



## TOWN OF KILL DEVIL HILLS

*Land Where Flight Began*

### PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that the Town of Kill Devil Hills Street Improvement and Special Projects Committee will hold a meeting on Tuesday, July 27, 2021 at 4:00 p.m. in the Meeting Room of the Administration Building, 102 Town Hall Drive, off Colington Road. The items to be discussed are listed below:

### AGENDA

**Call to Order**

**Agenda Approval**

**Approval of the February 9, 2021 meeting minutes**

**Public Comment (Time limit of 3 minutes per person; 5 minutes per group)**

**Old Business**

**New Business**

- 1. Street Improvement Request - Indian Drive ROW – Indian Drive to Aztec Street- Hendricks Addition Subdivision**
- 2. Stop Sign Requests – Review of Manual Uniform Traffic Control Devices (MUTCD)**
- 3. Drainage Issues from Rain Events June 2021 – Citizen Requests –**
  - a. W. Durham Street Neighbors – Lyle & Nancy Bagley, Jack & Jennifer Williams and John Lent**
  - b. Edenton Street Neighbors – Carol Koon and multiple owners petition**
  - c. Virginia Dare Shores – Megan Delk, Alice Jaeger and Jennifer Gregg**
  - d. W. Sportsman Drive – June Duck**

**Adjournment**

Posted this 22th day of July 2021.

Jennifer Stecher  
Administrative Assistant

Copies to: *Street Improvement and Special Projects Committee members in their meeting materials; Mayor & Board of Commissioners; Town Manager; all Town bulletin boards; KDH Sunshine List including all local news media; KDH Electronic Distribution List; website, social media; file*

*Post Office Box 1719 • 102 Town Hall, Kill Devil Hills, North Carolina 27948 • 252-449-5300 • [www.kdhnc.com](http://www.kdhnc.com)*

**Minutes of the February 9, 2021, virtual meeting of the Kill Devil Hills Street Improvement and Special Projects Committee (SISPC) held remotely and electronically beginning at 10:00 a.m. utilizing Zoom software in order to maintain the safety of the Town residents Staff, and the SISPC members. There were several methods the public could use to participate in or view the meeting, which were detailed on the distributed meeting agenda.**

**Members Present:** Chair B.J. McAvoy, Kevin Cox, Billy Dorn (alternate), Nelson V. “Skip” Jones, Jr., and Ronald Seidman, II

**Others Present:** Pete Burkheimer, Town Engineer; Derek Dail, Assistant Public Services Director; Meredith Guns, Planning Director; Cameron Ray, Assistant Planning Director; and Jennifer Stecher, Clerk to the SISPC

**Guest Present:** Commissioner John Windley

**Call to Order**

At 9:14 a.m., Commissioner B.J. McAvoy called this meeting of the Kill Devil Hills Street Improvement and Special Projects Committee (SISPC) to order and welcomed everyone present via Zoom software. He conducted a roll call of SISPC members:

Chair B.J. McAvoy	Present	Skip Jones	Present
Kevin Cox	Present	Ron Seidman	Present
Billy Dorn	Present		

The panelists included the SISPC members, Town Engineer Pete Burkheimer, Assistant Public Services Director Derek Dail and Planning Department Staff, all participating remotely in the meeting. The meeting was managed by Jennifer Stecher, Clerk to the SISPC.

**Agenda Approval**

Skip Jones moved to approve the agenda for the meeting as presented. Kevin Cox seconded the motion, which was approved by a unanimous, 5-0, vote:

Chair B.J. McAvoy	Yes	Skip Jones	Yes
Kevin Cox	Yes	Ron Seidman	Yes
Billy Dorn	Yes		

**Approval of the Minutes of the October 29, 2020 Meeting**

Ron Seidman moved to approve the minutes of the October 29, 2020, SISPC meeting as presented. Mr. Jones seconded the motion, and the minutes were approved as presented, with a unanimous, 5-0, vote.

Chair B.J. McAvoy	Yes	Skip Jones	Yes
Kevin Cox	Yes	Ron Seidman	Yes
Billy Dorn	Yes		

## **Public Comment**

## **Old Business**

### **1. NC-12 Pedestrian Crosswalk Lighting**

At the October 26, 2020 SISPC meeting, NC-12 pedestrian crosswalk lighting was discussed in response to the KDH Board of Commissioners identifying it as a high priority for the Town. Cameron Ray, Assistant Planning Director, presented a comprehensive NC-12 pedestrian crosswalk inventory with photos and Staff recommendation for a multi-year phased implementation for pedestrian crosswalk lighting. The presentation highlighted the benefits of the crosswalks: solar powered motion detection, pedestrian visibility, simple installation, maintenance, and uniformity throughout Dare County. The cost of each unit is approximately \$1,250. Both sides of an intersection equals approximately \$2,500.

Phase I (2021) would include Helga Street, Hayman Boulevard (eastside only), Fifth Street, Second Street, First Street, Asheville Street, Woodmere Avenue, Raleigh Avenue, Clark Street, Martin Street, Carolyn Drive (eastside only). The proposed budget for Phase I (as presented) is \$22,500.

Phase II (2022) would include Walker Street, Avalon Street, Third Street (west side only), Ferris Avenue (east side only), Sutton Avenue, Calvin Street, John Yancey/ Kill Devil Grill. The proposed budget for Phase II (as presented) is \$15,000. In case businesses were interested in crosswalk lighting earlier than the timeframe recommended, Staff suggested consideration of sending letters to adjacent businesses for certain crosswalks (Avalon Street, Ferris Avenue, Calvin Street, John Yancey and Kill Devil Grill) for the possibility of a public private partnership in an effort to expedite their implementation.

Phase III (2023) would include consideration for lighted crosswalks along the Colington Road and Ocean Bay Multi-Use Path and Veterans Drive. Staff also recommended requesting NCDOT to install a signalized crosswalk, including lighting, for the Neptune Drive and NC-12 crosswalk. The following accesses were not recommended because of adequate existing lighting: Ocean Bay Boulevard, Neptune Drive, Eighth Street, Atlantic Street. Staff recommended the SISPC forward the phased implementation plan for pedestrian crosswalk lighting to the KDH Board of Commissioners for consideration.

The SISPC members discussed Mr. Ray’s presentation and were pleased with the detailed specifications for each intersection and Staff’s recommendations for the phased implementation of pedestrian crosswalk lighting.

Mr. Jones moved to approve and forward Phase I of the NC-12 Pedestrian Crosswalk Lighting proposal as presented to the BOC for approval and request the BOC consider Phase II and III at its upcoming budget workshop. Mr. Cox seconded the motion, and the proposal was approved as presented, with a unanimous, 5-0, vote.

Chair B.J. McAvoy	Yes	Skip Jones	Yes
Kevin Cox	Yes	Ron Seidman	Yes
Billy Dorn	Yes		

### **New Business**

### **Adjournment**

There being no other business before the SISPC at this time, Mr. Jones moved to adjourn the meeting. Mr. Seidman seconded the motion, which carried by a unanimous, 5-0 vote, and the meeting adjourned. The time was 10:59 a.m.

Chair B.J. McAvoy	Yes	Skip Jones	Yes
Kevin Cox	Yes	Ron Seidman	Yes
Billy Dorn	Yes		

Submitted by:

Jennifer Stecher  
Clerk to the SISPC

Director of  
Planning and Inspections  
MEREDITH GUNS



Assistant Director of  
Planning and Inspections  
CAMERON RAY

Building Inspector  
MARTY SHAW  
CHARLES THUMAN

Senior Planner  
RYAN LANG

Code Enforcement Officer  
JORDAN BLYTHE

Zoning Administrator  
DONNA ELLIOTT

**THE TOWN OF KILL DEVIL HILLS**  
NORTH CAROLINA

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**PLANNING DEPARTMENT**

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July 27, 2021

Memorandum

To: Street Improvement/Special Project Subcommittee

From: Cameron Ray, Assistant Planning Director 

Subject: Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision

Attached is a conceptual right of way plan submitted by Mike Robinson on behalf of Phillip Harrington Enterprises, LLC. The plan includes improving the Indian Drive right of way from the intersection of Seminole Street to Aztec Street. This is approximately a distance of 255 feet of roadway and includes associated drainage, water, and fire apparatus turn around area.

Staff recommends forwarding the Indian Drive ROW conceptual plan to the Board of Commissioners recommending approval with the following conditions:

1. Access easement for fire apparatus turn around area shall be reviewed and approved by Town staff and Town Attorney prior to construction
2. Public Service Department and Town Engineer will approve final engineering plans prior to construction
3. All state and local permits will be secured prior to construction.



# TOWN OF KILL DEVIL HILLS PUBLIC SERVICES

Post Office Box 1719, 107 Town Hall Drive  
Kill Devil Hills, NC 27948  
Administration (252) 480-4080 Fax (252) 441-6136  
Office Hours: 8:00 a.m. – 5:00 p.m. Mon. – Fri.  
Water Plant (252) 480-4090  
www.kdhnc.com

## Memorandum

**STEPHEN F. ALBRIGHT**  
Director

**DEREK A. DAIL**  
Assistant Director

**MARCIA OLLIS**  
Administrative Services

**ALFRED W. BURTON**  
Water Plant

**WILLIAM H. WATERFIELD**  
Water Systems

**L. RANDOLPH TURNER**  
Streets

**LYNN E. LINDSEY**  
Solid Waste

Date: July 27, 2021

To: Street Improvements and Special Projects Committee  
Town of Kill Devil Hills

From: Derek A. Dail   
Assistant Public Services Director

Re: Indian Drive Roadway Improvements  
High View Subdivision – Hendrics Addition Lots

Public Services has reviewed the conceptual street improvement plan for the unimproved portions of the Indian Drive Right-of-Way that extends east of Seminole Street along the Hendrics Addition Lots of the High View Subdivision. Public service offers no objection to the conceptual plan and recommends approval subject to the following conditions:

1. Public Services Department and Town Engineer will approve final engineering plans prior to construction.
2. All State and local permits will be secured prior to construction.

Final construction drawings will require a detailed grading and drainage plan incorporating the Town's standard sock drain installation in street construction projects.

Final construction drawings will be reviewed for conformance with the Town Code and Technical Specifications for street construction projects and Waterline Specifications for water system additions and/or modifications.

## Ray, Cameron

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**From:** Harris, Dana  
**Sent:** Wednesday, July 14, 2021 2:30 PM  
**To:** Ray, Cameron  
**Subject:** RE: Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision

Cameron.

1. "No Parking either side" signs placed on both sides of Indian.
  - a. Believe parking problem may occur when new Meekins Field is opened as people park and attempt to walk to it.
2. "No parking Fire Lane" signs and/or "No parking either side" signs in Hammerhead along with the No Parking Fire Lane pavement markings shown.
  - a. Believe parking problem may occur when new Meekins Field is opened as people park and attempt to walk to it.
3. Stop Sign West bound Indian at Seminole, if Streets think it would be needed.
4. Would Any type of Barricade/curb be needed at end of Indian to protect the swell and prevent parking (?)

Question:

Cameron,

Just a question, the Fire Department will address this if they think one is needed, but since the existing Fire Hydrant is on the East side of the wall, shouldn't one be somewhere on the Indian side when the lines are installed?

