

N.C. HIGHWAY 12

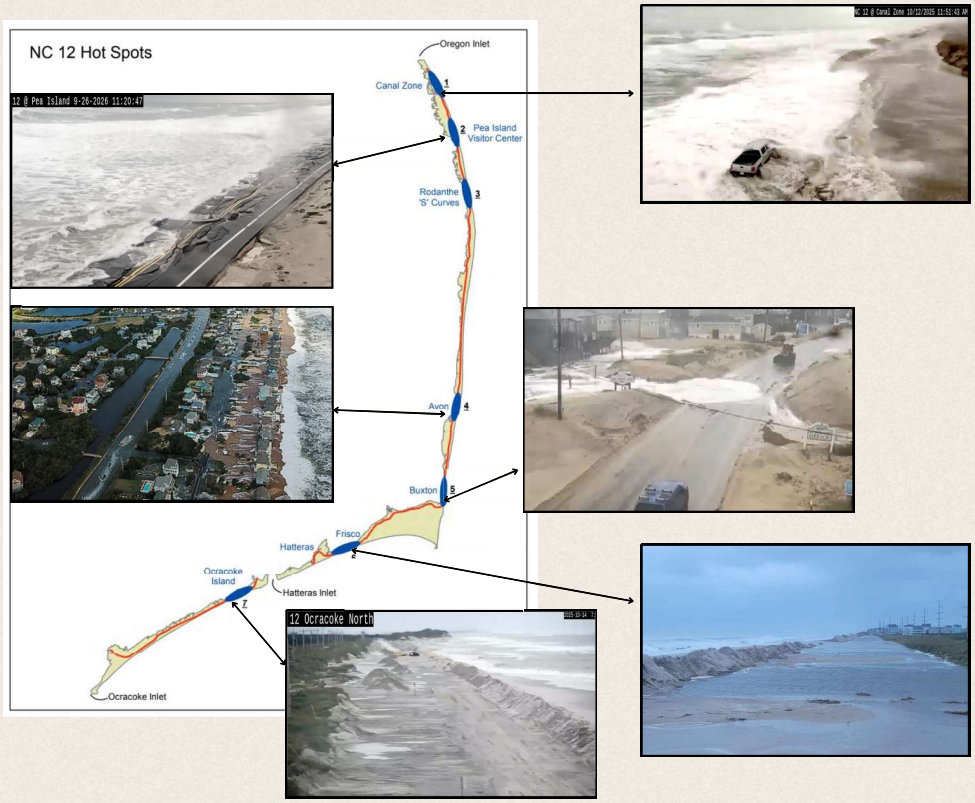
From Identified Risks to Today's Reality

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Risks Identified in 2023 Are Today's Reality

The N.C. 12 Task Force Report (February 2023) identified seven "hot spots" along N.C. 12. These locations have experienced recurring erosion, overwash, flooding, roadway closures, and consequently, the loss of access to Hatteras and Ocracoke Island.

Temporary repairs restore access, but do not eliminate the underlying vulnerabilities.





A Corridor-Wide Challenge

The 2023 report examined approximately 67 miles of the N.C. 12 corridor, considered vulnerable roadway segments and the Hatteras–Ocracoke ferry connection.

The task force brought together:

- Dare and Hyde counties
- N.C. Department of Transportation (NCDOT)
- Federal land-management agencies
- Community representatives, electric cooperatives and environmental organizations
- Scientific experts and state and federal resource agencies

Goal: Identify strategies to address recurring vulnerabilities and improve long-term transportation reliability.

Where the Report Identified the Greatest Areas of Concern

Priority areas were identified based on vulnerability, access and existing protective measures.



Pea Island/Canal Zone

The gateway to Hatteras and Ocracoke islands and the report's top concern.



Avon and Buxton

Areas where beach nourishment provides interim protection while longer-term options are explored.



Frisco/Hatteras Village

A vulnerable stretch where erosion and flooding threaten roadway reliability.



Ocracoke

An equally important access concern because of recurring threats to the roadway and ferry connection.

Pea Island / Canal Zone: Addressing the Critical Gateway

Interim measures

- Continue sand removal and dune reconstruction.
- Use temporary bridges when necessary.
- Consider beach nourishment as an emergency stopgap.

Long-term concepts

- "Alternative G": An approximately seven-mile bridge bypassing the vulnerable area near the southern end of the Basnight Bridge and routing around the Visitor Center.
- Smaller bridges: Construct bridges around individual high-risk locations.

Report finding: Alternative G was viewed as potentially the most feasible option when considering vulnerability and cost. Continued maintenance under the status quo was considered unsustainable.



