and portable generators during an emergency is estimated to be 42.2 cents per KWH, or an average cost above current retail rates of 237 percent for the duration of the outage.

It is estimated that a week or more would be required to get temporary generators operational.

A temporary bridge failure of the type described would have a devastating economic impact on island residents and property owners from electrical cost and supply alone, before the impact for other problems was considered.

Permanent Loss of a Short Route Oregon Inlet Bridge

If the present Bonner Bridge should become permanently unavailable to provide an electrical cable route, the long term cost of electric service to the Islands would increase dramatically.

For the permanent bridge loss scenario, the lowest cost option to permanently provide an electrical supply from the mainland to Hatteras and Ocracoke Islands would be a submarine cable system from the south end of Nags Head to Rodanthe. The minimum cost of this submarine cable project was estimated in 2007 to be in the range of $33,000,000 to $35,000,000.

A project of this magnitude would result in a permanent rate increase to Cooperative rate-payers of approximately 26 percent.

If the permanent loss of the present bridge resulted from a sudden or catastrophic failure, construction of a submarine cable system would take a year or more to complete, assuming environmental permitting was completed in a timely manner. During the entire construction period, electrical costs would be as described for the temporary failure discussed above.

Joyner, Drew

From: jeffrey golding [yerbaitstinks@gmail.com]
Sent: Monday, August 09, 2010 2:30 PM
To: Joyner, Drew
Subject: Bridge comment

Drew Joyner, Human Environment Unit Head, NCDOT

1598 Mail Service Center, Raleigh, NC 27699

Dear Mr. Joyner,

I want to thank you for the opportunity to provide public comment on the proposed construction of a replacement for the Herbert C. Bonner Bridge which links Bodie and Hatteras Islands as part of N.C. Highway 12.

This bridge, opened in 1963, provides an exceptionally vital link for the residents of Hatteras Island as it is through the use and travels via this edifice that virtually all of our various and sundry life supplies reach their destination. The Bonner Bridge also provides the only practical avenue for evacuation during major costal storm events as well as the most often utilized route for visitor traffic which the economy of Hatteras Island is almost entirely dependent.

This span has long passed its projected life expectancy and needs replaced. Currently the bridge stands with a sufficiency rating of only two out a possible 100 and has required literally millions of dollars in repair costs in the 17 years since it was due for replacement. I would remind your office of a bridge in Minnesota which collapsed not many years ago, taking several lives, which enjoyed a significantly higher rating. I would also remind you of the video that circulated a few years ago where divers inspecting the Bonner Bridge piles where able to literally remove significant chunks of concrete from these piles with their bare hands. The bridge is deteriorating daily and it is of the utmost importance that construction of a new span begins immediately.

With an estimated five thousand vehicles crossing Oregon Inlet daily, a number that can swell to around ten thousand during the summer months, catastrophic failure of this vital transportation link will surely lead to a great loss of life and simultaneously destroy the economy of Hatteras and probably Ocracoke Island as well.

Mr. Joyner, the replacement of this bridge has been studied for two decades with very little forward progress and it is time to dispense with additional, redundant study, as this will further increase the likelihood of failure of the existing span prior to the completion of a new, well engineered, avenue of egress.

On August 6th, 2010, Island Free Press (www.islandfreepress.org) published a brief chronology of this process which I understand to be the longest set of studies ever conducted by NCDOT for a transportation project.

It reads as follows:

- 1990. State begins feasibility study for replacing Bonner Bridge
- November, 1993. Draft Environmental Impact Statement on bridge replacement is released for review. It favors a parallel bridge.
- Early 1994. Public hearings on DEIS.
- 1996. Preliminary Final Environmental Impact Statement is issued, which was never signed because of lack of consultation with U.S. Fish and Wildlife Service.
- 2001. Because it had been more than seven years since the completion of the DEIS, a re-evaluation is conducted to determine if the preliminary FEIS remains a viable alternative. Decision is made to prepare a supplement to the DEIS.
- 2002. Work begins on Supplemental Draft Environmental Impact Statement (SDEIS).supplement to DEIS.
- September, 2005. Supplemental DEIS completed and signed. It includes five alternatives, including short- and long-bridge options.
- November, 2005. Public hearings are held on SDEIS.
- February, 2007. Supplement to SDEIS is signed. This supplement to the supplement includes two new parallel bridge options.
- March, 2007. Two public meeting are held on the supplement to the Supplemental DEIS.
- September, 2008. Final Environmental Impact Statement is signed. It favors Parallel Bridge with Phased Approach /Rodanthe Bridge as the preferred alternative and addresses comments made the SDEIS and SSDEIS.
- May, 2009. Parallel Bridge Corridor with Highway 12 Transportation Management Plan Alternative was added to the FEIS and selected as the preferred alternative. This is a variation on parallel bridge alternatives addressed in FEIS.
- October, 2009. Revised Section 4 (f) evaluation is issued in response to comments received on the FEIS. It determines Pamlico Sound Bridge – the long bridge -- is not feasible.
- January, 2010. Federal Highway Administration requests an Environmental Assessment of the preferred alternative in the FEIS.
- May, 2010. Environmental Assessment is released.
- June, 2010. Public comment period on EA is announced with public meetings scheduled for July.
- Next up. Examine public comments on new EA and determine if more environmental studies are needed. If no more studies are needed, a Record of Decision could be issued in September.

And now we're told that additional study may be needed before your department issues a record of decision. Mr. Joyner, this has gone on too long already and the only tangible result to date is a further and unnecessary compromise of public safety.

It is also abundantly clear that NCDOT faces litigation regarding right of way reserved by North Carolina through the area known as Pea Island National Wildlife Refuge which effectively covers the northern most thirteen miles of Hatteras Island. Environmental lawyers, most notably Derb Carter from the Southern Environmental Law Center have made claims that this documented, legal right of way is void stating that the Refuge was acquired under the Migratory Bird Treaty Act which is patently false. This area was in fact acquired under 16 USC 459 as part of the establishment of what Congress determined would be part of Cape Hatteras National Seashore (Recreational Area (amended 1940)) in 1937. The Congress also stated that:

16 USC 459 Sec. 5. "Notwithstanding any other provisions of this act, lands and waters now or hereafter included in any migratory bird refuge under the jurisdiction of the Secretary of Agriculture, within the boundaries of the national seashore as designated by the Secretary of the Interior under section 1 hereof, shall continue as such refuge under the jurisdiction of the Secretary of Agriculture for the protection of migratory birds, but such lands and waters shall be a part of the aforesaid national seashore and shall be administered by the National Park Service for recreational uses not inconsistent with the purposes of such refuge under such rules and regulations as the Secretaries of the Interior and Agriculture may jointly approve."

This is further reflected within the 2006 Interim Management Strategy published by USFWS which points out that said refuge is merely an overlay of the Cape Hatteras National Seashore Recreational Area.

In fact, sir, the refuge in question was established not by the Congress as is required by the Constitution of The United States but by Executive Order and has never been vetted in any form by the aforementioned legislative body as required by law and is, as such, an illegal entity and so its status as a "refuge" should not play into any decision that NCDOT makes regarding the replacement of this lifeline so vital to those of us that reside here as well as those who choose to visit our pristine, user maintained beaches.

Mr. Joyner, very soon, school buses full of children will again begin to cross the Herbert C. Bonner Bridge along with many others who come to fish and bathe on our beaches and the lives of these children and adults depend on a safe and efficient method of egress to and from Hatteras Island. Only a new bridge, long overdue, can provide that. I find it rather ironic, in a very sad, way that a driver can be ticketed for speeding through a NCDOT work zone and yet for the last 17 years, thousands of American families have been forced to cross this vital but deteriorating link on and off this island while potentially risking death because of a project that should have been completed long ago.

I would be remiss not to include a comment regarding the positive economic impact that this unbelievably overdue project would bring to Dare County. The current economic crisis as well as the court sanctioned "Consent Decree" that has for three years closed most of the beaches within the Seashore has taken Dare from being a "donor county" to that which had one of the highest unemployment rates in North Carolina. The construction of this much needed edifice will undoubtedly go a long way to rectify that situation as it will increase the need for goods and services and spur the local economy putting many residents back to work as well as increase the demand for housing.

Mr. Joyner, the time for a record of decision is long past. We need a new bridge now! To delay this action further, puts lives at risk, threatens our economy to an astounding degree, and will serve no purpose other than to expend additional millions of taxpayer dollars attempting to repair a span long overdue for replacement. As such, it is imperative that NCDOT issue a record of decision in favor of the immediate replacement of this bridge.

Thank you for your time and consideration of this commentary.

Jeffrey Golding,

P.O. Box 1471

(47261 Rocky Rollinson Rd.)

Buxton, N.C.

27920

Joyner, Drew

From: Thomas Davis [davist.cm@rrgsd.org]
Sent: Monday, August 09, 2010 1:52 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Please support the Bonner bridge replacement. Thank You, Thomas Davis, Henrico, NC

Joyner, Drew

From: Rosa-Alice Mayo [mrfishdude@embarqmail.com]
Sent: Monday, August 09, 2010 12:51 PM
To: Joyner, Drew
Subject: BRIDGE

Please do all that you can to get this BRIDGE building started. The fear of people getting hurt and the danger that it causes are not fair. School starts on Aug 25th, how many school buses will cross that bridge soon. Not only our children leaving the Island, but bus loads of children coming on the Island to play sports.

The other concern I do not know if anyone has mentioned is the Dare Home Health and Hospice. These people come to our Island everyday to take care of the sick, elderly and the dying. It would be impossible for these people to come to our Island to care for their patients if the Bridge falls or become to unsafe to drive over. Before my husband passed away he had these services, I can not imagine how life would have been for him or our family without their help.

Our PRESIDENT says people need to work, well this would certainly give people a job and that would be a blessing. Please so more studies, let them take you to court, but get the Bridge started now. Thank you for giving us a chance to respond.

Sincerely.