Thanks for all you do,

Dana

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**From:** Ray, Cameron  
**Sent:** Wednesday, July 14, 2021 11:22 AM  
**To:** Albright, Steve <Steve@kdhnc.com>; Dail, Derek <derek@kdhnc.com>; Risoldi, John <JOHNR@kdhnc.com>; Harris, Dana <dharris@kdhnc.com>; Guns, Meredith <MEREDITH@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Shaw, Marty <marty@kdhnc.com>; Thuman, Charles <charles@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Pete Burkheimer <PBurkheimer@american-ea.com>  
**Subject:** Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision  
**Importance:** High

Good Morning,

Attached is a request from Mike Robinson on behalf of Phillip Harrington Enterprises, LLC to improve the easternmost portion of the Indian Drive ROW. Attached is the conceptual plan for improvements. The plan includes the Indian Drive ROW from the intersection of Seminole Street to Aztec Street. Note: this is a conceptual plan and final engineered plans will follow once approved by the Board of Commissioners for a private developer to improve a public right of way.

Please review and provide any comments by **END OF DAY July 21, 2021**. This item will be considered at the upcoming July 27, 2021 Street Improvement Special Projects Committee meeting. Your comments are important and will be reviewed by the SISPC and Board of Commissioners.

## Ray, Cameron

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**From:** Risoldi, John  
**Sent:** Tuesday, July 20, 2021 8:46 AM  
**To:** Ray, Cameron  
**Cc:** Lang, Ryan  
**Subject:** RE: Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision

Cameron,

I have reviewed the proposed Indian Drive Extension and have the following comments and requirements:

- The fire lane shall be policed that no one parks in that area and is enforceable
- Fire Hydrant shall be installed midway on the new extension road
- Water test shall be required to determine water available for fire suppression



John L. Risoldi, Sr.  
Fire Marshal/Health & Safety Officer  
Town of Kill Devil Hills  
1634 N. Croatan Highway, P. O. Box 1719  
Kill Devil Hills, NC 27948  
252-480-4060 x 5227 - Office  
252-573-3874 - Direct  
252-480-4069 - Fax  
[johnr@kdhnc.com](mailto:johnr@kdhnc.com)

“Everyday is a Fire Prevention Day”

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**From:** Ray, Cameron  
**Sent:** Wednesday, July 14, 2021 11:22 AM  
**To:** Albright, Steve <Steve@kdhnc.com>; Dail, Derek <derek@kdhnc.com>; Risoldi, John <JOHNR@kdhnc.com>; Harris, Dana <dharris@kdhnc.com>; Guns, Meredith <MEREDITH@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Shaw, Marty <marty@kdhnc.com>; Thuman, Charles <charles@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Pete Burkheimer <PBurkheimer@american-ea.com>  
**Subject:** Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision  
**Importance:** High

Good Morning,

## Ray, Cameron

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**From:** Thuman, Charles  
**Sent:** Wednesday, July 21, 2021 4:10 PM  
**To:** Ray, Cameron  
**Subject:** RE: Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision

Cameron

I have no comments at this time.

**Charles Thuman**  
**Building Inspector**  
**Town of Kill Devil Hills**  
**102 Townhall Drive**  
**Kill Devil Hills, NC 27948**  
**252-449-5312**  
**252-441-4102 (Fax)**  
[www.kdhnc.com](http://www.kdhnc.com)



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**Sent:** Wednesday, July 14, 2021 11:22 AM  
**To:** Albright, Steve <Steve@kdhnc.com>; Dail, Derek <derek@kdhnc.com>; Risoldi, John <JOHNR@kdhnc.com>; Harris, Dana <dharris@kdhnc.com>; Guns, Meredith <MEREDITH@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Shaw, Marty <marty@kdhnc.com>; Thuman, Charles <charles@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Pete Burkheimer <PBurkheimer@american-ea.com>  
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Please review and provide any comments by **END OF DAY July 21, 2021**. This item will be considered at the upcoming July 27, 2021 Street Improvement Special Projects Committee meeting. Your comments are important and will be reviewed by the SISPC and Board of Commissioners.

One hard copy has been sent to each department. Additional copies can be provided upon requires or reviewed here in the Planning Department.

## Ray, Cameron

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**From:** Shaw, Marty  
**Sent:** Wednesday, July 14, 2021 11:56 AM  
**To:** Ray, Cameron  
**Subject:** RE: Street Improvement Request - Indian Drive ROW: Hendricks Addition Subdivision

No comments.

### **Marty Shaw**

**Building Inspector**

**Town of Kill Devil Hills**

102 Town Hall Drive  
Kill Devil Hills, NC 27948  
252-449-5313  
252-441-4102 (f)  
[marty@kdhnc.com](mailto:marty@kdhnc.com)

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**From:** Ray, Cameron  
**Sent:** Wednesday, July 14, 2021 11:22 AM  
**To:** Albright, Steve <Steve@kdhnc.com>; Dail, Derek <derek@kdhnc.com>; Risoldi, John <JOHNR@kdhnc.com>; Harris, Dana <dharris@kdhnc.com>; Guns, Meredith <MEREDITH@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Shaw, Marty <marty@kdhnc.com>; Thuman, Charles <charles@kdhnc.com>; Lang, Ryan <rlang@kdhnc.com>; Pete Burkheimer <PBurkheimer@american-ea.com>  
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One hard copy has been sent to each department. Additional copies can be provided upon request or reviewed here in the Planning Department.

Thanks in advance for your cooperation.

### [Cameron Ray, CFM](#)

Assistant Planning Director

PO Box 1719

Kill Devil Hills, NC 27948

252-449-5311 phone

252-441-4102 fax

[www.kdhnc.com](http://www.kdhnc.com)

Engineering and Surveying  
Mailing Address: P.O. Box 2852 (104 Jester Court)  
Kill Devil Hills, North Carolina 27948  
mrobinson@obxengineering.com  
Phone: 252-255-8026

Michael W. Robinson, P.E., P.L.S.

July 12, 2021

Cameron Ray, Assistant Planning Director  
Town of Kill Devil Hills Planning and Inspections  
102 Town Hall Drive  
Kill Devil Hills, NC 27948

**Re: Indian Drive, Kill Devil Hills, Dare County, NC**

Dear Cameron,

On behalf of Phillip Harrington Enterprises, LLC, I hereby request that the Roadway extension of Indian Drive be placed on the next available agenda for review by the Street Improvement Committee.

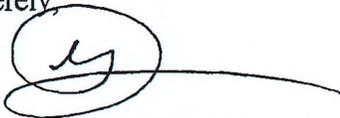
The proposed Indian Drive Extension includes a 20' roadway section extending East from the intersection of Indian Drive and Seminole Street for a distance of 255 ft. This request also includes associated drainage swales and a "hammerhead" type Fire apparatus turning area within a dedicated easement.

Please reference plans entitled "Preliminary Roadway Plan , Phillip Harrington Enterprises, LLC" dated 06-09-21.

Two additional plan sets are attached. Please let me know if additional copies are needed and we'll print and deliver.

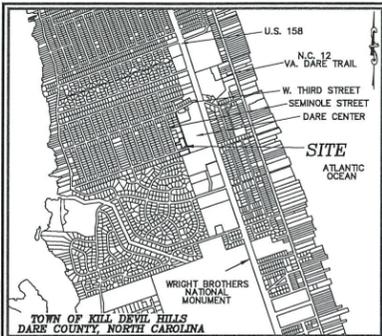
Thank you in advance for your assistance. If you have any questions or need additional information, please free to call me at 252-255-8026 or email at [mrobinson@obxengineering.com](mailto:mrobinson@obxengineering.com).

Sincerely,

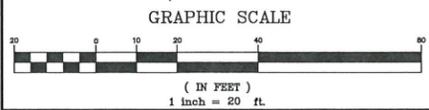
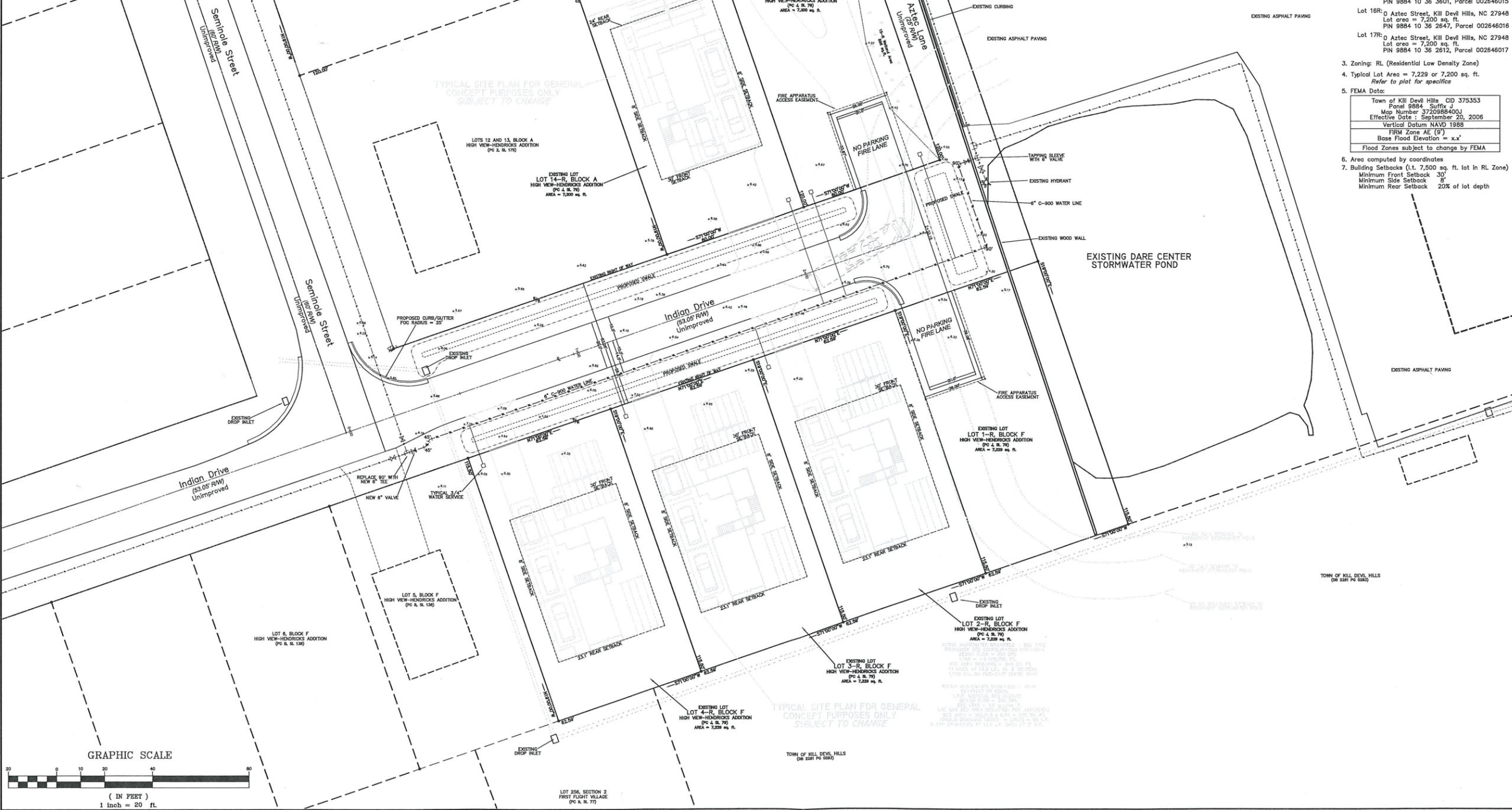


Michael W. Robinson P.E., P.L.S.

