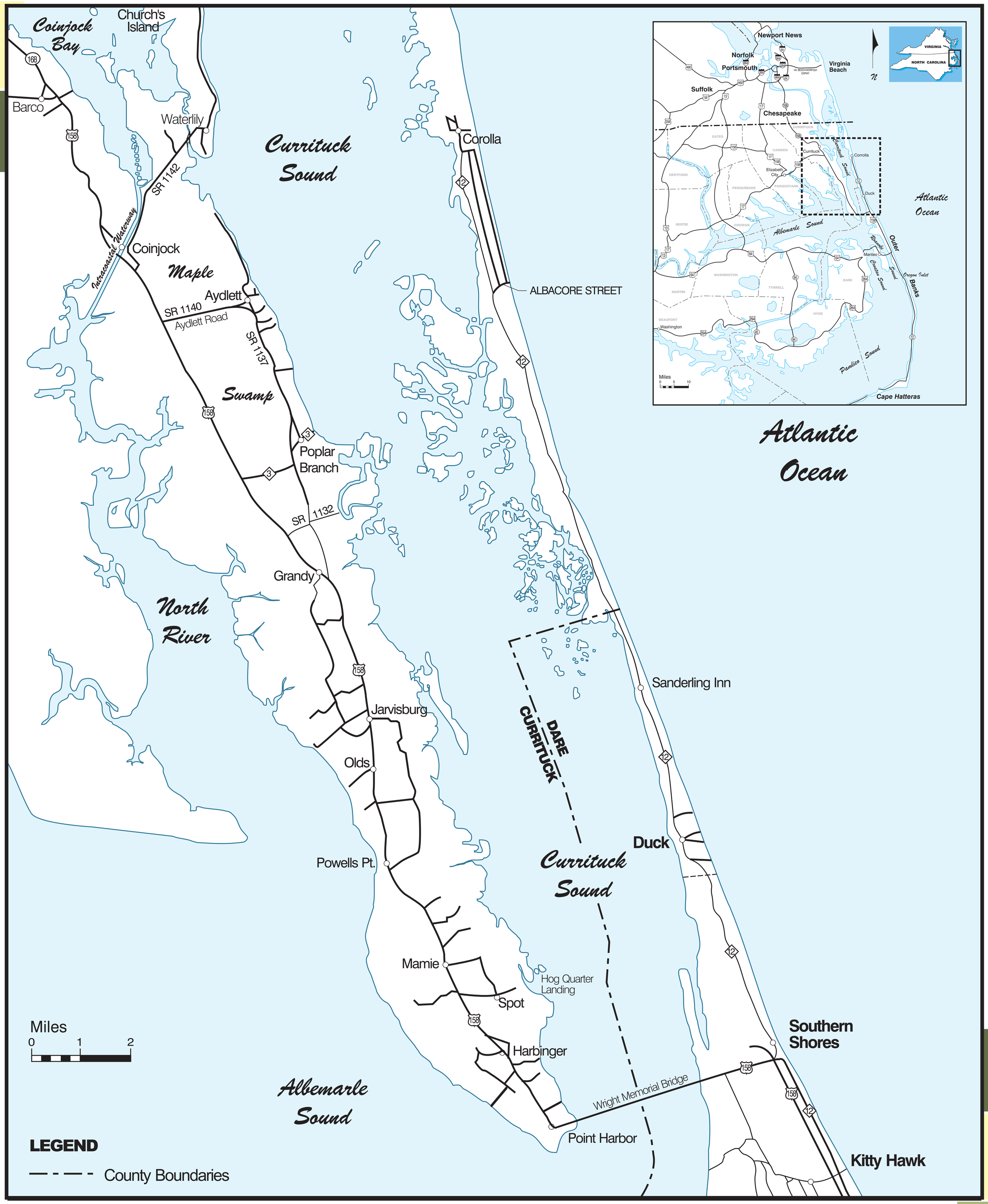
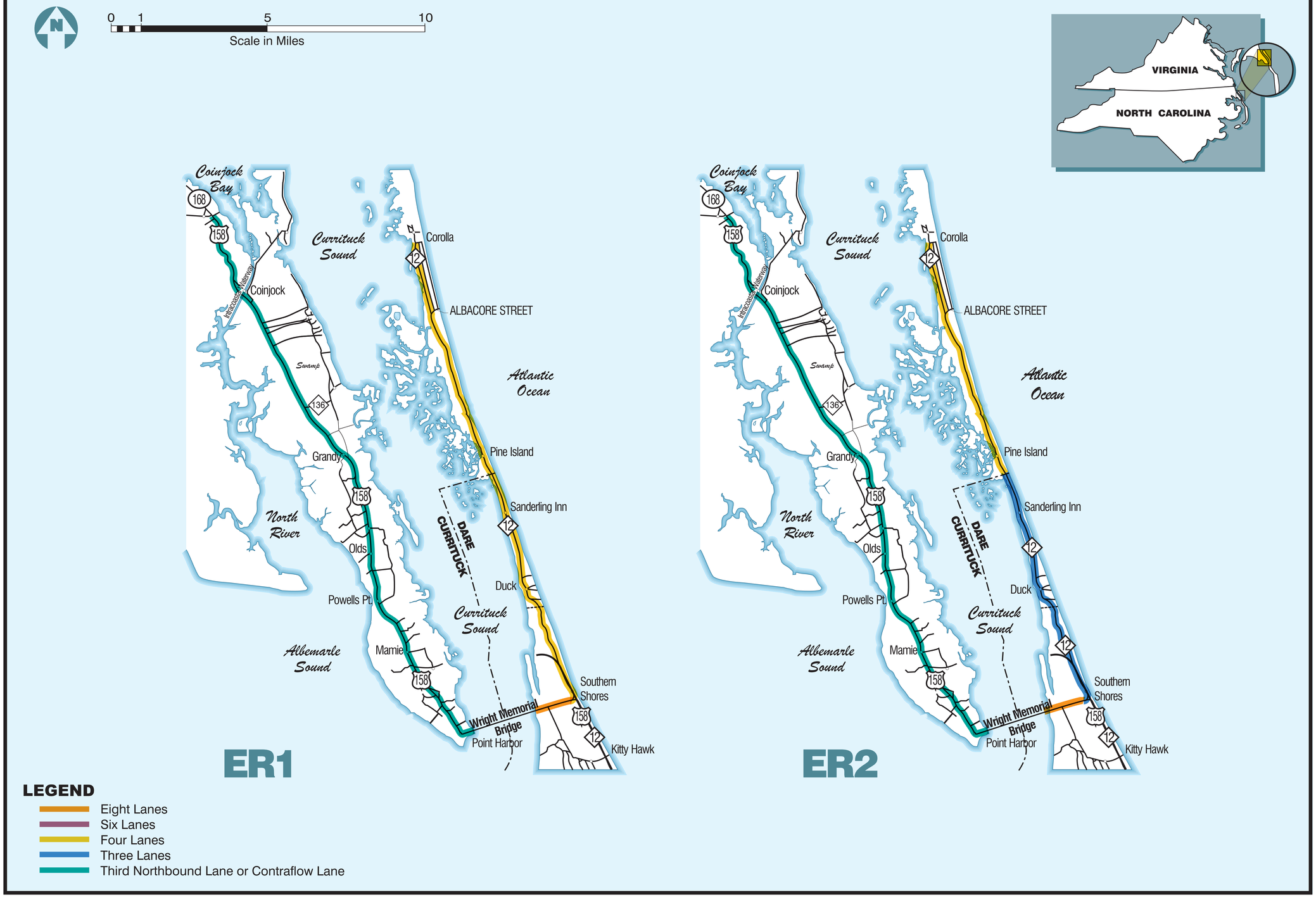
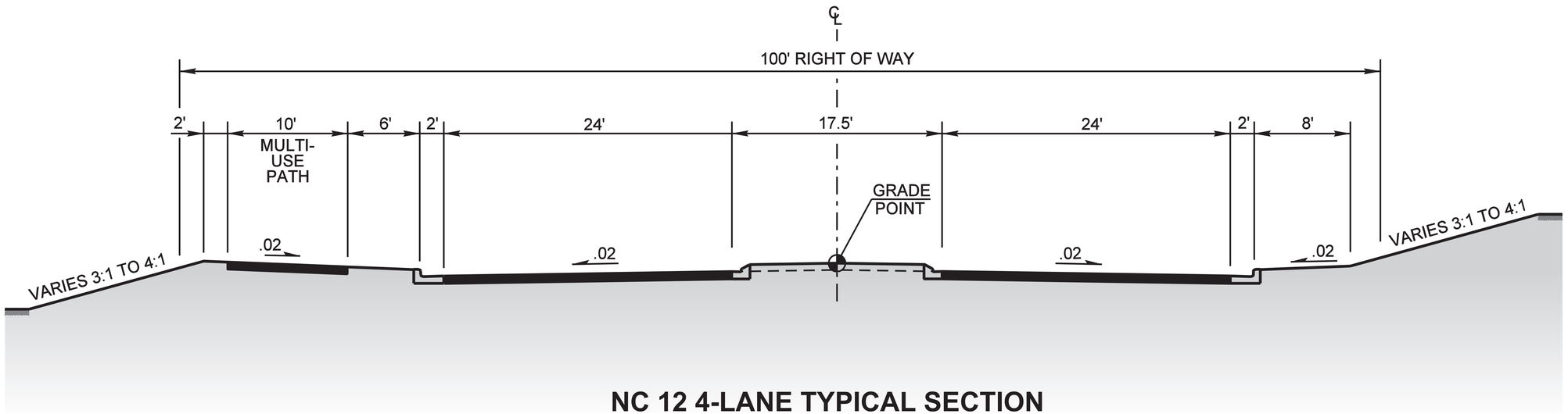
Project Area