Rosa Alice Mayo
Hatteras NC

Joyner, Drew

From: Ken Young [kyoung@cvaaa.com]
Sent: Monday, August 09, 2010 11:43 AM
To: Joyner, Drew
Subject: Replacement of Bonner Bridge

Dear Mr. Joyner,

I respectfully submit to you that the time to replace the Bonner Bridge is long past due! There has been study after study after study after study! Enough already! We do NOT need any futher studies in order to begin building a parallell replacement to the existing Bonner Bridge! This option is the best and has always been the best. No study has shown otherwise. Any further delay will only put more lives at risk crossing the deteriorating structure. The families with children, the thousands of visitors (including me and my family!) and others who must cross the inlet daily or several times daily deserve better than this! The delays are shamfull. The next study may very well be into why people were killed by a bridge that collapsed when it should have been replaced many years ago. Who will be the unlucky people who have to pay with their lives due to willfull procrastination? Your son? Your daughter? Your wife? Your mother? Your father? Your best friend? Or maybe even you! NO MORE STUDIES! NO MORE DELAYS! NO MORE OPTIONS! PLEASE, PLEASE, PLEASE, START THE PARALLELL BRIDGE REPLACEMENT AT ONCE! MANY LIVES ARE DEPENDING ON IT!

Sincerly,
Charles English

9268 New Chapel Road
Spout Spring, VA 24593
434-352-8965

Joyner, Drew

From: Martof, Andrew *HS [ABM@hscmail.mcc.virginia.edu]
Sent: Monday, August 09, 2010 11:34 AM
To: Joyner, Drew
Subject: Herbert Bonner bridge

Please replace the bridge ASAP with the short bridge. The current bridge is deemed to be not safe. The long bridge is just more expensive and will take longer to build without any other advantages. The long bridge would also have serious short term negative environmental impact.
I own property in Hatteras and wish to feel safe during my numerous trips back and forth.
Thank you allowing me to comment.

A. B. Martof, DDS
Associate Professor
Medical Director
UVA Health System, Department of Dentistry
PO Box 900740, Charlottesville, VA 22908-0740
Ph 434 924 8472 Fax: 434 243 6378

Joyner, Drew

From: Gallagher, Sean (sfg6n) [sfg6n@eservices.virginia.edu]
Sent: Monday, August 09, 2010 11:29 AM
To: Joyner, Drew
Subject: pea island access

Hello Mr. Joyner,

I am writing to you to express my desire to include assess to Pea Island for swimming and surfing in the future. I must confess I don't know all the specifics about the upcoming plans as I just heard about them today but I have been coming to Hatteras Island for 20 years and I'd hate to lose such a pristine beach environment to enjoy with my kids when they are old enough to surf with me.

Regards,

Sean Gallagher

Joyner, Drew

From: Tom Cain [cain_ta@yahoo.com]
Sent: Monday, August 09, 2010 11:08 AM
To: Joyner, Drew
Subject: Herbert C. Bonner Bridge Replacement.

Mr. Joyner-

My name is Thomas Cain. I live part of the year in Ocracoke, NC and part in Plano, TX. I am writing today to express my feelings regarding the urgency to move forward and replace the Bonner Bridge in the most expedient manner possible.

The lives and livelihoods of the residents and visitors to Hatteras and Ocracoke Islands are at stake here. The bridge replacement seems to be mired in the "paralysis of analysis" and this paralysis must be broken. Further studies will only serve to delay the replacement process, not improve it.

The only logical bridge alternative is the parallel bridge described as the Preferred Alternative in the NCDOT environmental assessment. This alternative also has the support of the Federal Highway Administration. Discussions of a Long Bridge or ferry service MUST be pulled off the table immediately. While we all cherish the flora and fauna of these islands, the safety of our citizens must be of paramount consideration. I cannot imagine the chaos that would develop if a hurricane evacuation were called and the only route off Hatteras were either a 17 mile long bridge or ferry boats.

Replacement of the Herbert C. Bonner Bridge is now 17 years overdue. The time for analysis and study is over. The delays must stop and construction must begin.

Thank you for your consideration and Best Regards,

Thomas Cain
Ocracoke, NC / Plano, TX

Joyner, Drew

From: Steve Bonday [SteveBonday@gwfh.com]
Sent: Monday, August 09, 2010 10:17 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

Importance: High

Dear Mr. Joyner,

I write today to urge you to move forward in replacing the current Bonner Bridge with the proposed parallel bridge.

Gateway Insurance has 5 offices located in eastern North Carolina, including my office located in Kitty Hawk, NC.

It is critical for us and our community to have access to Hatteras Island and to Ocracoke Island.

Our records show that 30% of our agencies business is located on those two islands.

As providers of insurance for many of the homeowner's and businesses there, we must have a dependable and safe bridge in order to service our clients.

We cannot continue to wait for years of endless studies to decide whether or not the bridge needs replacing and what option would be best.

Replacing the existing bridge must start now.

The Bonner Bridge is the only viable form of transportation to those islands and it is beyond it's useful "life span".

The only option that is affordable, reasonable, and logical is to replace the Bonner Bridge as quickly as possible with a parallel bridge.

Please do not wait for a tragedy like the bridge collapse in Minnesota a few years ago, to start this project.

The parallel bridge has been studied for almost 25 years now and it is time to start the project.

North Carolina has secured the funds to build the short bridge.

It makes absolutely no sense to continue studies or to continue debating a long bridge option when the funds to build such a bridge are not in North Carolina's budget and couldn't possibly be within a time frame that could prevent a possible collapse of the Bonner Bridge.

The citizens of North Carolina who own property on Hatteras Island and Ocracoke Island need this bridge project to start now.

The business owner's located on these islands along with the businesses that service these islands need the new bridge now.

North Carolina needs the revenue from these islands and the businesses that support the islands now.

But, most importantly, those in charge of this project, need to know they have done the right thing by replacing an old, worn out bridge that could quite possibly collapse and cause the deaths of many of your fellow neighbors and citizens.

Once again, I urge you to do the right thing and start the process of replacing the Bonner Bridge with the parallel bridge now.

Thank you,

Steve Bonday, CIC, CBIA, AIP

Gateway Insurance Services, Inc.

P. O. Box 3100

Kitty Hawk, NC 27949-3100

Phone (252) 255-2583

Toll Free (888) 806-0508

Fax (252) 384-6976

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Joyner, Drew

From: Stone, Merritt [merritt.stone@capitalone.com]
Sent: Monday, August 09, 2010 9:25 AM
To: Joyner, Drew
Subject: Bonner Bridge Replacement Project in Dare County

Dear Mr. Joyner,

I'm a surfer who travels to the Outer Banks frequently from Virginia. Please include continued access to the Pea Island National Wildlife Refuge in whatever solution you decide upon to replace the Bonner Bridge. It is a unique area in the ever developing Outer Banks. I hope that I will be able to take my son surfing there in a few years when he's old enough.

Sincerely,

Merritt D. Stone

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Joyner, Drew

From: steve ryan [srbeachbum@gmail.com]
Sent: Monday, August 09, 2010 3:59 AM
To: Joyner, Drew
Subject: Bonner Bridge Comments

Mr. Joyner,

Thank you for accepting public comment on replacement of the Bonner bridge. Please include the following comments.

I support the long bridge proposal as the only viable option.

Both Dare County and N.C. State representatives were in favor of the long bridge being built until they learned the rock terminal groin at Oregon Inlet would have to be removed when it was no longer needed to protect the current bridge. Specialized interests have fought a loosing battle for many years attempting to get jetties on both sides of the inlet.They apparently were not interested in surrendering what little they had gained, so the long bridge everyone had agreed on was no longer suitable to the specialized interest groups.

Both the County and State have previously signed legal documents with the federal government regarding special use permits on federal property. And afterwards both the County and the State have complained they were forced to sign against their best interest. Then they begin litigation which always wastes taxpayer money because they never win any cases. It would appear there is no integrity.

If the State and the County had stayed with their original decision to build the long bridge it could be well under way by now. Because the State and the County backed out of the original agreement, additional studies were required and the project was sidetracked. Actions by the State and the County have actually increased the cost of the project while delaying the entire project just to appease the specialized interests.

Building the short bridge will negatively affect the welfare, prosperity, and livelihood of all Hatteras Island residents and businesses. Hatteras Island is being sacrificed so the rock terminal groin can remain in place. The State will not be able to maintain a safe right of way for the public through Pea Island National Wildlife Refuge due to predicted oceanside beach erosion and rising sea levels. The short bridge will not provide safe passage on Hatteras Island, but the terminal groin will remain.

I urge you to support the long bridge option as the only viable long term solution to transportation on Hatteras Island.

Steve Ryan

Joyner, Drew

From: Robert Bruce Powers [rpowers1@cox.net]
Sent: Sunday, August 08, 2010 9:33 PM
To: Joyner, Drew
Cc: kerior@aol.com; 'Bob Rowland'
Subject: Bridge Replacement Project near Rodanthe, NC

Attachments: Powers Letter to Joyner 8_8_2010 Bridge Replacement Project.doc; Powers Letter to Joyner 8_8_2010 Bridge Replacement Project.tif

Powers Letter to Joyner 8_8_20...

Powers Letter to Joyner 8_8_20...

Dear Mr. Joyner,

Attached please find a letter in two different formats for your consideration

regarding the Bridge Replacement Project near Rodanthe, NC. I have also forwarded

a copy to your office via regular mail. Thanks for your time.

Regards

Robert B. Powers

President

Windsurfing Enthusiasts of Tidewater

Norfolk, Virginia

August 8, 2010

Robert B. Powers
8824 Hammett Avenue
Norfolk, Virginia, 23503
Commander, USNR, Ret.

Mr. Drew Joyner
1598 Mail Service Center
Raleigh, NC 27699
djoyner@ncdot.gov

Dear Mr. Joyner:

Subject: Bridge Replacement Project

As the President the Windsurfing Enthusiasts of Tidewater (WET), I represent the windsurfers of the Tidewater area of Virginia in requesting that you do not consider the bridge alternative in the sound in the Rodanthe region. Our overall population in the Tidewater region of Virginia is over 170 windsurfers. This area has the northern-most access to the sound south of the Oregon Inlet, thus making it the closest point to Tidewater to access the best wind on the east coast for windsurfing and kiting. People come from around the world to windsurf and kite in this region. Another group in Maryland, the Baltimore Area Boardsailing Association (BABA), regularly books upwards of seven houses with over 60 windsurfers each spring and fall in Avon, NC. These activities are environmentally friendly and don't disrupt the quiet ambience of the Outer Banks.

A bridge in the sound would totally disrupt the wonderful wind that brings so many to this region. One of our members, Dr. Bob Rowland, graciously makes his property available to the windsurfers in our club. His house is on the sound at the end of Corbina Drive. This property brings Virginia and Maryland windsurfers south to help the economy of this tiny community without disruption of its quiet dignity. Mirlo Beach will also be negatively affected as many people rent in this area to windsurf and kite, especially in the off- season when rentals are more sparse.