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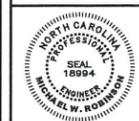
VICINITY MAP  
NOT TO SCALE



- SITE DEVELOPMENT NOTES**
- Applicant: Phillip Harrington Enterprises, LLC  
P.O. Box 2232  
Elizabeth City, NC 27909
  - Subject Property:  
Lots 1R to 4R, 14R to 17R, Block A and F  
High View, Hendricks Addition Recombination  
Kill Devil Hills, Atlantic Township  
Dare County, North Carolina  
Recorded: P.C. J. Sl. 79 Dare Co. Register of Deeds
  - Lot 1R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,229 sq. ft.  
PIN 9884 10 36 4407, Parcel 002846001
  - Lot 2R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,229 sq. ft.  
PIN 9884 10 36 3443, Parcel 002718000
  - Lot 3R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,229 sq. ft.  
PIN 9884 10 36 3401, Parcel 002846003
  - Lot 4R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,229 sq. ft.  
PIN 9884 10 36 2348, Parcel 002846004
  - Lot 14R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,200 sq. ft.  
PIN 9884 10 36 2847, Parcel 002846014
  - Lot 15R: 0 Indian Drive, Kill Devil Hills, NC 27948  
Lot area = 7,200 sq. ft.  
PIN 9884 10 36 3601, Parcel 002846015
  - Lot 16R: 0 Aztec Street, Kill Devil Hills, NC 27948  
Lot area = 7,200 sq. ft.  
PIN 9884 10 36 2647, Parcel 002846016
  - Lot 17R: 0 Aztec Street, Kill Devil Hills, NC 27948  
Lot area = 7,200 sq. ft.  
PIN 9884 10 36 2612, Parcel 002846017
  - Zoning: RL (Residential Low Density Zone)
  - Typical Lot Area = 7,229 or 7,200 sq. ft.  
Refer to plat for specifics
  - FEMA Data:  
Town of Kill Devil Hills CID 375353  
Panel 9884 Suffix J  
Map Number 3720988400J  
Effective Date: September 20, 2006  
FIRM Zone AE (9)  
Vertical Datum NAVD 1988  
Base Flood Elevation = x.x'  
Flood Zones subject to change by FEMA
  - Area computed by coordinates
  - Building Setbacks (i.e. 7,500 sq. ft. lot in RL Zone)  
Minimum Front Setback 30'  
Minimum Side Setback 8'  
Minimum Rear Setback 20% of lot depth

MICHAEL W. ROBINSON, P.E., P.L.S.  
ENGINEERING AND SURVEYING  
KILL DEVIL HILLS, NC 27948  
PHONE: 252-765-8026  
EMAIL: mrobinson@mwrobinson.com

**PRELIMINARY  
ROADWAY PLAN**



NO.	DATE	REVISIONS

PROJECT:  
PHILLIP HARRINGTON ENTERPRISES, LLC  
KILL DEVIL HILLS, DARE COUNTY, NORTH CAROLINA  
HIGH VIEW - HENDRICKS ADDITION LOTS

DATE: 06-09-21  
SCALE: 1"=20'  
DESIGNED: MWR  
DRAWN: MWR  
SHEET: S-1 OF 2  
CAD FILE:  
PROJECT NO: 110717



Director of  
Planning and Inspections  
MEREDITH GUNS



Assistant Director of  
Planning and Inspections  
CAMERON RAY

Building Inspector  
MARTY SHAW  
CHARLES THUMAN

Senior Planner  
RYAN LANG

Code Enforcement Officer  
JORDAN BLYTHE

Zoning Administrator  
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**THE TOWN OF KILL DEVIL HILLS  
NORTH CAROLINA**

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**PLANNING DEPARTMENT**

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July 27, 2021

Memorandum

To: Street Improvement/Special Project Committee

From: Meredith Guns, Planning Director 

Subject: Stop Sign Requests – Review of Manual Uniform Traffic Control Devices (MUTCD)

Attached to this memorandum is an email request received from Commissioners Windley to re-paint the stop bar at the West Walker Street/Bay Drive Intersection. Pete Burkheimer, Town Engineer, responded to the request (also attached) with data regarding stop signs and stop lines, as well as traffic control guidelines from the Manual for Uniform Traffic Control Devices (MUTCD). The manual for traffic control devices not only does not support the use of a stop bar, but the four way stop sign itself does not meet the guidance to be located at this intersection. This response was reviewed by the Board of Commissioners on April 28, 2021. This discussion led the Board of Commissioners to direct this to the SISPSC for further discussion of use of stop signs and how MUTCD guidelines apply.

The MUTCD, which has been adopted by the Board of Commissioners, ensures that traffic control devices are installed in accordance with national standards and provide consistent interpretation for requests for traffic control devices. Most stop sign requests are typically made to control speeding in a specific area. The MUTCD clearly states that Stop Signs should NOT be used to control speeding:

**Section 2B.04 Right of Way at Intersections**

*05 YIELD or STOP signs should not be used for speed control.*

**Support:**

*06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.*

**Guidance:**

*07 Once the decision has been made to control an intersection, the decision regarding the appropriate roadway*

*to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

*08 A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

**Section 2B.07 Multi-Way Stop Applications**

**Support:**

*01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.*

*Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*

It is important that the Town follow the guidelines as they are a National standard and provide consistency throughout the Town for residents and visitors.

Speeding is an ongoing issue in Town and the Town Engineer will be at the meeting to discuss alternative ways (other than stop signs) to control speed including:

1. Radar Speed signs
2. Narrowing lanes
3. Physical changes to the Roadway
4. Reduced speed limits

Staff follows the Town Engineers recommendation to only place stop signs in accordance with the MUTCD and has denied several request based on the guidelines. Additionally, staff supports the Town Engineers recommendation to not repaint a stop bar at the existing stop sign located at West Walker Street/ Bay Drive intersection.

## Guns, Meredith

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**From:** O'Dell, Michael  
**Sent:** Monday, May 17, 2021 4:28 PM  
**To:** Guns, Meredith; Albright, Steve  
**Subject:** 4.28.2021 BOC Action

Meredith & Steve,

At its April 28, 2021, meeting, the BOC, under Commissioners Agenda, discussed the following and directed the issue be placed on the SISPC agenda for further discussion:

Bay Drive / West Walker Street intersection Commissioner Windley stated that a constituent had expressed a concern over the Bay Drive and West Walker Street intersection and its painted stop bar on the road. Staff had responded to the inquiry and Town Engineer Pete Burkimer had shared additional information, and Commissioner Windley recommended the topic be further reviewed by the Street Improvement and Special Projects Committee (SISPC). Through consensus, the BOC directed the issue be forwarded to the SISPC.

For your information, the email thread below includes the original email concern (as a part of Commissioner Windley's email), along with Steve's and Pete's responses.

Thank you,

Michael

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**From:** John Windley <jwindley@kdhnc.com>  
**Sent:** Wednesday, April 28, 2021 6:53 AM  
**To:** BOC <boc@kdhnc.com>; Diaz, Debbie <debbie@kdhnc.com>; O'Dell, Michael <odell@kdhnc.com>  
**Subject:** Fwd: Stop Sign Complaint, Bay Drive and Walker Street

Good Morning Everyone,

A couple weeks ago I received a citizen complaint about the stop sign on Bay Drive and Walker street. The citizen was concerned about how the sign on Bay was hard to see, and being the only stop sign on a long stretch of Bay Dr. easy to overlook.

I asked staff to look into it. Pete's detailed opinion is below. Summarizing he recommends we consider removing the stop sign on Bay Dr. as it is inconsistent with stop sign placement best practices.

If we do not get a lot of participation at tonight's meeting I may bring this up for discussion. It's not a pressing issue, but looking at how much work Pete put into his response we should take a look.

Thanks,

John Windley

**From:** Pete Burkheimer <[PBurkheimer@american-ea.com](mailto:PBurkheimer@american-ea.com)>

**Sent:** Friday, April 23, 2021 1:58 PM

**To:** Albright, Steve <[Steve@kdhnc.com](mailto:Steve@kdhnc.com)>

**Cc:** Diaz, Debbie <[debbie@kdhnc.com](mailto:debbie@kdhnc.com)>

**Subject:** RE: Stop Sign Complaint, Bay Drive and Walker Street

Good afternoon, Steve and Debbie.

I have reviewed the information regarding this matter.

I remember the history of the in-line stop signs on Bay Drive. It happened after I had only been Town Engineer for a couple of years, and without my advice or concurrence.

As I have opined on a couple of occasions, the use of in-line stop signs on a through street, as a traffic-calming measure, is inconsistent with the *Manual on Uniform Traffic Control Devices*. I have not done an exhaustive study, but have seen numerous references that in-line stop signs, or "multi-way" (3-way or 4-way) stop signs, are NOT appropriate measures for "traffic calming" or reduction in speeding. Following is one reference:

Interestingly, the Institute of Transportation Engineers (ITE) published a study on the impact of multi-way stop signs on speeding. The report states, "*overwhelmingly, multi-way stop signs do NOT control speed except under very limited conditions.*" On the other hand, driver feedback signs have been scientifically proven to result in a lasting reduction in motorist speed. Equally important to today's cash-strapped city councils, these products are extremely budget-friendly, with low start-up costs and none of the upkeep and maintenance costs required by construction-based solutions.

So, the whole string of stop signs on Bay Drive and West First Street is inconsistent with the *MUTCD*.

But the focus of this particular complaint is the Stop Lines (see *MUTCD* definition **224**, below). Even with a Stop Sign placed in full accordance with the *MUTCD*, the use of Stop Lines is NOT REQUIRED; it is OPTIONAL. By contrast, the use of Stop Lines is mandatory at signalized intersections.

Per my engineering judgement, you would use a Stop Line at a STOP-controlled intersection only in response to a special situation, such as a non-90° intersection where it was important to show exactly where the

vehicle should stop. I can't think of any *MUTCD*-driven basis or reason to re-establish the Stop Lines. They may in some cases help keep a driver from missing a stop sign, but that could be said of any stop sign. I certainly don't think that we want to go around town adding stop bars to most or all of our STOP signs. That would represent a big, recurring pavement marking expense with little or no benefit. One rare exception might be, when we have a non-signalized intersection of one of our side streets and US 158, and we have split the approach to 158 into two lanes, a Stop Line(s) on the left turn lane might help keep waiting left-turns from pulling up too far and impeding the flow of inbound left turners from 158 onto the side street.

So, my recommendation is, do not replace these Stop Lines on Bay Drive. I would go further and say, it's time to take a more *MUTCD*-consistent approach to Traffic Calming on Bay Drive. This email will not comprise a detailed study or a formal recommendation. But, as a start, we might want to consider installing several "SPEED LIMIT/Your Speed," radar signs at permanent locations. A prime target is Bay Drive from the Kitty Hawk line south to W Avalon ("Bay Drive Multi-Use Path, Phases 1 & 2). This stretch of road is 24' wide, a 12' lane width that is consistent with Bay Drive's status as a collector street but still doesn't discourage exceeding the 25 mph limit.