Avon and Buxton: Interim Protection and Further Study

Interim measures

- Continue beach nourishment in Avon and Buxton.

Avon long-term concepts:

- Conduct a new feasibility study.
- Evaluate road elevation, a bypass bridge or combined approaches.
- Consider drainage and the potential for nearby flooding.

Buxton long-term concepts:

- Consider a bridge west of the existing road, starting in southern Avon and entering central Buxton Village, combining elements of NCDOT alternatives 2 and 3.

Report finding: Additional analysis is needed to determine the most effective and sustainable approach for each community.





Frisco / Hatteras Village: Bypassing Vulnerable Roadway

Interim measures

- Use beach nourishment to help preserve the existing roadway.
- Consider elevating the road in areas affected by seepage flooding.

Long-term concepts

- Construct a longer bridge beginning near the Frisco bathhouse and extending into Hatteras Village.
- Bypass the entire vulnerable roadway area rather than addressing individual problem spots.

Report finding: Improve transportation reliability while reducing dependence on repeated roadway repairs.



Ocracoke: Rethinking Ferry Access

Interim measures

- Continue efforts to protect South Dock and the existing roadway.
- Consider beach nourishment as part of those efforts.

Long-term concepts

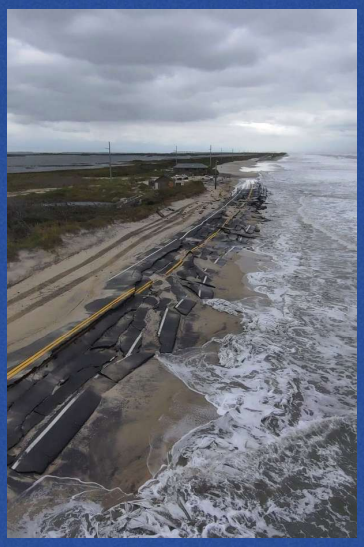
- Relocate South Dock closer to Ocracoke Village, with the final location to be determined.
- Study potential landing sites near Silver Lake and other locations.
- Evaluate passenger ferry service as one way to help mitigate tourism impacts.

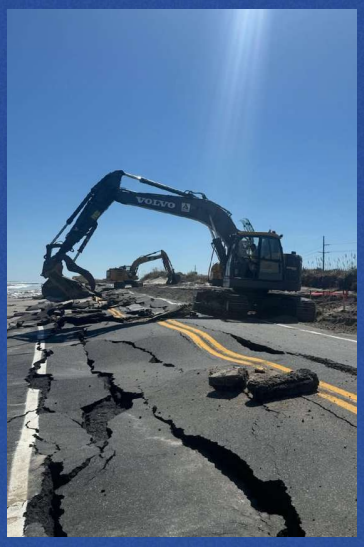
Report finding: Evaluate potential terminal locations and transportation options before determining a preferred approach.



In 2023, the Risks Were Identified. In September 2026, They Became Reality.

The September coastal storm demonstrated the vulnerabilities the N.C. 12 Task Force identified in its 2023 report.









What It Will Take to Move Forward?

The report provides direction, not final project designs or construction commitments.

Advancing the proposed concepts will require:

- **Feasibility studies** — Evaluate alternatives, engineering requirements and environmental considerations.
- **Planning and design** — Refine potential alignments, bridge lengths and landing locations.
- **Agency coordination** — Continued collaboration among local, state and federal partners.
- **Public input** — Incorporate community needs and concerns.
- **Funding strategy** — Identify potential funding sources and establish a path toward implementation.



A Path Toward More Reliable Access

The vulnerabilities identified in 2023 remain a challenge today.

Recent storm and disruption of access reinforce the need to continue advancing the long-term concepts outlined in the N.C. 12 Task Force report:

- Temporary repairs remain essential to restoring access after storms.
- Recurring vulnerabilities require solutions that go beyond repeated emergency maintenance.
- Long-term options must be evaluated in coordination with state and federal partners.
- Feasibility, planning, public input and funding are essential steps toward implementation.



Preserving N.C. 12: Interim Measures and Long-Term Solutions

Immediate efforts are focused on protecting the existing roadway and buying time while more durable solutions are pursued.

- Sandbags: Provide an additional layer of protection against ocean overwash.
- Dune repairs: Rebuild and reinforce protective dunes following storm damage.
- Westward roadway shift: Relocate N.C. 12 farther west as an interim measure.

THE LONG-TERM SOLUTION:
The Task Force's work identifies bridge bypasses as a sustainable, long-term approach for the most vulnerable sections of N.C. Highway 12.





QUESTIONS & Discussion