Please do not consider the bridge in the sound when deciding on an alternative to solve the problems at the s-curve.

Sincerely yours,

(signed)

Robert B. Powers
President
WET, Windsurfing Enthusiasts of Tidewater

Joyner, Drew

From: Brian Zeh [brmezeh@accs.net]
Sent: Sunday, August 08, 2010 8:04 PM
To: Joyner, Drew
Cc: Beth Midgett
Subject: Bonner Bridge replacement

Dear Mr. Joyner:

As non-resident homeowners, my wife and I want to express our support for the New Preferred Alternative for the replacement of the Bonner Bridge Environmental Assessment dated May 7, 2010.

We believe that this is a "reasonable course of action." Our definition of such an action is one which gives priority to the safety and economic concerns of humans rather than wildlife and the environment. We believe that it is possible to provide adequate protective care of nature and wildlife within these parameters.

If one considered only that the Bonner Bridge plays an essential role in providing emergency access for EMS, Fire Service, and Law Enforcement vehicles and is the principle outlet for hurricane and emergency evacuations, choosing the Alternative of May 7, 2010 would be more than justified.

Considering, also, the impact of the bridge on commerce and tourist activities leads one to conclude that failure of the bridge, or a decision to use ferries rather than a bridge, would desimate the island economy and bring undue hardship on the entire island population and non-resident homeowners.

We need a decision in support of the new Preferred Alternative outlined in the Environmental Assessment dated May 7, 2010, NOW before the deterioration of the bridge causes a devastating disaster made all the more tragic by the knowledge that it could have been prevented by your quick action.

Respectfully,
Brian R. Zeh
1618 S. County Rd. 180 E.
Frankfort, IN 46041

Joyner, Drew

From: Chicamacomico Life-Saving Station Historic Site & Museum [clss@embarqmail.com]
Sent: Sunday, August 08, 2010 4:57 PM
To: Joyner, Drew
Subject: Bonner Bridge Comments

Drew,

As I told you at the last Rodanthe meeting, speaking on behalf of the Chicamacomico Life-Saving Station, we highly commend and appreciate NCDOT's decision NOT to have a 35 foot bridge in front of our historic site! We also commend DOT for putting yourself "in the line of fire" so many times by having these meetings and keeping the public so well informed.

Hatteras Island needs a new bridge started NOW. We do NOT need to repeat all the well-known and well-documented data. We do NOT need more studies that only takes more money away from Dare County and benefits only a few. We do NOT need to continue to let a minuscule minority endanger our safety, scare off our tourists and ruin our economy. We do NOT need to plan centuries ahead.

We simply DO need a new Oregon Inlet bridge, and we need to go ahead and start construction.

By comparison, Manteo has two road accesses and had one two-lane bridge. Then it got a new FOUR lane bridge in addition. NO long, drawn out studies, no controversy, and all with no real need. It was just a luxury. Why is Hatteras so different?

Thank you for all DOT is doing to benefit Dare County and Hatteras Island.

James Charlet

Historic Site Manager

Chicamacomico Historical Association
Chicamacomico Life-Saving Station Historic Site & Museum
23645 NC Hwy. 12 P.O. Box 5
Rodanthe, NC 27968-0005
Ph: 252-987-1552 Fax: 252-987-1559
www.chicamacomico.net

Honoring Our Heroes...Preserving Our Past.

Members of the Outer Banks Chamber of Commerce, Historic Albemarle Tours, and Listed on the National Register of Historic Places and the Outer Banks Scenic Byway.

Joyner, Drew

From: William Morris [williemorris@comcast.net]
Sent: Sunday, August 08, 2010 4:34 PM
To: Joyner, Drew
Subject: Bonner Bridge Environmental Assessment

Dear Mr. Drew Joyner,

I wish to thank you and the NC DOT for the diligent effort being made to replace the aged Bonner Bridge over Oregon Inlet.

As a property owner on Hatteras Island and frequent visitor every since roads were established on the island in 1954, I urge you to proceed with the new preferred alternative, a parallel bridge corridor with the NC12 transportation Management plan.

I further urge you to move aggressively to implement Phase 1 construction of the new bridge span to be followed with implementation of coastal monitoring program to assess next steps in future phases of activity.

Regards,

Willie Morris, 804-784-3207

Joyner, Drew

From: Austin Boyles [austinboylesvbva@yahoo.com]
Sent: Sunday, August 08, 2010 1:59 PM
To: Joyner, Drew
Subject: pea island access

Hello my name is Austin Boyles. I have been a life long surfer of the outer banks and a resident in the past. The proposed "long bridge" would be a real shame to allow being that it would restrict the access to pea island. People come from all over the country and many parts of the world to enjoy the tranquility and world class surf that pea island offers. Please help preserve our ability to enjoy this natural resource for ourselves and generations to come. I would consider it a pillar in the foundation of my self identity and my love and respect for nature. Thankyou

Joyner, Drew

From: Bob Rowland [bobrowland@prodigy.net]
Sent: Sunday, August 08, 2010 10:03 AM
To: Joyner, Drew
Cc: kerior@aol.com; bobrowland@prodigy.net; Bruce Powers
Subject: Bridge Replacement Project

Attachments: Bridge Replacement Project.doc

Bridge Replacement Project.doc...

Dear Mr. Joyner,
Please see attached letter.
Thank you for your consideration, Bob and Chris Rowland

432 Woodard's Ford Road
Chesapeake, VA 23322

Drew Joyner
NCDOT
1598 Mail Service Center
Raleigh, NC 27699
djoyner@ncdot.gov

Dear Mr. Joyner:

Subject: Bridge Replacement Project

Please consider the potential damage to the section called Mirlo Beach and the housing south of Mirlo Beach in reaching a decision in the area of Pea Island and Rodanthe. I have a house on the sound at 23160 Corbina Drive West that will be adversely affected by the alternative of a bridge in the sound at this area. We have a large windsurfing and kiting group that uses this street and my property for access to the sound. The wind in this region is the most pristine found on the Outer Banks. This is the northern most area for windsurfing and kiting on the "real" OBX. The proposed bridge will drastically affect rentals in this housing area, especially in the off-season when it is most windy. Windsurfing and kiting are "green" sports and it would be my belief that you would want to encourage these activities. Numerous groups from Canada, the Northeast and the Midwest visit Rodanthe every spring and fall because of the perfect conditions. A bridge would completely ruin this area for this activity.

My wife and I have always known that the elements could take our dream house from our grandchildren and us, but we never thought it could be so adversely affected by "man." Please use the already designated public road area for any proposed changes.

Please leave the sound in this region as it is and was meant to be.

Respectfully,

Robert and Christine Rowland

Joyner, Drew

From: Debbie Perrot [debbie.perrot@soldonthebeach.com]
Sent: Sunday, August 08, 2010 9:52 AM
To: Joyner, Drew
Subject: Bonner Bridge

Attachments: Blank Bkgrd.gif

This has gone on way too long. I implore you for the safety of everybody who lives and travels in Dare County to immediately start on the bridge replacement. It would be a shame for somebody to have to be hurt crossing that bridge to get things moving. There are too many people involved and the purpose of what is needed for the citizens has been lost in red tape and special interest groups who do not live or visit in Dare County. I agree that the environment must be protected and costs held down, but all this has been hashed over for decades. It is time to get busy!

Debbie Perrot

Manteo, NC

Joyner, Drew

From: Charlie [ceffland@verizon.net]
Sent: Sunday, August 08, 2010 9:31 AM
To: Joyner, Drew
Subject: Bonner Bridge replacement

NCDOT,

1. Based on the 2006 Structural Assessment report, this bridge should have by now had some 43 million dollars of repairs. Has this been done?
2. Based on what all Americans saw on their TV's in Minneapolis I-35 W bridge , how long before that repeats it-self on a summer morning with the Bonner bridge full of happy tourists traveling to Hatteras or home from Hatteras?
3. When will the Bonner Bridge be replaced?

Sincerely,
Charlie Effland

Joyner, Drew

From: jhibbets@gmail.com on behalf of Jason Hibbets [jason@hibbets.net]
Sent: Sunday, August 08, 2010 8:40 AM
To: Joyner, Drew
Subject: Bonner Bridge comments

Mr. Joyner,

I just wanted to submit some quick comments regarding the NCDOT Bonner Bridge replacement (https://apps.dot.state.nc.us/pio/releases/details.aspx?r=3779).

I think replacing the existing bridge should be a top priority.
Furthermore, I think maintaining access to Pea Island should also be a high priority. For the long-term sustainability of Highway 12 and access to Pea Island I think the plans to build a new bridge parallel to the existing bridge and build a series of smaller bridges at the "hot spots" is one of the best solutions to achieve these priorities.
After hearing Dr. Stan Riggs speak on matters related to the NC barrier islands and coast, a balance between the long bridge and just a replacement bridge seem to be a good solution to get all stakeholders to agree. I hope NCDOT will highly consider the replacement and small bridges as the preferred solution.

Regards,
Jason Hibbets
2140 Ramsgate Street
Raleigh, NC 27603

PS The link to the Final Environmental Impact Statement (http://www.ncdot.gov/_templates/download/external.html?pdf=http%3A//www.ncdot.org/projects/bonnerbridgerepairs/download/Summary.pdf) does not work from the page above..

Joyner, Drew

From: Terri Osborne [tkosborne@verizon.net]
Sent: Saturday, August 07, 2010 10:33 PM
To: Joyner, Drew
Subject: bonner bridge

Our family has been coming to Ocracoke Island annually for almost 30 years. The Bonner Bridge is 17 years past its recommended lifespan. We understand that the bridge is extremely dangerous in it's present condition and feel it should be replaced immediately. We have friends who live in the area and tell us taking a boat under the bridge is an eye-opening and scary proposition. NCDOT has presented a Preferred Alternative which includes replacing the Bonner Bridge immediately with a new parallel bridge. Our family supports this alternative. We would ask that the "Long Bridge" Alternative be eliminated as impractical and unfundable and that construction begin immediately without further environmental delays and studies. It's time to stop being held hostage by the environmental groups who seem to want to eliminate humans from the Outer Banks. If the parallel bridge plan is not implemented immediately and the unthinkable happens as a collapse of the current Bonner Bridge, the State of North Carolina will surely be held responsible for lives that are lost. Funding is available for the parallel bridge. It is the responsible, affordable alternative. Let's put the safety of residents and visitors to the Outer Banks first as well as keeping the only road open onto the Cape Hatteras National Seashore Recreation Area.