I drive that road many times a week; the speed that "feels right" for it is between 30-35 mph. My technique is simply to set my cruise control and force the car to obey the speed limit. I'm not going to suggest that we narrow the lanes down to 10', but narrower lanes ARE a proven traffic-calming measure and they have seemed adequate on Phases 3 and 4 (Bay Drive/Canal Drive from W Avalon to W first) and Phase 5 (West First from Canal to the cul-de-sac). So, my thought is to put 2-3 radar speed signs in the 24' wide stretch (Phases 1 & 2) and monitor that for a while. I think we will like the results.

There are other forms of traffic calming, such as localized narrowings, speed tables, mini-roundabouts, etc., but all of those are much more expensive than radar speed signs.

Let me know if you wish me to do anything else in this regard.

**Pete Burkheimer, PE**

Senior Consultant

<image002.jpg>

**830 Greenbrier Circle, Suite 110**

Chesapeake, VA 23320

(757) 468-6800 (office), (757) 478-5970 (cell)

[pburkheimer@american-ea.com](mailto:pburkheimer@american-ea.com)

**224. Stop Line**—a solid white pavement marking line extending across approach lanes to indicate the point at which a stop is intended or required to be made.

## **Section 2B.10 STOP Sign or YIELD Sign Placement**

Standard:

01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.

02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

03 STOP signs and YIELD signs shall not be mounted on the same post.

04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.

05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.

06 No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD sign supports.

Guidance:

07 STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).

08 A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP

or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.

Option:

09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as

at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

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Sect. 2B.10 to 2B.11 December 2009

Support:

10 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.

11 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

**12 Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.**

13 Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

14 Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

15 Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

16 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.

## Section 3B.16 Stop and Yield Lines

Guidance:

01 Stop lines **should be used** to indicate the point behind which vehicles are required to stop in compliance with a **traffic control signal**.

Option:

02 Stop lines **may be used** to indicate the point behind which vehicles are required to stop in compliance with a **STOP (R1-1) sign**, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, or some other traffic control device that

requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

03 Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a

YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.

Standard:

04 Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.

05 Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, a traffic control signal, or some other traffic control device.

06 stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.

07 yield lines (see Figure 3B-16) shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.

Guidance:

08 Stop lines should be 12 to 24 inches wide.

09 The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.

10 **If used**, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at

controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock

crosswalks. In the absence of a marked crosswalk, **the stop line** or yield line should be placed **at the desired stopping** or yielding **point**, but should **not be placed more than 30 feet or less than 4 feet** from the nearest **edge of the intersecting traveled way**.

11 Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).

12 If yield or stop lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield

lines or stop lines should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield or stop line and the crosswalk (see Figure 3B-17).

Standard:

13 If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here To (Stop Here For) Pedestrians (R1-5 series) signs (see Section 2B.11) shall be used.

Guidance:

14 Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Support:

15 When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in the other lanes.

Option:

16 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D of Figure 3B-13).

Support:

17 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.

18 Section 8B.28 contains information regarding the use of stop lines and yield lines at grade crossings.

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**From:** Albright, Steve <[Steve@kdhnc.com](mailto:Steve@kdhnc.com)>  
**Sent:** Friday, April 23, 2021 9:11 AM  
**To:** Pete Burkhimer <[PBurkhimer@american-ea.com](mailto:PBurkhimer@american-ea.com)>  
**Cc:** Diaz, Debbie <[debbie@kdhnc.com](mailto:debbie@kdhnc.com)>  
**Subject:** RE: Stop Sign Complaint

**[ALERT: This is an External E-mail. Use caution when opening attachments or clicking links.]**

Good Morning Pete,

Happy Friday. I wanted to follow up on this email as the Town Manager has not provided a response to Commissioner Windley as we have been waiting for your recommendations. Please provide us with an update.

Thank you,

## **Steve Albright**

Public Services Director  
Town of Kill Devil Hills  
107 Town Hall Drive  
PO Box 1719  
Kill Devil Hills, NC 27948  
Office - 252-480-4086  
Fax - 252-441-6136  
[www.kdhnc.com](http://www.kdhnc.com)



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**From:** Pete Burkheimer <[PBurkheimer@american-ea.com](mailto:PBurkheimer@american-ea.com)>  
**Sent:** Thursday, April 15, 2021 8:56 AM  
**To:** Albright, Steve <[Steve@kdhnc.com](mailto:Steve@kdhnc.com)>  
**Cc:** Diaz, Debbie <[debbie@kdhnc.com](mailto:debbie@kdhnc.com)>; Turner, Tote <[TOTE@kdhnc.com](mailto:TOTE@kdhnc.com)>; Dail, Derek <[derek@kdhnc.com](mailto:derek@kdhnc.com)>; Harris, Dana <[dharris@kdhnc.com](mailto:dharris@kdhnc.com)>  
**Subject:** Re: Stop Sign Complaint

Will write a response later today

Sent from my iPhone

On Apr 15, 2021, at 8:53 AM,  
Albright, Steve  
<[Steve@kdhnc.com](mailto:Steve@kdhnc.com)> wrote:

**[ALERT: This is an External E-mail. Use caution when opening attachments or clicking links.]**

Good Morning Pete,

We received the below request this morning and I wanted to share for your comments. And I have a few thoughts and would like your input:

1. Stop bars were placed when the original stop signs were added along Bay Drive over a decade

- ago. In fact, stop bars were added at the additional initial locations and subsequently painted over in black paint with some of the overpaint remaining (check Helga next time you are out).
2. Stop bars were initially used to highlight the existence of the “new” stop signs.
  3. Stop bars were initially rolled with white parking lot paint by staff and never formally installed with thermo like on our numerous Bay and First crosswalks.
  4. After several years and familiarity with the stop signs increased maintenance stopped and they were allowed to fade away as stop bars are not standard at our 25mph residential intersections and nothing unique was noted regarding the geometry of these stop intersections where additional information about where the vehicle needs to stop was required.
  5. After the installation of the Bay Drive Stops a later Board adopted the use of MUTCD for any such future requests.
  6. Subsequent paving, widening and path projects along Bay and First did **not** maintain or add stop bars at any of the intersections including four way stops at First and Cedar; First and Ketch; & Bay and Fifth but did include a fair amount of pavement markings.
  7. Staff has only added and maintained one stop bar at a Bay Drive intersection and that is Indian and Bay/Canal where the curved adjacent street was deemed to warrant the stop bar to aid drivers to improve view of oncoming traffic. This install is with Thermo and is maintained.

Do you have a recommendation based on MUTCD for the inclusion of stop bars at the four way intersections for Fifth and Walker as requested? Also, if supported, would you also include at Nixonton? Staff can move quickly if it is determined to restore these stop bars.

Sincerely,

**Steve Albright**

Public Services Director  
Town of Kill Devil Hills  
107 Town Hall Drive  
PO Box 1719  
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<image002.png>

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**From:** John Windley  
<[jwindley@kdhnc.com](mailto:jwindley@kdhnc.com)>  
**Sent:** Wednesday, April 14, 2021 9:54 PM  
**To:** Diaz, Debbie <[debbie@kdhnc.com](mailto:debbie@kdhnc.com)>;  
Albright, Steve <[Steve@kdhnc.com](mailto:Steve@kdhnc.com)>  
**Subject:** Stop Sign Complaint

Good Evening Debbie and Steve,

I received the following message from a citizen concerning the stop sign along Bay Dr. & Walker Street. He lists a few other issues too. Please have someone access the signs and address as needed. Please keep me posted on progress so I may update the concerned party.

*Hi John. Sorry to ring in. But you help me before with a pole light out, like the light at the post office and 158 is out. My real concern is, Bay Dr intersections at 5 the. And also Walker. They have stop signs. But needed is to repaint the white rectangle on the street at the stops.*

*5th has never been done. Walker has but very faded. I myself, have run the stop sign at Walker because. It's hard to see. Making it a Safety Issue. Could you use your influence to address this issue. Don't want to see anyone hurt. Or ticketed senselessly. As always, Thank You for All You Do for KDH!*

Thank You,

John Windley

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The unauthorized disclosure or interception of email is a federal crime. This email may contain information that is privileged, confidential, and exempt from disclosures under the law. If you are not the intended recipient, or have received this email in error— any use, disclosure or copying of this email (and any attachments) is unauthorized— please notify the sender and immediately delete this e-mail and any copies of it from your system.  
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## TOWN OF KILL DEVIL HILLS PUBLIC SERVICES

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Water Plant (252) 480-4090  
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### Memorandum

**STEPHEN F. ALBRIGHT**  
Director

**DEREK A. DAIL**  
Assistant Director

**MARCIA OLLIS**  
Administrative Services

**ALFRED W. BURTON**  
Water Plant

**WILLIAM H. WATERFIELD**  
Water Systems

**L. RANDOLPH TURNER**  
Streets

**LYNN E. LINDSEY**  
Solid Waste

Date: July 27, 2021

To: Street Improvements and Special Projects Committee  
Town of Kill Devil Hills

From: Derek A. Dail   
Assistant Public Services Director

Re: Drainage Concerns Following Multiple Rainfall Events June 2021

Kill Devil Hills Public Services Department received several drainage complaints and requests for drainage assistance following a series of heavy rainfall events that occurred between June 2 and June 12, 2021. Weather stations in the area reported up to 14.4 inches of rain in this time period with up to 6.2 inches of rain on Friday June 11, 2021\*.

The majority of the drainage complaints received were from property owners in the Virginia Dare Shores and Avalon Beach Subdivisions.

The drainage complaints in the Virginia Dare Shores Subdivision were concentrated primarily in the areas around Lee Ave. east to US 158 and from W. Palmetto St. north to W. Archdale St. The majority of the drainage complaints received in the Avalon Beach Subdivision were along W. Durham St. from Franklin St. west to US 158; and along Edenton St. from W. Durham St. to the Dock St. area.

Nearly all of the drainage complaints in the Virginia Dare Shores Subdivision were from property owners who had flooding in driveways and ground level enclosures that were constructed at elevations lower than the street and slope downward from the street right-of-way towards the structure, thus directing rainwater that falls on the property towards the center of the lots. During dry times, the rainwater that falls on these properties is quickly infiltrated into the porous sandy soils of the area. In times of intense or long duration rainfalls, the soils in the area become saturated with rainwater and any rainfall that exceeds the storage capacity of

the underlying soils becomes perched or trapped on the surface in the low lying areas on the lots and can enter low level structures. The trapped rainwater/floodwaters can linger around for several days until the groundwater levels drop back down to normal.

Like many areas of the Town, the subdivision was originally constructed with no formal (piped or ditched) drainage infrastructure and relies predominantly on the region's sandy soils and roadside swales to drain rainwater away via infiltration. Many of the early homes on the streets were constructed with slab foundations lower than the street, hence the downward sloping driveways previously mentioned. Rainwater falling on these lower properties cannot drain to the street swale system as the properties are lower than the right-of-way. Most of the lots in the Virginia Dare Shores have a lot size of 5,000 square feet. A 6.2 inch rainfall event is equivalent to dumping 2,583 cubic feet or 19,323 gallons of water onto a 5,000 square foot lot over the course of the rain event and, respectively, a 14.4 inch rainfall event would equal 6,000 cubic feet or 44,880 gallons over the course of the extended wet period\*.

Public Services did an inspection of the complaint areas in Virginia Dare Shores on the morning of Saturday June 12, 2021 and did observe the stormwater/perched groundwater around and sometimes in the downstairs enclosures of the properties of the complainants. Street flooding was not observed at the time of inspection.



Picture 1 (left) looking east at 320 W. Aycock St.; Picture 2 (right) property at 336 W. Eden St.

The property owners with drainage complaints in in the Edenton Street area have similar problems to the affected properties in Virginia Dare Shores, where the home foundations were built lower than the street and the streets in the area were developed with no formal drainage infrastructure.



Picture 1 Property at 2021 Edenton St. (corner with Dock St.); Picture 2 (right) Looking west down Portsmouth St from Dock St..

Unlike Virginia Dare Shores areas of concern, Public Services did observe street flooding in the Avalon Beach Subdivision roadways.

Some of the problems with flooding of structures on private property may have been alleviated if the properties were developed and constructed to current grading standards outlined by the NC Residential Building Code section R401.2 that requires that *lots are to be graded to drain surface water away from foundation walls and the grades shall fall a minimum of 6 inches within the first ten feet.*

Property flooding observed in the Virginia Dare Shores and Edenton Street areas was localized in the sense that it resulted from the rainfall and ground water rise in the immediate vicinity of the properties flooded.

The concerns in W. Durham Street experienced a much more intense flooding experience with the roadway being barricaded by Police both Friday morning and again on Saturday. Unlike the previous areas noted, the W. Durham St. area of concern has a formal drainage system from Newport News Street and drains east to US 158 and its highway drainage system that flows south to the Dare Center at W. Third St. where the Town recently improved the drainage system, upgrading to 42" HP pipes across the Dare Center with the recent Water Tower and Sidewalk projects. Stormwater in this area eventually drains to Kitty Hawk Bay through the strong canal system extending through the Wright Memorial property and First Flight Village.

The eastern portions of W. Durham St. is the funnel point of a sub-catchment to the NCDOT drainage system that encompasses the southeast quadrant (approximately 26 acres\*\*) of the densely developed Avalon Beach Subdivision and is approximately 21% of the drainage area upstream of the Dare Center.

The portion of the Highway drainage system between W Third Street and W. Durham Street is a series of off grade corrugated metal and HDPE pipes of mixed sizes, some of which are failing and get filled in with sediment and can get clogged. Due to the "off

grade” pipes, the ditch section between the pipes often holds water and dense vegetation chokes the ditches.

The NCDOT drainage system between W. Third Street and W. Durham frequently gets overwhelmed during large rainfall events, causing stormwater to backup and flood into the side streets from W. Third St. to W. Durham St. The Town has requested NCDOT to improve the drainage system in this corridor several times over the years and is often met with the minimal assistance of a little ditch mowing and cleaning.

The property owners realized this inadequacy of the NCDOT drainage system on Friday June 11, 2012 when there were multiple heavy downpours that caused the system to be overwhelmed and flooded the street and several low lying properties along W. Durham St. The flooding required a road block between Norfolk St. and Newport News St. The drainage system in W. Durham Street was observed to be flowing, but the runoff water could not be received by the NCDOT system fast enough.



*W. Durham St. road block photo looking west at Norfolk St.*

The high water table also exasperated the flooding as the ground in low lying areas was completely saturated; water falling on the ground could not soak into the soil and quickly flowed into the drainage system just like it would off a paved surface.

Public Services estimates that 500,000 cubic feet (3.7 million gallons) of rainwater fell over the drainage sub-catchment area draining from W. Durham Street and 2,500,000 cubic feet (18.7 million gallons) of rainwater fell over the drainage area north of the new Dare Center 42" culvert on June 11, 2021\*.

Even though there was not a named tropical event associated between the June 2-12 rainfall events, it is apparent that the Town experienced a tremendous amount of rain over the period that concluded with a deluge of rain on June 11<sup>th</sup> and ending in the early hours of June 12<sup>th</sup>. The June 11<sup>th</sup> deluge was not well received by our already saturated soils.

Public Services fielded many other similar drainage complaints all around town. Some of the notable flooding area from complaints and field inspections include properties along South Memorial Blvd. W. Sportsman Dr., Avalon Dr., Clamshell Dr, David Ln, Princess Anne Rd., Sioux St., Wyandotte St., and Croatan Shores Subdivision Streets from Sioux St. to Sunset Ave and others.

It is in the opinion of Public Services that drainage-only projects incorporating the commonly used sock pipe system would help alleviate some of the problems suffered by property owners from events similar to our June rainfalls, but no drainage project can guarantee that all problems will be solved for properties that are built lower than the right-of-way that they adjoin. Also, a drainage project designed to handle a given rain rate or rain volume can always be overwhelmed by a rain event more severe than the design rain event.

The ultimate solution for some of the properties that are essentially located in a hole may be to elevate the house and fill the lot for a higher foundation or abandon low ground level enclosed areas that are subject to flooding.

It is the current policy of the Town to incorporate large scale drainage work into the Street Improvement Capital Projects taking a holistic approach to street projects, addressing street conditions, drainage and water main improvements in a single cost-effective project. Annual Street Improvement Projects are selected based on a comprehensive street inspection and rating system that is conducted every five years and on the recommendations of the Town Engineer and SISPC to the Board of Commissioners. Each of the Town's streets are rated on a number of existing conditions, one of which is drainage and constitutes approximately 10 percent of the overall rating. Historically, street projects have focused on streets that received an overall Poor rating to ensure that the Town is consistently improving right-of-way assets that have the highest identified deficiencies.

The next projects on deck as last recommended by SISPC, in conjunction with the 2017/2018 rating and approved by the Board of Commissioner are:

- West Third St, Seminole St. and associated drainage at US 158.; incorporating street repaving, sidewalk from US 158 to Bay Dr., replacement of AC waterlines,

and installation of storm drainage that will help the street flooding issues in W. Durham and flood prone areas along W. Third in the Croatan Shores Subdivision.

- Wrightsville Blvd. Street Improvements incorporating street paving, waterline replacements and upgrades, and installation of storm drainage that will divert the west side drainage from the 1200 block of South Memorial Blvd where the street is routinely inundated annually with stormwater, prohibiting emergency vehicles from access properties along the street.

The next street inspection and ratings are scheduled for the 2022/2023 fiscal year.

Public Services does have a small \$90,000 discretionary budget that is utilized for small in-house drainage projects. The discretionary is firstly utilized for repairs and maintenance to the existing street and stormwater system and as funds are available they are utilized for stormwater improvements that can be performed in the constraints of the discretionary budget. The discretionary budget for 2021 is already encumbered due to a large emergency stormwater pipe failure in Raymond Avenue that collapsed the road caused by the same early June rain events.



*Road collapse in Raymond Ave. looking north from E. Wilkinson St.*

Many of the older neighborhoods like Virginia Dare Shores, Avalon Beach, Croatan Shores would greatly benefit from large scale capital drainage projects. Based on the current policy of identifying and prioritizing Street Improvement Projects and improving drainage features in conjunction with street improvements, these neighborhood streets will receive drainage improvement as they move through the Street Improvement Project selection process. Any capital expenditures for drainage-only projects will have to be prioritized over street asset needs and approved accordingly by the Board of Commissioners.

Letters and emails received from affected property owners are attached to this memorandum documenting many of the problems they experienced following the June 2021 rain storms. They have been invited to attend this meeting and speak with the SISPC about their concerns and include the following:

1. W. Durham Neighbors – Lyle & Nancy Bagley, Jack and Jennier Williams and John Lent
2. Edenton Street Neighbors – Carol Koon and multiple owners petitioned
3. Virginia Dare Shores – Megan Delk, Alice Jaeger
4. W. Sportsman Drive – June Duck

We look forward to your input on level of service expectations regarding drainage on private property, extreme weather events, and concerns about flooding, fill, and private property development rights expressed in some of the citizen concerns.

\* Referenced rainfall totals were obtained Weather Underground Historical Rainfall from weather station KNCKILLD52, geographically located at Wallace St. and Susan Dr. can be viewed at the following link <https://www.wunderground.com/weather/us/nc/kill-devil-hills/KNCKILLD52>. The rainfall totals reference a good estimate of the rain that fell over the north end of Town between June 2 and June 12. Local areas in Town may have received more or less rain than what was recorded at KNCKILLD52.

\*\* Drainage Areas size referenced from the Town of Kill Devil Hills Stormwater Inventory Map, by Engineering Service of Virginia Beach and dated 12/18/08.

## Drainage Concern

J. Lyle Bagley & Nancy L. Bagley  
303 W. Durham St.

Jack Williams & Jennifer Williams  
302 W. Durham St.

John Lent  
305 W. Durham St.

Request for Drainage on W. Durham St.

17 June 2021

Mr. Steve Albright  
Public Services Director  
107 Town Hall Drive  
Kill Devil Hills, NC 27948  
[steve@kdhnc.com](mailto:steve@kdhnc.com)

Dear Mr. Albright:

Many citizens and property owners on or near West Durham St. from the bypass road west to Franklin St. and north along Elizabeth City St., Norfolk St., Newport News St. and Franklin St. remain concerned over flooding conditions on our properties. This problem has existed since the 1970's but has worsened during the ensuing decades both in severity and frequency. Numerous property owner pleas for assistance have been made to Kill Devil Hills municipal authorities, beginning nearly a half century ago and more recently in 2004, 2009, and 2018. Topographic survey data taken by property owners were provided which demonstrated the need to reconstruct drainage culverts along W. Durham to the bypass road. Similar pleas were made to NCDOT for better maintenance of the ditch along the bypass road from W. Durham south to various drainage paths to the ocean and to the sound. Yet the same problems remain in both cases.

On 11 June, we were grateful to learn from your employees and from you of the 2-year plan to commence this fall and continue into Fall 2022 to replace the culverts in the drainage paths along streets as far north as Fifth Street. This plan reportedly promises to alleviate or substantially reduce W. Durham flooding. Yet the above-mentioned topographic survey data clearly shows that the path from 307 W. Durham to the bypass and south to Fifth St. was fraught with impediments to that flow. Could those impediments have already been removed? Will the project lower the ground water table faster on W. Durham? Perhaps another survey by citizens can answer that question, but in the meantime, property damage continues on W. Durham as it has for many previous years—easily reaching hundreds of thousands of dollars in damages possibly \$millions when insidious structural damage is included. But an even more serious issue has now emerged—human health and safety. This is described in the following paragraph.

During the flood of June 11-12, numerous property owners were faced with being stranded in their houses with 4 to 8 inches of septic tank waste-infested water between them and their vehicles. As a consequence of exposure to that contaminated water, at least three households on W. Durham have reported nausea, diarrhea, and other maladies among household members. One reportedly left Kill Devil Hills, returned home and his spouse began to experience the same symptoms after merely contacting him and his clothes. How many other families were faced with the same health problems related to the flooding and simply left to return to their homes in a safer place?

Fortunately, Assistant Public Services Director Derek Dail and two of his employees, Randy ("Tote") and Bob were dispatched to the scene and you yourself toured some of the flooded areas. Discussions with property owners ensued and real concern was demonstrated by your folks after seeing positive results by citizens pulling a brick through clogged drainage culverts,

which subsequently led to your folks jetting out some of the clogged culverts days later. You and your staff are commended for that, and we are grateful, though an equipment failure precluded completion of the process. Surely, it's a step in the right direction, but certainly not the final solution. What could cause the above-described flooding? What are the contributing factors?