Sincerely,

Terri and Dennis Osborne
Midlothian, VA

Joyner, Drew

From: Ronnie Pope [jrpwil@hotmail.com]
Sent: Saturday, August 07, 2010 12:24 PM
To: Joyner, Drew
Subject: Bonner Bridget Replacement Project Comments

Mr. Drew Joyner:

I am extremely concerned about the condition of the Bonner Bridge. The process to replace the bridge has gone on many years too long. It is beyond time for this bridge to be replaced. It is just unbelievable that a decision that affects the safety of thousands of people has been allowed to be delayed so long. The environmentalists seem to value their agenda without regard for human life. This bridge has been dangerous for years, and at the earliest, it will be at least two years until construction can begin. Please move forward with replacing the bridge as fast as humanly possible - it may be a matter of life and death. There is not a time that I cross the bridge or know that my husband or children are on the bridge that I don't worry and pray for safety. Hopefully, a new bridge will be completed before a tragedy happens. I have heard from divers just what poor condition the pilings are in. It is extremely scary. I really don't understand how inspectors can allow people to cross a bridge in such delapidated condition. At least there should be some kind of weight restrictions, so that passenger cars are not on the bridge at the same time as loaded 18-wheeler trucks.

Thank you for considering my comments.

Cheryl Pope
PO Box 661
Frisco, NC 27936
jrpwil@hotmail.com

Joyner, Drew

From: Ronnie Pope [jrpwil@hotmail.com]
Sent: Saturday, August 07, 2010 12:09 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement Project Comments

Mr. Drew Joyner:

It is beyond time for this bridget to be replaced. It is unconscionable to delay a decision that affects the safety of thousands of people. Please move forward with replacing the bridge as fast as humanly possible - it may be a matter of life and death. At the earliest, we're already looking at no less than two years before construction can be started. Let's hope and pray that's not too late to avoid a tragedy.

James R. Pope
PO Box 661
Frisco, NC 27936

jrpwil@hotmail.com

Joyner, Drew

From: Ann Abercrombie [annabercrombie@charter.net]
Sent: Saturday, August 07, 2010 11:28 AM
To: Joyner, Drew

allow access to pea island

Joyner, Drew

From: Jean-René Pelletier [jrpelle@hotmail.com]
Sent: Saturday, August 07, 2010 10:35 AM
To: Joyner, Drew
Subject: Find the easiest solution

Mr. Joyner,

What people want is a low cost, easy access to Pea Island. Repair or build a simple bridge and close 50% of the beach road access but allow parking on side of the street. It's environmentally friendly and allows everyone reasonable access to the beach.

Jean-René Pelletier

Joyner, Drew

From: Jmaestro58@aol.com
Sent: Saturday, August 07, 2010 10:12 AM
To: Joyner, Drew
Subject: Bonner Bridge replacement

I am a retired USDI Wildlife Biologist and would like to comment on the need to have the Bonner Bridge replaced ASAP. The studies and EIS, etc. have gone on too long and seem to have morphed into long-term job security for the employees working on the study.

The proposal for a high speed ferry is ludicrous seeing as the number of visitors to the Outer Banks is increasing annually and will never be accommodated by a ferry service. The high speed ferry will also impact water birds that feed in the area.

Thanks for the allowing me to comment on this issue.

John Maestrelli
Certified Wildlife Biologist-retired

Joyner, Drew

From: Mark Paul [markmpaul@yahoo.com]
Sent: Saturday, August 07, 2010 9:23 AM
To: Joyner, Drew
Subject: Please retain access to Pea Island

To DOT:

Pea Island remains one of those wild places that people can both respect and use carefully. Over the years, my family and I have traveled to Pea Island to fish, swim, hike, and to enjoy it's natural beauty. To lose access to it would be loss for those families in the future looking to appreciate a special part of the Outer Banks.

Thanks,
Mark Paul
Nags Head, NC

Joyner, Drew

From: Gery, Michael [michael.gery@carolinacountry.com]
Sent: Saturday, August 07, 2010 8:49 AM
To: Joyner, Drew
Subject: Bonner Bridge Comments

Comments on Current Plans to Replace the Bonner Bride Over Oregon Inlet

Pursuing the Bridge Over Troubled Waters is short-sighted and expensive. After attending the public hearings and learning about the behind-the-scenes, secret negotiations, it became clear to me that this new plan was drawn up by fools who may not be around when the structures collapse or otherwise become unusable. I hope they will be around when they are hauled into court, wasting more of our tax dollars, to explain themselves.

If a court of law allows the Bridge Over Troubled Waters to proceed, we will see Pea Island National Wildlife Refuge become a construction zone for the foreseeable future, and then a wasteland until it's reclaimed by Mother Nature.

I look forward to answers to the following questions.

1. Why did you change your mind?

Why did the NCDOT in 2003 stop progress of its preferred alternative and then reverse itself? If NCDOT had pursued the Pamlico Sound Bridge, the bridge would be almost finished by now, and there likely would have been no legal challenge. No one has ever answered this question as far as I know.

2. Why do you think there's no money for the safe alternative?

At the hearings and in the public documents for the hearings, the NCDOT says it cannot pursue the Pamlico Sound Bridge now because there's not enough money. First of all, there would have been enough money if you had continued with the Pamlico Sound Bridge in 2003. Secondly, you do not say why there's no money now. The money comes when the political pressure demands it. It has never been any different, and won't be now.

If you go ahead with the Bridge Over Troubled Waters, you will end up spending more money in litigation than you would to pursue the prudent alternative of the Pamlico Sound Bridge. I would rather see my tax dollars go to a safe, long-lasting Pamlico Sound Bridge, than to a plan that will destroy Pea Island National Wildlife Refuge and pay lawyers to spend years in court.

3. Why don't you tell us what you will do to Pea Island National Wildlife Refuge?

The public hearings clearly avoided the plans for what will happen after the Bridge Over Troubled Waters is built. However, it's plain to see that the set of elevated bridges and causeways will make Pea Island National Wildlife Refuge a construction zone for the foreseeable future. Later, it may become for a while a place where all of us and all of America can look to the Atlantic Ocean and see a monster bridge-highway system that probably won't be safe enough to be used.

In 20 years, if our children and grandchildren can get to Pea Island National Wildlife Refuge, they will look overhead or look out onto a bridge and highway. How can you possibly think that is a good idea? It's not even legal.

4. Why not cross the sound from Stumpy Point?

NCDOCT has never looked at building a bridge from Hwy 264 at Stumpy Point across to Rodanthe? Why? Stumpy Point, Dare County and Hyde County would love that, and you know it.

Michael E.C. Gery

Roanoke Island

Joyner, Drew

From: alita carroll [alitacarroll@yahoo.com]
Sent: Saturday, August 07, 2010 8:34 AM
To: Joyner, Drew
Subject: bridge replacement

Dear Mr. Joyner,

I am writing you as part of a group of mothers and grandmothers who are gravely concerned for the lives of our children and grandchildren. Their lives are needlessly put in danger because of a bureaucratic mess that directly affects all of us on Hatteras Island, NC.

Our island home is accessed only by a single bridge, the Herbert C. Bonner Bridge, which is serving in its 17th hear past its replacement date in an environment which subjects it to constant pummeling and high corrosion. As you well know, this lifeline bridge is officially rated as a 2 out of 100 (with 100 being best). We have no other choice than to use it to get to and from our homes.

The bridge is our everyday highway to transport kids for shopping, school events, sports, and entertainment, and non-everyday activities such as Doctor's appointments and trips to the Emergency Room. Again, you know that there is no way that we could accomplish this with a ferry system when the 10,000+ cars per day (summer) would be shifted to a system that could accommodate merely hundreds of cars.

Of course the obvious ultimate effect that the collapse of the Bonner could have would be similar to the situation in Minneapolis several years ago. We do not want the bodies of our children and grandchildren swept out to sea in the treacherous waters of Oregon Inlet!

I hope you can understand how we feel about trying to keep our children safe. Our children cannot advocate for themselves. We parents are trying to get the replacement bridge built, but we need help! Please help untangle this mess so that we will have safe access to our homes and our lives.

Thank you in advance for your help.

Sincerely,

Alita R. Carroll

Frisco, Hatteras Island

Joyner, Drew

From: Brent Nultemeier [brent@brentdesign.us]
Sent: Saturday, August 07, 2010 12:01 AM
To: Joyner, Drew
Subject: Concerning Bonner Bridge / Pea Island Access

I just wanted to contribute to the vote for:

YES on the short bridge
YES to keeping Pea Island accessible to the public.

==========

Brent Nultemeier
BN Design & Advertising
Work) 804-683-3123
Fax) 888-554-0247
Email) brent@brentdesign.us
Website) www.BNdesign.us
==========

Joyner, Drew

From: whitemand@windstream.net
Sent: Friday, August 06, 2010 9:21 PM
To: Joyner, Drew
Subject: bridge

I am opposed to the sound bridge to join pea island to rodanthe.

Joyner, Drew

From: whitemand@windstream.net
Sent: Friday, August 06, 2010 9:16 PM
To: Joyner, Drew
Subject: conncting pea island and rodanthe

Dear sir,

This letter is to express my opinion about the different proposals for connecting Pea Island and Rodanthe. I have been coming to the outer banks for water sports and family vacations for over twenty years. It is my opinion that the option of extending abridge into the sound would be very destructive to a unique recreation area for windsurfing and kite boarding. It would also destroy sunset views of many vacation homes in addition to environmental impact to the sound. I believe that beach augmentation to protect the present highway 12 road or elevating highway 12 along its present route would be better options.

sincerely,

David R Whiteman
118 Whhiteman lane
Delmont, Pa. 15626

Joyner, Drew

From: Jason Barney [jbarney@barneyenvironmental.com]
Sent: Friday, August 06, 2010 7:33 PM
To: Joyner, Drew
Subject: Bonner Bridge Comments

Mr. Joyner,

As a frequent user of the Pea Island National Wildlife Refuge, I have been following with great interest the debate over the replacement of the Bonner Bridge for the last several years. I am writing to voice my opinion that whatever the final proposal turns out to be, that access to Pea Island by the public be maintained. Pea island is a special place, with beautiful coastal scenery, wildlife viewing and hiking opportunities, great surfing, and desolate beaches without vehicular traffic. I want to ensure access to this place for me and my children.
Thank you for the opportunity to comment.