Although most property owners are not experts in drainage disciplines, it appears from our limited knowledge and experience that the problems can likely be attributed to a combination of at least four causes:

1. Inadequate and inconsistent drainage culvert sizes and depths
2. Inadequate and inverted drain-path slope (typically, water won't run uphill)
3. Constriction or blockage of flow through pipes and ditches
4. Continual building of housing near or in the affected area including large quantities of fill which raises lot elevations by several feet to prevent flooding in the new construction, but diverting floodwater to neighboring older and lower properties such as 300, 302, 303, 304, 305, 306, and 307 W. Durham and many neighboring properties to the east, north, and west. In fact, a tour of W. Durham, Elizabeth City, Norfolk, Newport News, Franklin, and even Suffolk Streets by a property owner revealed well-over 45 lots with standing water remaining and a number of tenants who were grossly dissatisfied with the long-standing situation.

Steve, we know that you are fighting an uphill battle with funding constraints, employee shortages, and lack of support from NCDOT. Some of us have also tried and failed to garner NCDOT support. We are grateful for the efforts that you and your people make continuously. But at the end of the day, we face a very serious problem which urgently demands attention yet has remained unresolved for nearly half a century. Our community desperately needs resources allocated to add W. Durham St. to that two-year plan with the highest possible priority and a voice of advocacy knocking at the door of NCDOT in our behalf to persuade them to deepen their ditches to a level that maintains an adequate slope to drain our properties.

If you need results of a new topographic survey, we can provide them. If you need assistance from someone with drainage project experience we can help with that. If you need someone to help with engineering calculations we may be able to do that too. But please do not let this request languish. Contaminated and stagnant water surrounding our homes can be even more dangerous than the recent infections among our three households. There is too much at stake in the form of public safety and personal property damage.

Respectfully,

J. Lyle Bagley Sr.  
[jlylebagley@gmail.com](mailto:jlylebagley@gmail.com)

Jack Williams  
[jak55302@icloud.com](mailto:jak55302@icloud.com)

John Lent  
[jonathanjlent@gmail.com](mailto:jonathanjlent@gmail.com)

Nancy L. Bagley 303 W. Durham  
[bagleynancy@cox.net](mailto:bagleynancy@cox.net)

Jennifer Williams 302 W. Durham  
[jjswilliams@verizon.net](mailto:jjswilliams@verizon.net)

Colleen Nable 305 W. Durham

## Albright, Steve

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**From:** Lyle Bagley <jlylebagley@gmail.com>  
**Sent:** Friday, June 18, 2021 1:34 AM  
**To:** Albright, Steve  
**Cc:** Dail, Derek; Jack Williams; John Lent; Nancy Bagley; Jack Williams  
**Subject:** Drainage Issues on W. Durham St.  
**Attachments:** 17 June 2021 ltr to Steve Albright.docx

Steve,

Please accept, review, and act upon the attached letter from three families on W. Durham St. and know that it represents the concerns of many more residents and property owners in our vicinity.

We hope that you can use such documents to raise awareness at the municipal, county, and state levels of the problems we've described and the increasing level of concern about them among the community you support. Further, we hope it will spawn an increased level of remedial action.

Thank you and best regards,

Lyle

# Drainage Concern

Ms. Caroline Koon  
2008 Edenton St.

& Edenton St./Portsmouth St. Owners Petition

Request for Drainage on Edenton St., Dock St. and Portsmouth St.

Dear Steve Albright and B.J. McAvoy,

Hi guys! Carol Koon here. Luke's mom over on 2008 Edenton St. Avalon beach neighborhood. I want to keep this brief but it's not new. Like many locals, I've been apathetic about the flooding every year. 1 year was 14 times! We know it's not run off or sound flooding. Last year we had a drought, it was the 1<sup>st</sup> time in the 16 years I've lived here that I did NOT flood!

To add insult to injury, FEMA took me out of the flood zone! YES, me! In my little block between Durham and Dock I thought it was just me and the guy on the corner of dock.



It's not. In last few years, I've talked to residents here (not business properties. Yes, short term rentals businesses are businesses according to the state. They are solely income generating and provide no residence for anyone, unlike 2<sup>nd</sup> home owners)

I started flooding in February. Pumps kept up. But I have being at the mercy of neighbors to put hoses across yard. But they can't flush toilets.

Again, June 3<sup>rd</sup>



And of course, June 11<sup>th</sup>. These rain events happen yearly, just not last year so we all got complacent.





I'm really bad a photos. So please please accept my petition of signatures of us residents on this block. I don't think I was specific about the need for a drain on Dock St from Plymouth to Bay Dr. I noticed that went down before me so I am probably pumping that corner too!!

My signed petition is us residents affected. Even those who suffer my puddles at end of their driveway!

Thanks so much you guys. I should have spoken up earlier, in earlier years.

Sincerely,

Caroline Koon

## Dail, Derek

---

**From:** Dail, Derek  
**Sent:** Tuesday, July 13, 2021 12:13 PM  
**To:** ckoondog@yahoo.com  
**Cc:** Albright, Steve; Turner, Tote  
**Subject:** FW: flooding  
**Attachments:** 20210713\_101110\_resized\_1.jpg

Good afternoon Ms. Koon,

Steve forwarded me your text message regarding your concerns about flags and utility markings in the Town Right-of-Way and in front of your property at 2008 W Edenton St. Please be advised that the flags and markings are marking underground utilities in the Town Right-of-Way for the upcoming swale work that will be performed by the Town's Street Department as mentioned in Steve's previous email. The scope of work on the west side of Edenton St. is roadside swale grading beginning at a point in the Right-of-Way that is in line with your south property line and shared with 2006 Edenton Street and will extend south to W. Durham Street. The locators typically locate an area slightly larger than the work area to ensure they provide enough information to the workers, so you may see some markings and flags in the Right-of-Way in front of your property.

I drove by you property this morning and saw your sign out in the front yard (attached) requesting not to dig in the Town Right-of-Way. Please be advised that there are no current plans to disturb the Right-of-Way area in front of you property.

I would have given you a phone call regarding the text message but your number did not convey with the message.

Please be advised that Steve is out of the office this week, so feel free to contact me at 252-480-4085.

Sincerely,

**Derek A. Dail, P.E.**

Assistant Public Services Director  
Town of Kill Devil Hills  
107 Town Hall Drive  
PO Box 1719  
Kill Devil Hills, NC 27948  
Office – 252-480-4085  
Fax – 252-441-6136  
[www.kdhnc.com](http://www.kdhnc.com)



Forwarded Text Message

Hi Steve, Carol Koon here. I am so sorry to bother you on weekend but I'm having an anxiety attack after seeing flags. Can you please not dig my property? I've built up a retaining area to ensure water goes to corner. To be above road. It's not the problem. Sprained wrist, 56 tons of dirt, gravel,& \$\$\$\$ last year. There's no issue with street water. A little ditch would kill me! A pool for water to seep right back to my sump area. It's my neighbors driveway that water accumulates if I don't run hoses past toward Durham. Not me!

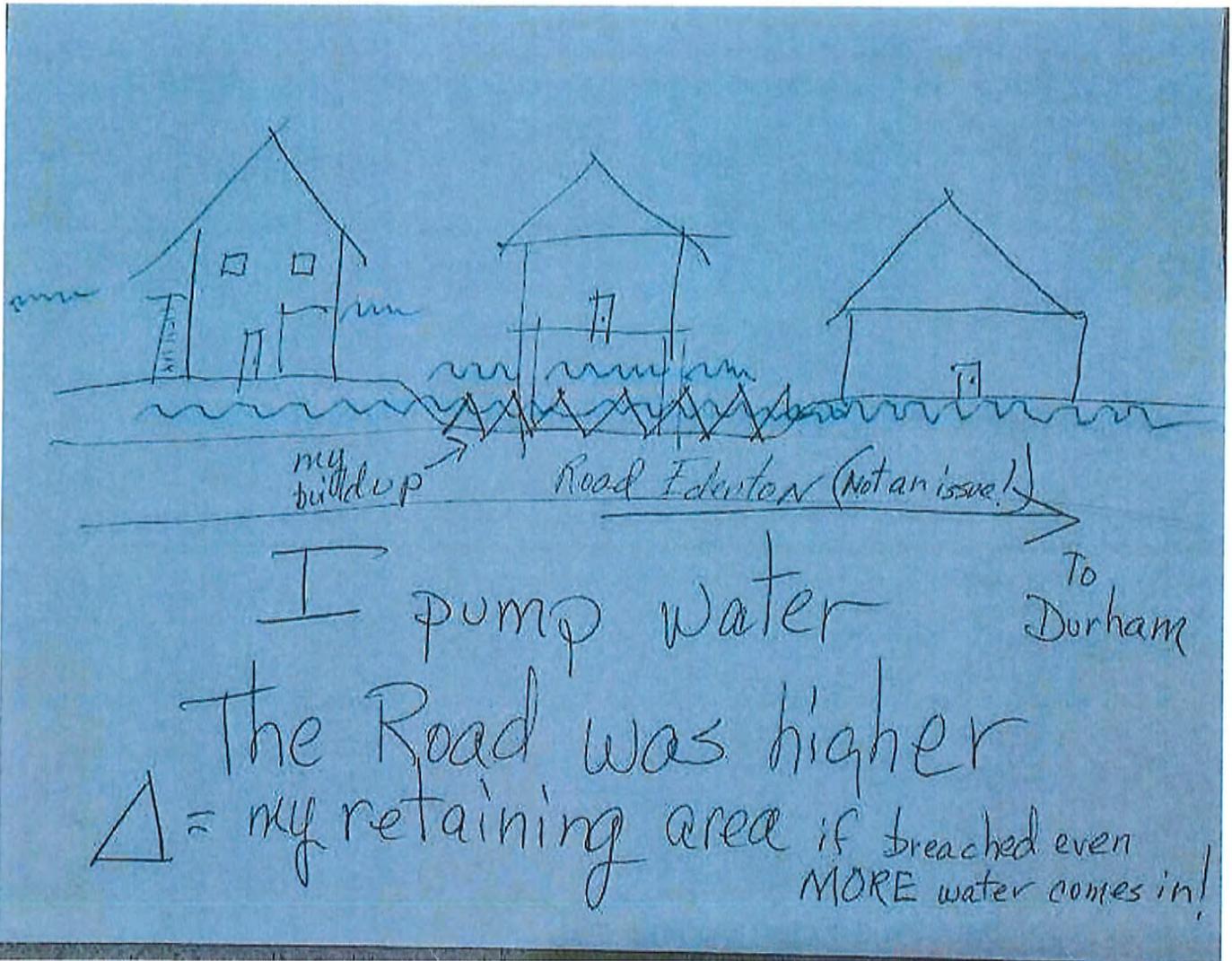
The water I pump has nothing to do with road or run off. I'm available before 10 am M-F and all weekend. I'm alone so always fixing things.

The drawing is my feeble attempt to clarify why I pump water out. 1 of 4 sump areas. It's not street water. My hoses are south corner of my lot.

Sorry, i am terrified you wouldn't see my email.

Thanks

Carol





## Dail, Derek

---

**Subject:** FW: flooding  
**Attachments:** Carols Petition 6-21-21.pdf; petition for drain.docx

**From:** Albright, Steve  
**Sent:** Tuesday, June 22, 2021 7:41 AM  
**To:** Guns, Meredith <MEREDITH@kdhnc.com>; Pete Burkheimer <PBurkheimer@american-ea.com>; Dail, Derek <derek@kdhnc.com>; Turner, Tote <TOTE@kdhnc.com>  
**Cc:** Allen, Charlene <charlene@kdhnc.com>; Diaz, Debbie <debbie@kdhnc.com>  
**Subject:** FW: flooding

FYI

### **Steve Albright**

Public Services Director  
Town of Kill Devil Hills  
107 Town Hall Drive  
PO Box 1719  
Kill Devil Hills, NC 27948  
Office - 252-480-4086  
Fax - 252-441-6136  
[www.kdhnc.com](http://www.kdhnc.com)



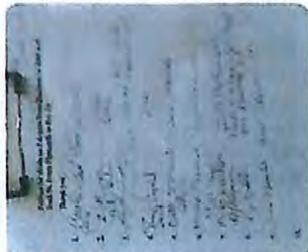
**From:** Carol Koon <[ckoondog@yahoo.com](mailto:ckoondog@yahoo.com)>  
**Sent:** Monday, June 21, 2021 7:43 PM  
**To:** BJ McAvoy <[bj.mcavoy@kdhnc.com](mailto:bj.mcavoy@kdhnc.com)>; Albright, Steve <[Steve@kdhnc.com](mailto:Steve@kdhnc.com)>  
**Subject:** Re: flooding

June 12, 2022

**Petition for drain on Edenton from Durham to 2008 and Dock St. From Plymouth to Bay Dr.**

Thank you

1. *Caroline (Carol) Koon* 2008  
*6/21/21*
2. *John Koon* 2006  
*Yuh Balun* 2006
3. *Shannon Dudley* 2009 *Rolf Dudley*  
*Shannon Dudley*
4. *Frank Copeland* 2014  
*David*
5. *CITAD SCHILLING* 2021 EDENTON  
*CPS II*
6. *Melissa Schilling* 2021 Edenton St.  
*MSchilling*
7. *Mike Kesster* 2017 Portsmouth  
*M. Kesster* Floods as a result of Dock,  
2015 EDENTON ST
8. *Liz Ryball*
9. *BONNIE LANGDALE* 2015 Edenton St

10. 

Buddy Neighbor  
757256640

Leo Thomas Jr,  
2010 Edenton St,  
Kill Devil Hills, I  
agree and give my  
approval with Carol  
Koon's Petition

Hi guys! Carol Koon here. Luke's mom over on 2008 Edenton St. Avalon beach neighborhood. I want to keep this brief but it's not new. Like many locals, I've been apathetic about the flooding every year. 1 year was 14 times! We know it's not run off or sound flooding. Last year we had a drought, it was the 1st time in the 16 years I've lived here that I did NOT flood!

To add insult to injury, FEMA took me out of the flood zone! YES, me! In my little block between Durham and Dock I thought it was just me and the guy on the corner of dock.



It's not. In last few years, I've talked to residents here (not business properties. Yes, short term rentals businesses are businesses according to the state. They are solely income generating and provide no residence for anyone, unlike 2nd home owners)

In this block, 3 of us flood and 3 more that are cinder block houses can NOT FLUSH their toilets!

That's where I come in - I found out. I have 3 sump pumps! When I pump towards drains on corner, water table goes down - all good



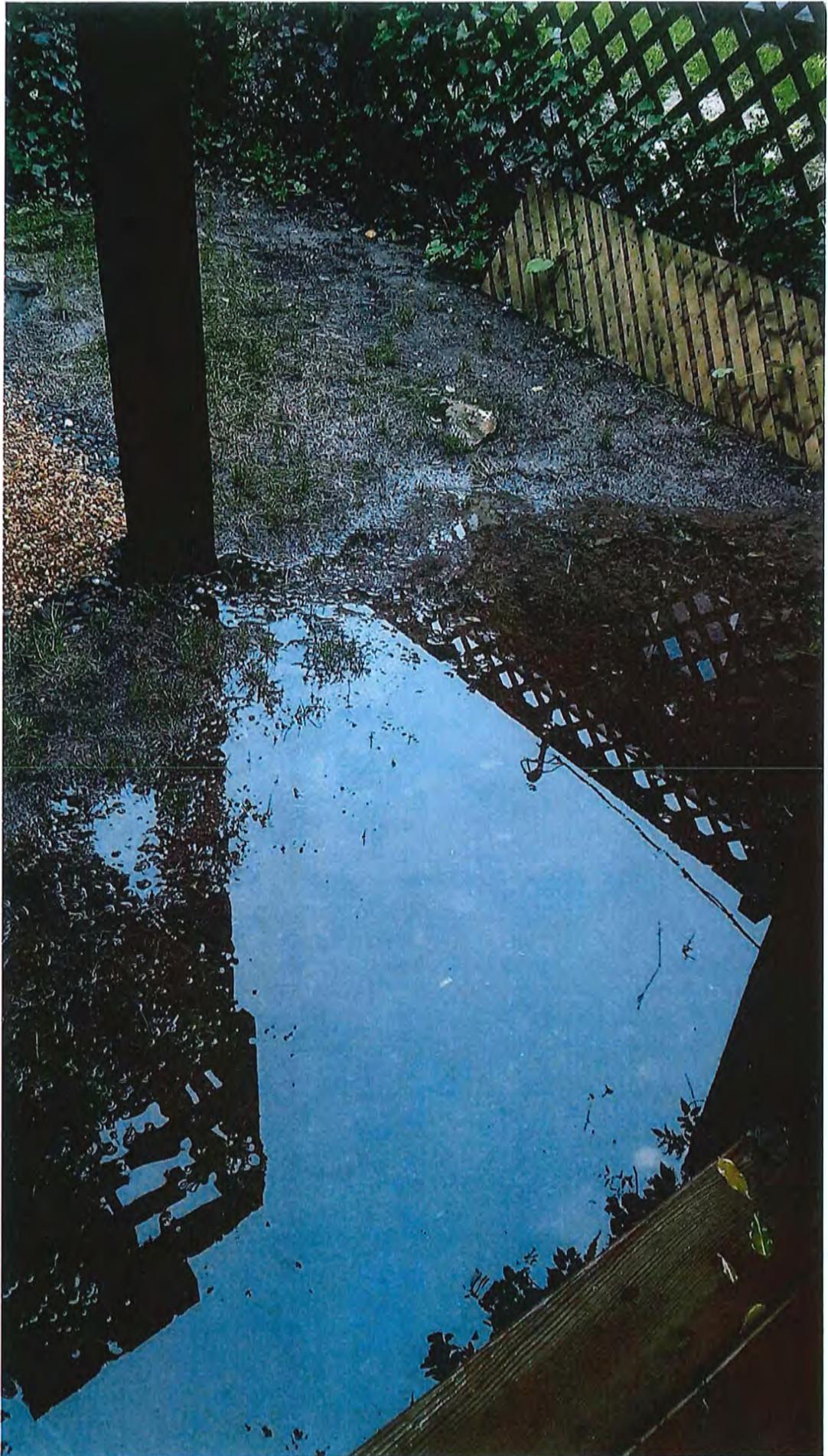
This was 3 days later. I never thought of taking photos before. It's ugly. Mold, yucky poop water. It's a multi layered issue. Last year, I saw the drain on Hampton!!!! It went exactly 3 houses down and tied into Durham new drains!!!

I thought, that's what I need!!! Would you both believe that through the years city workers throw our hoses back in our yards!!!! Ask residents on Avalon who have no drains or gutters! They pump out back now and flood each other towards Bay. Ask Nora and Sean Yacobi.

Again, I talked to Ryan who owned 2015 cinder block after Dorian. He was selling due to having to go to gas station to do his business. Guy at 2014 literally floods like I do downstairs! I didn't see it, so never knew. So I'm pumping him out too if you look at the river behind us. I'll attach.

I started flooding in February. Pumps kept up. But I have being at the mercy of neighbors to put hoses across yard. But they can't flush toilets.