Jason Barney
Barney Environmental, Inc.
P.O. Box 1595
Virginia Beach, VA 23451
Phone: (757) 641-5004
Fax: (757) 390-4216
jbarney@barneyenvironmental.com
www.barneyenvironmental.com

Joyner, Drew

From: EarleyBA@aol.com
Sent: Friday, August 06, 2010 4:33 PM
To: Joyner, Drew
Subject: Bonner Bridge

I support the parallel bridge solution to replace the Bonner Bridge. This is needed for supplies, residents, visitors and emergency vehicles to get to and from Hatteras Island. It is one of the many bridges in U.S. that officials have allowed to deteriorate. Please fix this important bridge. Thank you.

Barbara Earley
84 Desimone Drive
Marlborough, MA 01752
508-485-0575

Joyner, Drew

From: Herman A. Hall [herman.hall@ncpublicschools.gov]
Sent: Friday, August 06, 2010 4:08 PM
To: Joyner, Drew
Subject: Route 12 bridge

Please maintain recreational access to Pea Island for all who love it.

Herman A. Hall IV
Program Director
Kitty Hawk Kayak & Surf School
www.khkss.com
Cell: (252) 305-7082
Email: HermanAHall@gmail.com
Skype: HermanAHall
Twitter: HermanAHall

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Joyner, Drew

From: Beth Midgett [bethm@midgettrealty.com]
Sent: Friday, August 06, 2010 3:35 PM
To: Joyner, Drew
Subject: FW: Bridge Mom Letter

Beth Midgett
Reservations Sales Manager
Midgett Realty
Hatteras Island, North Carolina
Toll Free Reservations Line 1-877-243-8150
Fax 252-986-2745
Days off: Saturday. Sunday
www.midgettrealty.com

From: Kyle Cochrane [kcochrane@xeservices.com]
Sent: Friday, August 06, 2010 8:35 AM
To: Beth Midgett
Subject: Bridge Mom Letter

Beth,

Please send my letter which is below. Thanks!

Mrs. Obama,

My whole life I have traveled over the Oregon Inlet Bridge, my whole life it has been a trip I've feared. Though I no longer live on Hatteras Island, my son's father and our family still does. My son, Maxton Williams, makes the trip over that bridge numerous times a month, as do I during the year. Every time he goes home to Hatteras I have a gut wrenching fear that something is going to happen on that bridge. I know the rating on that bridge, and I know it is way beyond poor. The bridge needs to be replaced, and has needed to be replaced for quite sometime. Would you want your daughters traveling over a bridge that dangerous, as high as it is, and as deep and rough as the water below can be? Didn't think so. So please, take inconsideration of all the children who do have to travel over the bridge and the loss of life that would come if something were to happen. I don't want to lose my son, and I especially don't want to lose him over a bridge I have feared my whole life.

Sincerely,

Kyle L. Cochrane

Joyner, Drew

From: Beth Midgett [bethm@midgettrealty.com]
Sent: Friday, August 06, 2010 3:33 PM
To: Joyner, Drew
Subject: FW: Herbert Bonner Bridge

Beth Midgett
Reservations Sales Manager
Midgett Realty
Hatteras Island, North Carolina
Toll Free Reservations Line 1-877-243-8150 Fax 252-986-2745 Days off: Saturday. Sunday
www.midgettrealty.com _____
From: Kathleen Murtaugh [kbmurtaugh@gmail.com]
Sent: Thursday, August 05, 2010 8:53 PM
To: Beth Midgett
Subject: Herbert Bonner Bridge

To whom it may concern:There is no time for debate or any other type of political delay.The very lives of countless people is at stake.This is a preventable disaster.I have been traveling to Hatteras Island since I was a child.I am sixty one years old.Back then,we took the ferry over.My children and their children have in turn fallen in love with the island.We go there every year.It is a real possibility that my entire family could be lost due to the negligence of the powers that be.please give this your undivided,immediate attention.Sincerely,Kathleen B. Murtaugh Kathleen Murtaugh kbmurtaugh@gmail.com http://mysilpada.com/sites/kathleen.murtaugh

Joyner, Drew

From: Beth Midgett [bethm@midgettrealty.com]
Sent: Friday, August 06, 2010 3:33 PM
To: Joyner, Drew
Subject: FW: Bonner Bridge

Beth Midgett
Reservations Sales Manager
Midgett Realty
Hatteras Island, North Carolina
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Days off: Saturday. Sunday
www.midgettrealty.com

From: arleyd@charter.net [arleyd@charter.net]
Sent: Thursday, August 05, 2010 8:47 PM
To: Beth Midgett
Subject: Bonner Bridge

To Whom it May Concern: I am a born & bred native of Hatteras Island. The 1st morning that the bridge opened I was one of the 1st to cross it to go see my grandfather who was dying in Norfolk General Hospital. He had worked on the ferry but he never got to come home on the bridge. If it had not been for the bridge I would not have been there when he died. This was one of the best things that ever happened for the people on Hatteras Island. But, once it was built it was forgotten. This is our only link to the mainland. Would you want your children & family to cross this bridge? My father died 7 years ago (age 87) & he told me, when you cross the bridge, take your seatbelt off & open your windows. The people who are making decisions about our bridge need to come here & get a 1st hand view of our situation. Beth, you are doing a great job & I hope we see some results from your efforts. This bridge should have been replaced 20 years ago.. Thanks again, Janice Spake

Joyner, Drew

From: Beth Midgett [bethm@midgettrealty.com]
Sent: Friday, August 06, 2010 3:23 PM
To: Joyner, Drew
Subject: FW: Bonner Bridge

Submission for NCDOT Comment period.

Have a good weekend! Beth

Beth Midgett
Reservations Sales Manager
Midgett Realty
Hatteras Island, North Carolina
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Fax 252-986-2745
Days off: Saturday. Sunday
www.midgettrealty.com

From: Jim and Ginny [topsynturvy@embarqmail.com]
Sent: Friday, August 06, 2010 12:52 PM
To: Beth Midgett
Subject: Bonner Bridge

When it was announced that the bridge was to proceed, I was thrilled. Now SELC, et al and our very own DOI want to require yet another environmental impact study. This is pure nonsense. The option chosen has been included in the environmental impact studies conducted since 1993 when it seemed certain that the bridge would be replaced in its current location--that is, until USFWS refused to entertain a section 7 consultation. In hind sight the reason for the stonewalling was obvious--pending legislation for the 1996 Wildlife Refuge Improvement Act.

Since the time of the derailing of the bridge replacement complaints that the current bridge is not compatible with the Pea Island Wildlife Refuge have stymied all attempts to come up with a feasible replacement plan. During the same time the condition of the bridge has deteriorated and the sufficiency rating has fluctuated between 2 and 4 out of a possible 100. Even the Mr. Kempthrone (previous Sectary of the DOI) has recognized that this bridge represents a clear and present danger to the visiting public and the residents of Hatteras and Ocracoke Islands.

Based upon the fact that this bridge is the only route to the mainland and critical services this situation is totally unacceptable. The villages and the bridge were here before the wildlife refuge. The DOI agreed to not only allow the construction of highway 12 but also to allow NCDOT to maintain highway 12 through the park as part of the negotiations that led to the establishment of Cape Hatteras National Seashore Recreational Area and the Wildlife Refuge. To change the game and tell the communities that have built up around this highway and bridge that their safety must take a back seat to the refuge is just one more example of resource protection gone wild.

STOP THE INSANITY. REPLACE THE BRIDGE AND DO WHATEVER IS NECESSARY TO PROTECT HIGHWAY 12. If the refuge can't survive highway 12 then move it to one of the several

uninhabited barrier reef islands that exist along the east coast.

Virginia L. Luizer
P.O. Box 1092
Buxton, NC 27920

Joyner, Drew

From: Rob Dorbad [sailing.charleston@gmail.com]
Sent: Friday, August 06, 2010 3:23 PM
To: Joyner, Drew
Subject: Pea Island Access

Dear Mr. Joyner,

I lived in the Nags Head area for about 13 years on and off. I currently live in Virginia and work for the Chesapeake Bay Foundation. I think it would be a huge mistake to stop access to Pea Island and make a long bridge. I understand Pea Island should be protected, however in order to best protect something you need to love something. Not allowing access would cut off the public from discovering the beauty of a pristine barrier island ecosystem. Lets take a conservative approach here.

Sincerely,
Robert C Dorbad
Chesapeake Bay Foundation
Outside Education

Joyner, Drew

From: Connie Grizzard [conisjolly@hotmail.com]
Sent: Friday, August 06, 2010 12:28 PM
To: Joyner, Drew
Subject: Bonner Bridge

Aloha! As a resident of Kill Devil Hills, NC, on the Outer Banks, I am writing to you concerning the Bonner Bridge. I hope that you all decide to keep the access to Pea Island available for everyone's enjoyment. Pea Island is such a beautiful piece of our home and life wouldn't be the same for locals, as well as visitors, without being able to enjoy its beauty. Thank you for your consideration.
Sincerely,
Connie B. Grizzard

Joyner, Drew

From: Tom Gray [gray@darenc.com]
Sent: Thursday, August 05, 2010 2:31 PM
To: Joyner, Drew
Cc: Dorothy Toolan
Subject: Oregon Inlet Bridge Replacement

Mr. Joyner,

Thank you for taking the time to read these e-mails and I truly thank Senator Mark Basnight, the State of North Carolina, and NCDOT for keeping the pressure on that will allow the building of the replacement bridge over Oregon Inlet.

I am one of many Hatteras Island residents that traverse this bridge on a daily basis. I was born in Buxton on January 17, 1942, currently live in Buxton, and have worked in Manteo as Information Technology Director for Dare County for the past 27 years. I remember the times when we had to cross the Oregon Inlet in a small wooden ferry and there were no roads on Hatteras Island other than the sand roads – what a wonderful difference NCDOT has made for the people on Hatteras Island! By maintaining this bridge and Highway 12 you have enabled the people on Hatteras Island to make a living and the millions of visitors to see a truly beautiful and unique barrier island.