Again, June 3rd

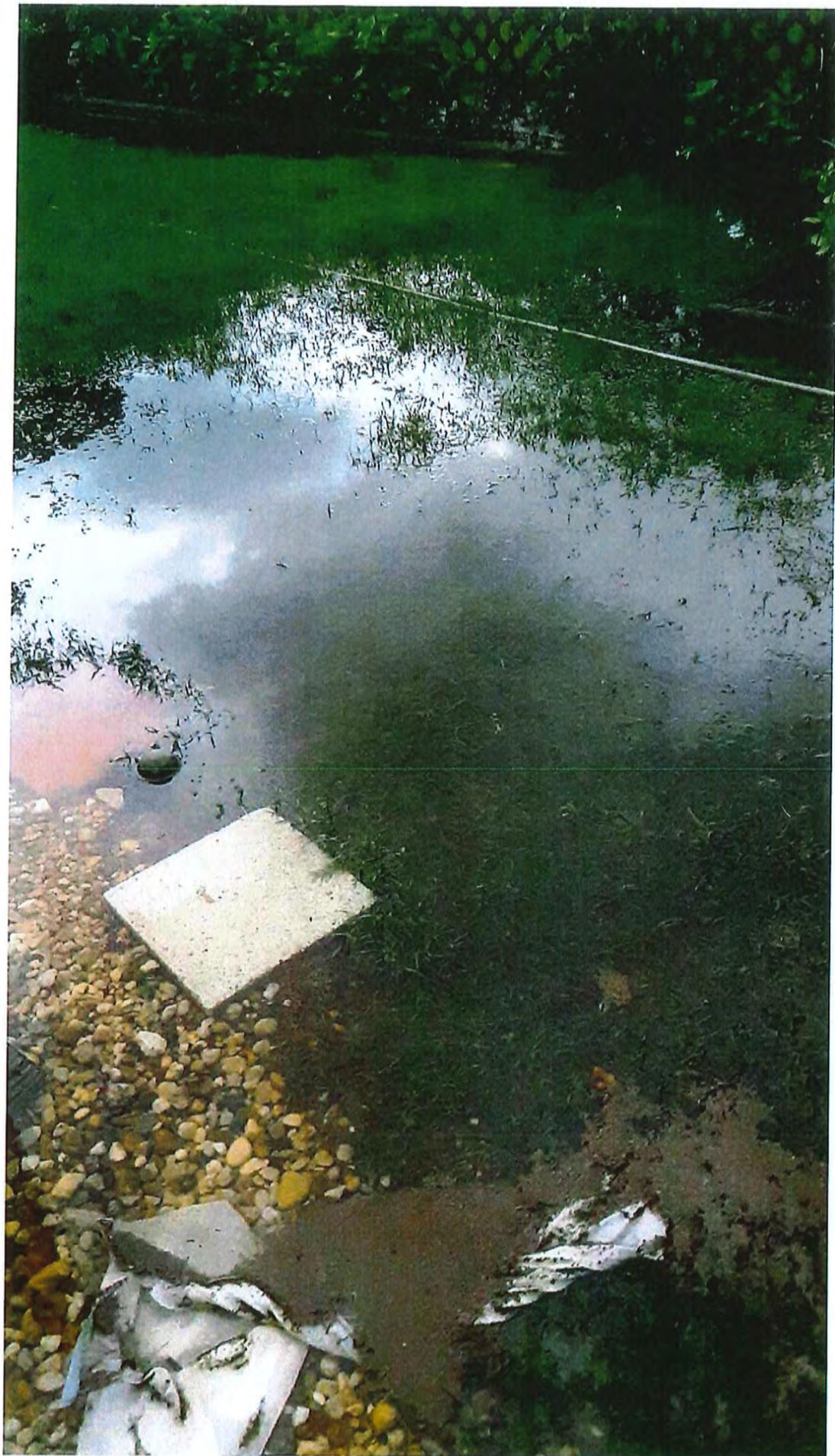


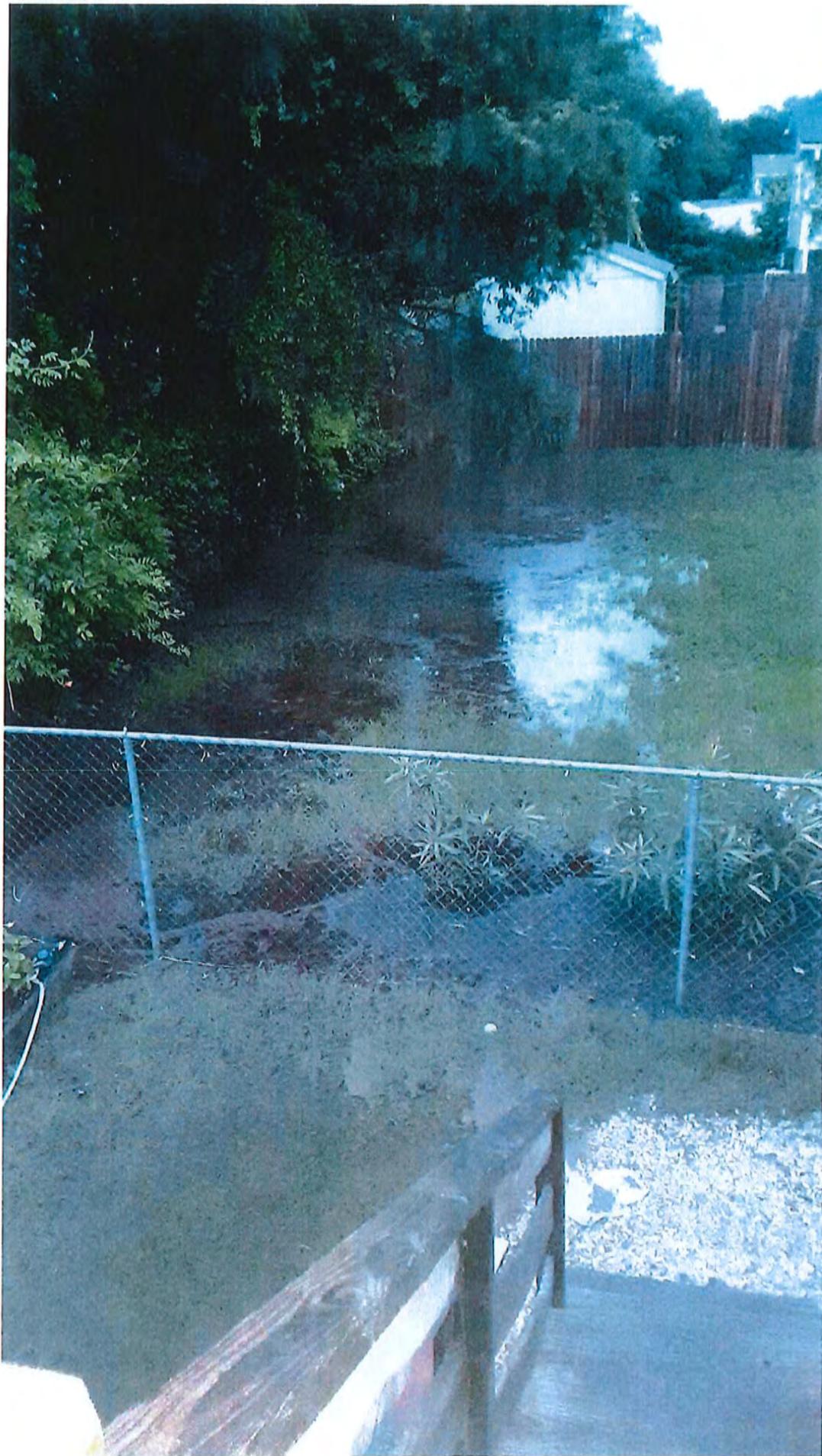
And of course, June 11th. These rain events happen yearly, just not last year so we all got complacent.











I'm really bad a photos. So please please accept my petition of signatures of us residents on this block. I don't think I was specific about the need for a drain on Dock St from Plymouth to Bay Dr. I noticed that went down before me so I am probably pumping that corner too!!

My signed petition is us residents affected. Even those who suffer my puddles at end of their driveway!

Thanks so much you guys. I should have spoken up earlier, in earlier years.

I'll get 2 more signatures when I see them. A few are hard to catch. My neighbor to north sent digital signature.

Sincerely,

Caroline Koon

[Sent from Yahoo Mail on Android](#)

## Drainage Concern

Ms. Alice R. Jaeger  
401 W. Eden St.

Request for Drainage on W. Eden St.

June 28, 2012

Steve Albright  
Public Services Director  
102 Town Hall Drive  
PO Box 1719  
Kill Devils Hills, NC 27948

Dear Mr. Albright,

I am a property owner and a full time resident at 401 West Eden Street. The purpose of this correspondence is to request assistance from the town regarding the flooding of my property. Over the past several years, flooding has become an issue, flooding the lower level of my home multiple times.

The property was purchased by my late husband in 1994 (house was built in 1977). Since 1994, building codes have changed dramatically. My home is located on the southwest corner of West Eden and Lee Street. The homes behind me and on the west side of the property were built under revised codes and at a higher elevation level. Also, the streets are at a higher elevation than my home. When construction of the street extension to Bay Drive (elevation of the new street extension is higher than the existing street) and the construction of new homes at an even higher elevation is another factor impacting flooding in the neighborhood. Over 90% of the trees and vegetation was removed. That definitely impacts the water table for the entire neighborhood.

Quite noticeable are storm drains, ditches and water detention areas that were incorporated into the new housing development. I am inquiring about adding storm drains to the existing street or having the town do something to deter water from the property. I understand why building codes are upgraded; Unfortunately, it leaves property owners of older homes at the mercy of continual runoff when rain or hurricane events occur.

I have enclosed pictures from the flooding on June 12, 2021. They were taken the morning of June 13<sup>th</sup>. There was one inch (1") of water on the first floor. I am hoping that you will take the time to assess this situation and provide a solution to the flooding. There are several other homes on West Eden that experienced similar flooding on June 12<sup>th</sup>.

Thanking you in advance for your time and consideration of this dilemma.

Sincerely,

Alice R. Jaeger

Encl: 3 photos  
cc: Walton Burkheimer, Jr. P.E..



## Drainage Concern

Ms. Megan Delk  
314 and 320 W. Aycock St.

Request for Drainage on W. Aycock St.

**Dail, Derek**

---

**Subject:** FW: 320 and 314 W Aycock Street

**From:** Megan Delk [mailto:mbdelk88@gmail.com]  
**Sent:** Tuesday, June 29, 2021 1:13 PM  
**To:** Turner, Tote <TOTE@kdhnc.com>; Albright, Steve <Steve@kdhnc.com>; Dail, Derek <derek@kdhnc.com>  
**Subject:** Fwd: 320 and 314 W Aycock Street

Hello,

Please see below email originally sent to the Board of Commissioners on 6/13/21.  
According to Ivy Ingram, she forwarded along but I never had a response so I'm just following up.

After 6/13, we spent the following 3 days continuously pumping water out of properties and driveways. We are full time residents now so luckily we had the time. We had to remove all the walls, allow to dry out, and replace them a week later. We have this down to a science now as our properties flood constantly-- see reasons explained below.

Are there any plans to assist residents with stormwater drainage on W. Aycock Street?

Please feel free to contact me if you have any questions- 757-536-0659 or 757-869-4341.

Thank you,

Megan Delk, MPA

Systems Analyst  
Dept of Information Technology  
City of Chesapeake  
[mdelk@cityofchesapeake.net](mailto:mdelk@cityofchesapeake.net)  
(757) 869-4341

---

**From:** **Megan Delk** <[mbdelk88@gmail.com](mailto:mbdelk88@gmail.com)>  
**Date:** Sun, Jun 13, 2021 at 4:04 PM  
**Subject:** 320 and 314 W Aycock Street  
**To:** <[boc@kdhnc.com](mailto:boc@kdhnc.com)>

Hello,

I'm not sure who or where this should go but after the storm this weekend our two properties are under water....again.

West Aycock Street has no city storm drainage infrastructure yet hundreds of houses continue to be built. In fact, the lot next to us was purchased and a house was constructed fifteen feet above ours with no consideration of where the runoff from said property would dissipate. Well, let me tell you, into my utility room and shed and yard.

This is not the first time. Houses flood constantly from a hard rain storm. Please see pictures attached. We own 320 & 314 W Aycock and if you look through the middle, you can see the river that leads to our other property, 321 W Walker.

We've spent thousands of dollars and countless hours renovating and pumping water. Feel free to take a drive down the street and see the countless houses under water. We're two days out from storm and still 6 inches under water. See photos attached. Feel free to contact me anytime at 757-536-0659 or 757-868-4341.

Thank you,

Kyle and Megan Mapp

Sent from my iPhone







---  
Megan Delk, MPA

Systems Analyst  
Dept of Information Technology  
City of Chesapeake  
[mdelk@cityofchesapeake.net](mailto:mdelk@cityofchesapeake.net)  
(757) 869-4341

## Drainage Concern

Ms. June M. Duck  
403 W. Sportsman Dr.

Request for Drainage on W. Sportsman Dr.

## Albright, Steve

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**From:** O'Dell, Michael  
**Sent:** Monday, June 14, 2021 2:59 PM  
**To:** June Duck  
**Cc:** Albright, Steve  
**Subject:** RE: Water issues on West Sportsman Drive

Ms. Duck,

Thank you for your email. I am very sorry that you've been experiencing water on your property. I am copying Steve Albright, the Director of Public Services, on this issue. I will also forward your photos to him as well.

Michael

Michael O'Dell  
Deputy Town Clerk

Town of Kill Devil Hills

p: 252-449-5306  
a: 102 Town Hall Drive, P.O. Box 1719, Kill Devil Hills, NC 27948  
w: [www.kdhnc.com](http://www.kdhnc.com)

-----Original Message-----

From: June Duck <[jmduck01@gmail.com](mailto:jmduck01@gmail.com)>  
Sent: Monday, June 14, 2021 2:17 PM  
To: O'Dell, Michael <[odell@kdhnc.com](mailto:odell@kdhnc.com)>  
Subject: Water issues on West Sportsman Drive

Hello

I would like to talk with you about the run off from the house which have been built in the 400 block of West Sportsman and the road issues with standing water in multiple area of this street

In looking at West Waljace they seem to have had improvement with drainage and would like to discuss a similar process with you.

Attached are photos of my property on Friday. All is from inadequate drainage from properties across and beside he plus road drainage issues.

Sent from my iPhone