As I sit back and think of the condition of the Bonner Bridge 27 years ago and compare it to the condition of the bridge now it scares me to have to go across the bridge on a daily basis. This bridge needs to be retired NOW! As anyone who travels this bridge can attest to, when we have to stop for construction/repairs the bridge shakes so badly when oncoming traffic passes that it really highlights the condition of the bridge. No one plans or a bridge to fall into the water but when a bridge rated so much higher than the Bonner Bridge falls into the Mississippi River (I-35 Bridge in Minneapolis) it must make all of us stop and think.

While I may be “preaching to the choir” all of us realize that the pendulum has gone too far in the direction of the environmentalists. For environmentalists and people like the Southern Environmental Law Center to control the lives of all of Hatteras Island citizens as well as the millions of visitors wishing to come to enjoy Hatteras Island is unconscionable and fundamentally wrong. I ask you to continue standing for the people – for if you do not, all of us lose!

Respectfully,

Thomas B. Gray

PO Box 847

Buxton, NC 27920

Phone: 252.473.8569

E-mail: gray@darenc.com

Joyner, Drew

From: Sue Carroll [src@outer-banks.com]
Sent: Thursday, August 05, 2010 11:25 AM
To: Joyner, Drew
Cc: Bobby Outten; 'Katie VanLear'; Chris Layton; Cliff Ogburn; D. Van Smith; Debbie Diaz; John Bone; Robin Mann; Sandy Semans; Skipper Hines; Stewart Couch; Ali Breaux; Chuck Parker; Dee McManus; Erin Hughes ; Jim Gilreath Jr ; Joe Thompson; 'John Bone'; Karyl Rhodes ; Kenny Pekrun; Margaret Wells ; Marian Walworth; Paddison Hudspeth ; Paul Tine ; Ralph Buxton ; Rich Rollason ; Rikki Schuster; Shawn Helton; Tess Judge ; Tim Kelly; William Claypoole ; Daphne Bennink; Jim Kinghorn ; Kari Styron; Matt Nuzzo; Rhonda Roughton; Roberta Midgett; Scott Leggat; Sheila Collie ; Angie Brady-Daniels; Cindy Daniels; Sara Keener
Subject: Bonner Bridge Replacement

Attachments: Bonner Bridge Written Comments 08-05-10.pdf

Bonner Bridge Written Comments..

I am resending the written comments as a PDF file for easier reading.

From: Sue Carroll [mailto:src@outer-banks.com]
Sent: Thursday, August 05, 2010 11:03 AM
To: 'djoyner@ncdot.gov.'
Cc: Bobby Outten; 'Katie VanLear'; Chris Layton; Cliff Ogburn; D. Van Smith; Debbie Diaz; John Bone; Robin Mann; Sandy Semans; Skipper Hines; Stewart Couch; Ali Breaux; Chuck Parker; Dee McManus; Erin Hughes ; Jim Gilreath Jr ; Joe Thompson; 'John Bone'; Karyl Rhodes ; Kenny Pekrun; Margaret Wells ; Marian Walworth; Paddison Hudspeth ; Paul Tine ; Ralph Buxton ; Rich Rollason ; Rikki Schuster; Shawn Helton; Tess Judge ; Tim Kelly; William Claypoole ; Daphne Bennink; Jim Kinghorn ; Kari Styron; Matt Nuzzo; Rhonda Roughton; Roberta Midgett; Scott Leggat; Sheila Collie ; Angie Brady-Daniels; Cindy Daniels; Sara Keener
Subject: Bonner Bridge Replacement Written Comments

Mr. Joyner: Please find attached written comments from the Outer Banks Chamber of Commerce in support of the current proposed alternative as the correct means to replace the Herbert C. Bonner Bridge over Oregon Inlet. Please contact me should you have questions or concerns.

John Bone
Outer Banks Chamber of Commerce
PO Box 1757, KDH, NC 27948
441-8144, ext 2225 (phone)
441-0338 (fax)
jsbone@outer-banks.com

The Outer Banks Chamber of Commerce
www.outerbankschamber.com
P.O. Box 1757 Kill Devil Hills, NC 27948
(252)441-8144, Voice
(252)441-0338, Fax
e-mail: chamber@outer-banks.com

Drew Joyner
Human Environment Unit Head
NCDOT
1598 Mail Service Center
Raleigh, NC 27699-1598

Dear Mr. Joyner:

The Outer Banks Chamber of Commerce, serving more than 1,000 members in Dare, Currituck and Hyde counties, writes to voice support for the current proposed alternative as the correct means to replace the Herbert C. Bonner Bridge, which spans Oregon Inlet in Dare County.

The residents and visitors to the Outer Banks deserve safe transportation routes that allow reasonable travel without destroying the economy or endangering lives. The Herbert C. Bonner Bridge project is the most-studied highway project in the state's history. While we currently seem to be engaged in a never-ending return to the proverbial drawing board to identify more alternatives or conduct more studies, each hour that passes puts disaster an hour closer. Our residents and visitors should be afforded a safe, reliable trip across the inlet. Our children should be able to travel to or from Hatteras Island so that they can go on field trips or to a routine doctor's visit without fear of becoming a victim of a catastrophic bridge failure. Our residents don't need to cross the bridge daily with trepidation.

While environmental protection is important, it also is imperative to remember that our human population is an equal part of this ecosystem, and the potential impacts to our lives and safety deserve no less than equal consideration to the current level of protection afforded our precious flora and fauna. The parallel bridge is the most efficient and most economically sensible replacement option. Further delay is tempting fate.

This 20-year-old saga has had many chapters -- surely none of us want to author a final chapter or participate in a study commission about a catastrophic and deadly bridge collapse that occurred while planners continued to "study" the problem.

Impacts on health and safety of Hatteras Island residents and visitors from the potential failure of the bridge are neither entirely unknown nor unanticipated.

One of Dare County Sheriff Rodney Midgett's concerns related to the continued deterioration of the bridge is the possibility of imposing load limits or even one-way traffic on the current bridge because of its condition. In that event, his assessment is that the Sheriff's Office would not be able to provide adequate staffing to police the necessary restrictions on a 24-hour basis. Emergency ferry service in the aftermath of a bridge failure would not be capable of handling the large amount of essential EMS, fire service and law enforcement traffic that would be needed. Hurricane and other evacuations would be severely hampered, which would pose another significant threat to public safety.

Since emergency ferry service would have to cease during severe weather conditions, public safety would be further compromised. During such times, residents and visitors would be helpless without any type of emergency transportation.

Sheriff Midgett has stated that any disruption of electrical service on Hatteras Island — which is fed to the island via a cable under the bridge — also would have a direct impact on crime and public safety and have life-threatening consequences for those with serious medical issues or who are dependent upon life support equipment.

In addition to safety concerns, to choose any other alternative will have devastating economic consequences for the county, the region and the state. Because of the complex issues involved, there is no reasonable method which will allow an estimated dollar amount to be assigned to the combined total of the related direct and indirect impacts if the other alternatives are chosen.

Following are examples of the anticipated impacts:

Removal of the bridge without replacing it at the same site will no doubt also mean the removal of the groin which currently keeps the inlet from migrating south, as it has historically. If the groin is removed and the location of the inlet shifts, associated dredging costs may well be found to be prohibitive, and efforts of maintaining a moving channel fruitless, thus eliminating the use of the inlet by recreational boats, charter boat fleet and the commercial fishing industry. If these boats are forced to go south to Hatteras Inlet, the extra time and expense will cause great hardship and a loss of fishing effort, and many small businesses will most probably be forced out of business due to rising cost.

According to a North Carolina Fishery Resource Grant project survey conducted in the 2007-08 year, during that time there were approximately 431,000 recreational fishermen — many from out of state — who return year after year to the coast to fish with a favorite for-hire captain. Dare County is the location for most of that activity.

The study project, Economic Impacts and Recreation Value of the North Carolina For-Hire Fishing Fleet, results led researchers to the conclusion that for-hire fishing passengers spend about $380 million per year, including both on- and off-vessel spending, including fishing fees, lodging, restaurants, shopping, gas and other tourist-related activities.
Recreational fishing supports about $667.4 million in sales along the coast, about 10,000 jobs (including 1,445 for-hire fishing jobs), $261.4 million in wages and salaries, and $49.3 million in local/state sales and excise (such as fuel and cigarette) taxes.

According to the North Carolina Division of Marine Fisheries, during the same time frame as the project survey, Dare County ranked No.1 in the number of Coastal Recreational Fishing Licenses sold with a total of 93,225 in calendar year 2007 and 82,635 in 2008.

The Fishery Resource Grant project report notes that after expenses, the for-hire captains, vessel owners and crew receive about $26 million in income per year from for-hire fishing activities. From this income they pay annually about $5.1 million in federal income tax, $1.8 million in state income tax, $3.9 million in federal/state PICA tax, $286,000 in local property tax on residences, and $576,000 in local property tax on their vessels.

Charter vessel owners spend an estimated $43.5 million per year on nonlabor items such as fuel, ice, bait, engine and boat repairs, dockage fees, etc. Head-boat owners spend an additional $5.3 million per year. Including multiplier effects, these expenditures support an estimated $85 million in sales in coastal North Carolina communities, $30 million in wages and salaries, more than 1,000 jobs, and more than $6 million in local/state and excise taxes.

Commercial fishing landings and value statistics reported by the North Carolina Division of Marine Fisheries show that of 71 million pounds of seafood valued at $86.8 million landed in the state in 2008, 22.7 million pounds -- valued at $23 million -- was brought to the docks in Dare County. And of the latter amount, 15.7 million pounds was landed in Wanchese, which is dependent on Oregon Inlet for access to the fishing grounds. In addition to the loss of income of fishermen and seafood dealers, losing these landings also would cost jobs in packing, shipping and in the availability of fresh-caught seafood in local restaurants. And the negative ripple effect would include such business as boat builders, truck sales, refrigeration dealers, packing suppliers and other support industries.

Utilities to support Hatteras Island are currently attached to the bottom of the bridge. Removal of these lines would require the generation of electricity on the island itself since there is no other reasonable alternative to supplying the island's need. Although there is an electric generation plant on the island, it could only meet the needs of the island during the shoulder months, when it is neither too hot nor too cold, and when it is primarily inhabited by residents and not the throngs of visitors who go there each summer. Cost to upgrade to a level that the island could produce all the power that is needed on a year-round basis would be extraordinarily high because it would either call for additional generators and fuel to power them or laying a submarine electrical cable across the floor of the sound.

Access to Pea Island National Wildlife Refuge would be diminished, if not completely lost, without the parallel bridge. The Eastern North Carolina National Wildlife Refuge Visitor Use Study of December 2006, principal author Hans Vogelson, ECU Department of Recreational and Leisure Studies, based on data collected from October 2004 to October 2005, reported that the area's refuges had a direct economic impact of $166.6 million and an indirect impact of $324.6 million. The majority of this impact was credited to the approximate 1 million visitors a year that go to Pea Island.

The alternative 17-mile sound bridge totally lacks the basis of environmental advantage since its construction would tear up at least a 17-mile swath of sound bottom which would reasonably be predicted to result in turbidity and destruction of aquatic vegetation, and put at risk federally listed species, including loggerhead turtles. At this time, there is such concern about the turtles

that severe restrictions have been placed on fishing activities in that area to ensure elimination and/or reduce the number of interactions that could be harmful. There is no way that construction could avoid putting these species at risk. Runoff from such a bridge would add to pollution. Safety issues include but are not limited to adequate access for emergency vehicles traveling to and from the island.

Ferry service is neither an economically viable alternative nor is it in the best interest of health and safety of island residents and visitors.

North Carolina state law mandates that no area can be charged a toll for transportation unless a free route is available as an alternative. Ocracoke Island's only free transportation access is by ferry to Hatteras Island and traveling by NC 12. If ferry service was used as an alternative, the cost could not be recouped through tolls, because it also would become the only free access for Hatteras Island. At a time when inland legislators are suggesting that the ferry system is a financial burden, being told that the state would have to invest hundreds of millions of dollars for additional high speed ferries would most likely meet resistance.

Currently, the ferries traveling between Ocracoke Island and the mainland only operate on schedule approximately 85 percent of the time. It is reasonable to assume that this would be reflected in any ferry service of about equal length of time such as that from Dare County mainland to Hatteras Island. This is not acceptable, particularly when trying to evacuate up to 40,000 people off the island because of the expected arrival of a hurricane.

In events where evacuations from Ocracoke Island are called for, emergency officials there estimate that they need a 72-hour lead time to remove visitors, residents and personnel. This three-day lead is based on the fact that many leave the island by crossing to Hatteras Island and driving NC 12 to connect with one of the two highways heading west off the Outer Banks. If ferry transportation also was imposed on Hatteras Island to the mainland, it would add to the crush of cars trying to leave from that island and hamper efforts on Ocracoke and increase the lead time for both islands' populations.

Without the Bonner Bridge, the Dare County Sheriff stated that his office and other public service agencies would face serious challenges maintaining adequate staff readiness on a continuing basis. Many public safety employees rely upon the Bonner Bridge to report for duty because they do not live on Hatteras Island. Without the bridge, personnel levels could become compromised and further threaten public safety.
Dare County EMS Director WR “Skeeter" Sawyer is adamant that from an emergency medical stance, trying to rely on ferry service to provide emergency care and transport from Hatteras Island is unacceptable. From July 1, 2009 to June 28, 2010, ambulances transported 613 patients off the island by ground. The cost of transporting that number of patients off the island by air is not available, but Dare County does not charge for medical flights, so although there most probably would be an increase in use in that method in the event that the only route was via ferry, the increased cost would not be recouped in fees. According to Sawyer, if there was an accident and both ambulances left the island with patients, the island would be uncovered until another ambulance and crew could replace them, which would take a dangerous amount of time if depending on ferry service.

Dare County Schools Superintendent Sue Burgess states that depending on ferry service for transportation would seriously compromise services provided to Cape Hatteras Elementary School and Cape Hatteras Secondary School, which have a combined enrollment of about 600 students. The time, energy and money it would cost would mean missed opportunities to spend money in other ways that would actually enhance education.

Among the issues that would be problematic for the school system would be the transport and delivery of food commodities used for the schools' nutrition program. Using the ferry would take more time and increase the cost of manpower.

Staff that provide many of the services needed by the county's schools are based at the Central Office in Nags Head. Burgess said that sending bus mechanics or computer technicians to service equipment on Hatteras would bring its own set of problems and increased cost if those trips were made by ferry. And, as with all the agencies, if there was delay in riding the ferry back to the mainland, the school system might have to pay for lodging for stranded personnel.

According to Burgess, athletic programs also would be impacted. The travel time required to play other teams would discourage many schools from scheduling games at Cape Hatteras. And conversely, the time it would take students to go to away games would make such long days that they might not be scheduled due to negative impact on studies.

Depending on ferry service would further hamper the school district's ability to recruit teachers for Hatteras Island schools — an already difficult task. Living on Hatteras Island isn't appealing to everyone because of its isolation, said Burgess. If the island was further isolated by depending on ferry transportation, it would make it even more difficult to fill teaching positions on the island.

The school superintendent's concerns aren't speculative. Burgess was at the helm of the school district when Hurricane Isabel cut an inlet which separated Hatteras village from the remainder of the island. Students from Hatteras village were delivered to school in Buxton by boat for several weeks. Only emergency relief supplies and workers were allowed access to the village

via ferry. The village had no electricity or other services until the breech was filled and services were restored about two months later.

Because of that experience, said Burgess, several families moved, which reduced the number of students and related state funding amounts. Although the schools remained opened and services are provided, loss of the students has made the schools more expensive on a per pupil basis. Loss of more students and related funding because of increased isolation would add to the local expense of maintaining these schools.

And there are other problems to consider. Transporting basic necessities such as food and medicine would no doubt add to the cost of these items on the island. Food Lion stores in Dare County have the highest prices in the state compared to the other stores owned by the corporation. This increase in price is because of the added transportation cost of delivering to the area. If delivery trucks have to spend hours on ferries and thus increase labor cost, there is no doubt that the added cost would be passed back to the consumers.

Delivery of enough fuel for both vehicles and for generators to use to provide electricity would bring its own challenges, especially in complying with US Coast Guard regulations, which govern the transporting of combustibles on ferries.

Gone are the days when the weekly mail boat visited Hatteras Island. With today's cutbacks in spending by the US Postal Service, there is no way to determine how mail delivery would be handled if mail trucks were dependent on ferry transportation.

Removing garbage from the island, particularly in the summer time when the population explodes, would be expensive as well as smelly.

Services provided by government agencies such as the health department, social services and those offered by nonprofit charities such as the Community Care Clinic would most likely face many of the same challenges described by the Sheriff, EMS director and school superintendent.

Knowing these facts, there is no reason to "study" the use of ferries — we already know that it is not an acceptable solution to our unacceptable problem.

The replacement of Bonner Bridge isn't just about tourism — it's about people trying to live their lives with dignity, support their families and have a few of the things the rest of the country takes for granted, such as a road to their homes.

Sincerely,

Paul Tine, Chairman
Outer Banks Chamber of Commerce
Board of Directors

Joyner, Drew

From: Greg [greg@cfl.rr.com]
Sent: Wednesday, August 04, 2010 3:46 PM
To: Joyner, Drew
Subject: Bonner Bridge: Comment

Dear Mr. Joyner,

I am an owner of a Sound front home in Rodanthe. My home is rented all summer and it is necessary to do this in order to continue to meet my mortgage payments. If the Bonner Bridge replacement involves putting Hwy 12 in the Sound it will not only destroy the view but will make it simply impossible to rent this home. This is the situation for everyone in Mirlo Beach and vicinity.

I am asking the NCDOT to opt for keeping Hwy 12 where it is or choose the elevated hot spot option. If this is not the case the Rodanthe area will experience complete economic collapse.

If the road is placed in the Sound I would expect that this be considered a "taking" of my property for eminent domain and I be properly compensated as the house will be essentially worthless or close to it.

This is extremely important and we ask for your kind consideration.

Thank you,

Jennifer Donoghue

Joyner, Drew

From: Gregory Donoghue [donoghuelaw@cfl.rr.com]
Sent: Wednesday, August 04, 2010 3:35 PM
To: Joyner, Drew
Subject: Bonner Bridge: Issue

Dear Mr. Joyner,

As a property owner in Mirlo Beach, Rodanthe I am quite concerned about the Bonner Bridge Replacement.
I am requesting the NCDOT take into account the concerns of the residents and property owners in Mirlo. We are requesting that either the road be kept where it is and beach renourishment be undertaken or that the elevated road options over the "hot spots" on Hwy 12 be employed.

All of the homeowners in Mirlo will be devastated economically if the highway is placed in Pamlico Sound. Not only will we be effected but the entire business community in Rodanthe will be essentially shut down as the Sound front and Sound view homes will simply not rent for the summer w/ a giant bridge a few hundred feet out in the Sound.

Considering the battered real-estate market at this time the last thing anyone wants if for these homes to end up in foreclosure. This will certainly happen to the vast majority of these houses as the owners rely on the summer rental income to pay mortgages.

The ripple effect of the Bridge in the Sound will be devastating to homeowners, business and those seeking recreation.

These are very serious economic concerns. I hope they are being carefully considered when this decision is made.

Sincerely,

Gregory J. Donoghue
Board Certified Civil Trial Attorney

Donoghue & Holland
2201 Dairy Road
Melbourne, FL 32904
321-725-1499

Joyner, Drew

From: F Jeffrey Scott [jeff@scottrealtyobx.com]
Sent: Tuesday, August 03, 2010 9:09 AM
To: Joyner, Drew
Subject: Replacement of Bonner Bridge

Mr. Joyner,

The bridge should be replaced as soon as possible and terminate in similar locations. The property owners and residents of Hatteras Island depend upon this bridge for their economic livelihood. Any period of time where the bridge is not available will cause undue hardship on those folks. This was clearly the case when the bridge went out in the early 1990's.

The bridge should also be built in a similar location. Not only would the cost of a bridge terminating in Rodanthe cost too much but it would also result in less access to the northern end of Pea Island. This is one of the few areas on the East Coast where visitors can experience undeveloped coastline. Furthermore, it is unique for its world class fishing and surfing. Further limiting access to this area would eliminate future generations from enjoying this area.

Thank you for the opportunity to comment on this issue.

Sincerely

Jeff

F. Jeffrey Scott

Serving the Outer Banks over 20 years

President ABRM,CRB,RRS,e-PRO,SRES

Scott Team Realty

Toll Free 866-438-8382

Fax 252-261-4978

Cell 252-207-5272

www.scottrealtyobx.com

mailto:jeff@scottrealtyobx.com

For the most comprehensive guide to buying,

owning and selling Outer Banks real estate:

Joyner, Drew

From: Martha G. Price [mprice@coastalnet.com]
Sent: Monday, August 02, 2010 11:57 PM
To: Joyner, Drew; Office of the Governor; Marc.Basnight@ncleg.net; Annie.Mobley@ncleg.net
Cc: mprice@coastalnet.com
Subject: Bonner Bridge

I support the construction of the new bridge as outlined as soon as possible and hope the federal government can be convinced of same before the bridge falls and people are killed or hurt. I have read all the information on the bridge and as a citizen of NC I am ashamed that we have a bridge as busy as that one is in the condition it is in. The cost of human life that might be lost if the bridge were to fall would be devastating to NC. I travel across normally that bridge approximately 10 to 15 times a year to take pictures in the National Park and up and down the island taking pictures. I will be thinking long and hard before I drive across that bridge again after reading the information on the condition of the bridge. I don't understand how the state can keep the bridge open if it is in as bad a state as has been reported, it should be closed and a ferry service put in until something can be done about replacing or making the existing bridge safe for travel.

Martha G Price

P O Box 429

Windsor NC 27983

Joyner, Drew

From: PirateRgr@aol.com
Sent: Monday, August 02, 2010 10:00 PM
To: Joyner, Drew
Subject: Bonner bridge replacement

To whom it may concern,

As a resident of Dare county and a long time user of the bonner bridge it is imperative that the bridge be replaced without further delay. My long time friend Lane Andersen was a diver on the bridge a few years back and had done some inspection work on the bridge. He told me on numerous occasions that there were pilings on the bridge that had no firm footing beneath them. They were hanging in space. I worked with Mr. Andersen on other projects such as marking the underwater power line that comes into the Corolla area, so I am familiar with his capabilities as a diver. I have been using the bridge since 1977 when the Coast Guard stationed me in Buxton. I have had the unfortunate privilege to have to cross the bridge during times when it started sinking in years past. It is long overdue and further delay only risks the publics safety. Do not wait until it collapses and someone is killed before replacing it.
Thank you for allowing my input.
Sincerely,
Rodger Schwartz
R. Schwartz Construction
503 Indian Rd
Kill Devil Hills, NC 27948

Joyner, Drew

From: Matthew_McCambridge@bd.com
Sent: Monday, August 02, 2010 10:44 AM
To: Joyner, Drew
Subject: Please say no to Pea Island Bridge

Attachments: ATT00001.gif; ATT00002.jpe

Dear Mr. Joyner:

As a frequent vacationer to Hatteras Island, I am writing to ask NCDOT to not construct the bridge in the sound from Pea Island to Rodanthe. I greatly enjoy the sport of kiteboarding and paddle boarding in the sound in this area of Rodanthe and a bridge in the sound would destroy these activities and the general ambiance.

Please consider the other options as a more viable choices. Using the current path of highway 12 and shoring up the beach or building the bridge over the existing road would be much less destructive to the charm and natural beauty of Hatteras Island.

Thank you.

Matt McCambridge

Matt McCambridge
Transportation / Supply Chain

BD
1 Becton Drive, Franklin Lakes, NJ 07417 USA MC: 016
tel: 201-847-5853
E-mail: Matthew_McCambridge@bd.com Website: www.bd.com

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Joyner, Drew

From: Bill Rapant [brapant@aol.com]
Sent: Sunday, August 01, 2010 6:09 PM
To: Joyner, Drew
Subject: Bonner Bridge Replacement

As a business owner on Hatteras Island and a local resident we fully support the replacement of the Bonner Bridge with the “short bridge”, parallel to the existing bridge. Especially in light of the state of the economy, WE NEED TO ACT NOW TO BUILD THIS COST EFFECTIVE BRIDGE. NO MORE SPENDING, SPENDING, AND SPENDING on speculation on unaffordable alternatives. GOVERNMENT has the obligation to build this bridge immediately as the livelihood of Hatteras & Ocracoke island residents are in jeopardy in the event of a bridge outage. STOP THE EXPENSIVE DELAYS AND BUILD THIS BRIDGE NOW. Special interest groups need to be overruled and their minority opinions put into perspective. We as a country do not have the money to play special interest games. We as tax paying Americans are out of patience with the manner in which the bridge “controversy” has delayed cost-effective action.

Bill Rapant

Hatteras Lodging, Inc.

Buxton, NC

Smyre, Elizabeth A

From: Wolverine Associates [Wolverine.Asc@verizon.net]
Sent: Thursday, June 17, 2010 10:50 PM
To: Smyre, Elizabeth A; pagej,
Subject: Bonner bridge replacement (I)

Beth and John,

I am a property owner in Avon. I am concerned about my and renter's ability to access my property and those of others. I find that the Pea Island road is under great environmental threat from the ocean. That's up to nature and should be taken into account. I see the solution outlined in the June 2010 Bridge Update as not being adequate. Completing the current replacement bridge across Oregon inlet is a no brainer. Something has to be done. I'm tired of rolling down my windows as we pass over the current Bridge to account for a potential collapse.

Please consider working with Fish and Wildlife to move Route 12 to the West side of the preserve to accommodate further erosion and over wash. The Islands are moving westward, so should route 12. Don't simply build route 12 bridges along the current route or something similar.

regards, Jeff Laizure

Comment History

Tracking Number: 6AIPTMEI34
Name/Phone: Windsor Jacques/(252)995-3760

Sent By: Windsor Jacques **Date/Time:** 7/1/2010 12:51 PM

Comment:

My wife & I are full time Hatteras Island resident living in Frisco & I don't support the replacement of the Bonner Bridge as outlined in the Environmental Assessment dated May 7, 2010. I feel that replacing the bridge with a bridge that has limited access from the south through Pea Island during storm conditions is not in the best interest of the Hatteras Island residents.

We need a stable evacuation route.

We have some questions:

What is the formula for establishing the existing bridge rating of 3?

We understand that having a alternative rout influences the rating, is this true?

I wouldn't mind seeing the calculations that established the 3 rating & what does a 3 rating mean?

What will be the rating of the parallel bridge if we consider the Pea Island hot spots as blocking access from the south during a storm.

What is the Transportation Management Plan for development of NC 12 through Pea Island?

Thanks

Sent By: Joe Kiker	**Date/Time:** 7/4/2010 11:15 AM
	Comment: My family goes to Buxton and rest of OBX regularley and hope so much the Bonner Bridge will be rebuilt as soon as possible.

Sent By: Bo Kali Saint-Wyatt **Date/Time:** 7/7/2010 9:29 AM

Comment:

Dear Outer Banks Task Force Members,

I have owned a beach front home in the Village of Hatteras since August 2006. I have been coming to Hatteras Island for vacation two to three times a year since 1998. I have witnessed a serious decline in pedestrian and vehicle traffic and business activity over these years. I have fishermen contact me about beach access, that decide against coming to Hatteras because they cannot fish The Point and The Inlets. I have families contact me about coming to Hatteras, but once they find out The Point and The Inlets are closed they tell me that is the main reason they come down that far, and they would rather stay in Duck or go to Virginia Beach.

My own brother will not vacation in Hatteras anymore because The Point and The Inlets are closed and he does not even fish. He just loved sitting in his beach chair watching the wave action at the point and swimming in the calm eddy with his handicapped child. My sister and her family will not come to Hatteras anymore since they cannot dive for conch shells at The Point and enjoy the only place in the world where they can witness the natural ocean in all of her glory and fury, and no one in her family fishes.

Now imagine the Bonner Bridge is no longer there. Imagine my brother and his family are renting a home in Kitty Hawk and want to take a day trip with his family to Waves to see the kitesurfers from REAL and fly a kite on the wide open beaches of Salvo. How much longer will it take to go by the long bridge?

Imagine my sister and her family renting a beach front home in Nags Head and wants to take a day trip to Ocracoke (beacuse my sister LOVES to shop). How much longer to take the long bridge or the Oregon Inlet Ferry?

What are the chances of my brother's and sister's families coming to Hatteras Island if it takes longer than it already does? My brother's and sister's families spend approximately $2,000 each on food, entertainment , and shopping per week of vacation. Their rental averages $4,000. each per week. Hatteras Island has already lost a major portion of their families' vacation funds because of beach closures. Now take away the day trips that the loss of The Bonner Bridge will cause and that equals $0.00.

Do what needs to be done to keep all of the Villages on Hatteras Island alive and profitable. Replace The CURRENT Bonner Bridge.

Trustingly,

Bo Kali Saint-Wyatt
Property Owner
Hatteras Village
North Carolina

Comment History

Tracking Number: Y2SMIB6YYQ
Name/Phone: Lisa Austin Fletcher/(252)995-4687

Sent By: Lisa Austin Fletcher **Date/Time:** 7/24/2010 12:29 PM

Comment:

I am a mother of a Cape Hatteras High School Junior who travels the Bonner Bridge to and from atheletic and academic trips, I truly wish I didn't have to worry about her safety.

I am also a dialysis patient who MUST travel this increasingly DANGEROUS bridge every Monday, Wednesday, and Friday back and forth to Manteo, if something happens to this bridge (which is my lifeline) I don't want to think of what this will mean.

Replacing the Bonner Bridge is a true public safety concern and MUST begin immediately.

Thank you .
Lisa A Fletcher

Comment History

Tracking Number: 4RQ1G31G4M
Name/Phone: Terri Stalnaker/

Sent By: Terri Stalnaker **Date/Time:** 7/28/2010 5:13 PM

Comment:

While living in Avon, NC I always kept my fingers crossed while getting across that bridge. Enough already. GET IT DONE! We don't care how, but time is not our friend in this case. Sooner or later, we will have another bridge disaster in the US while people sit on their thumbs trying to figure out a way to get this bridge built. Years have passed, no resolution.

Sent By: William Thomas **Date/Time:** 8/7/2010 6:27 AM

Comment:

I would like to comment on your actions concerning the Bonner Bridge and vehicle access to Pea Island. Please keep a route open from both the Northern route, the Southern Route and I would even desire another Western Route. But above all please continue access to the island by a bridge. Your purpose statement says that you connect people and places in NC then this would only be consistent with your mission. Thank you.