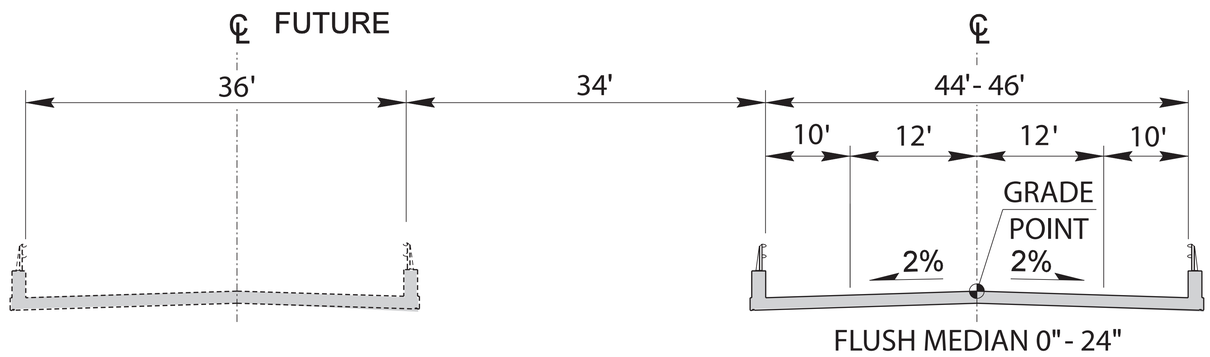
Widen Existing Roads Only Alternatives (ER1 & ER2)



NC 12 Four-Lane Typical Roadway & Bridge Sections

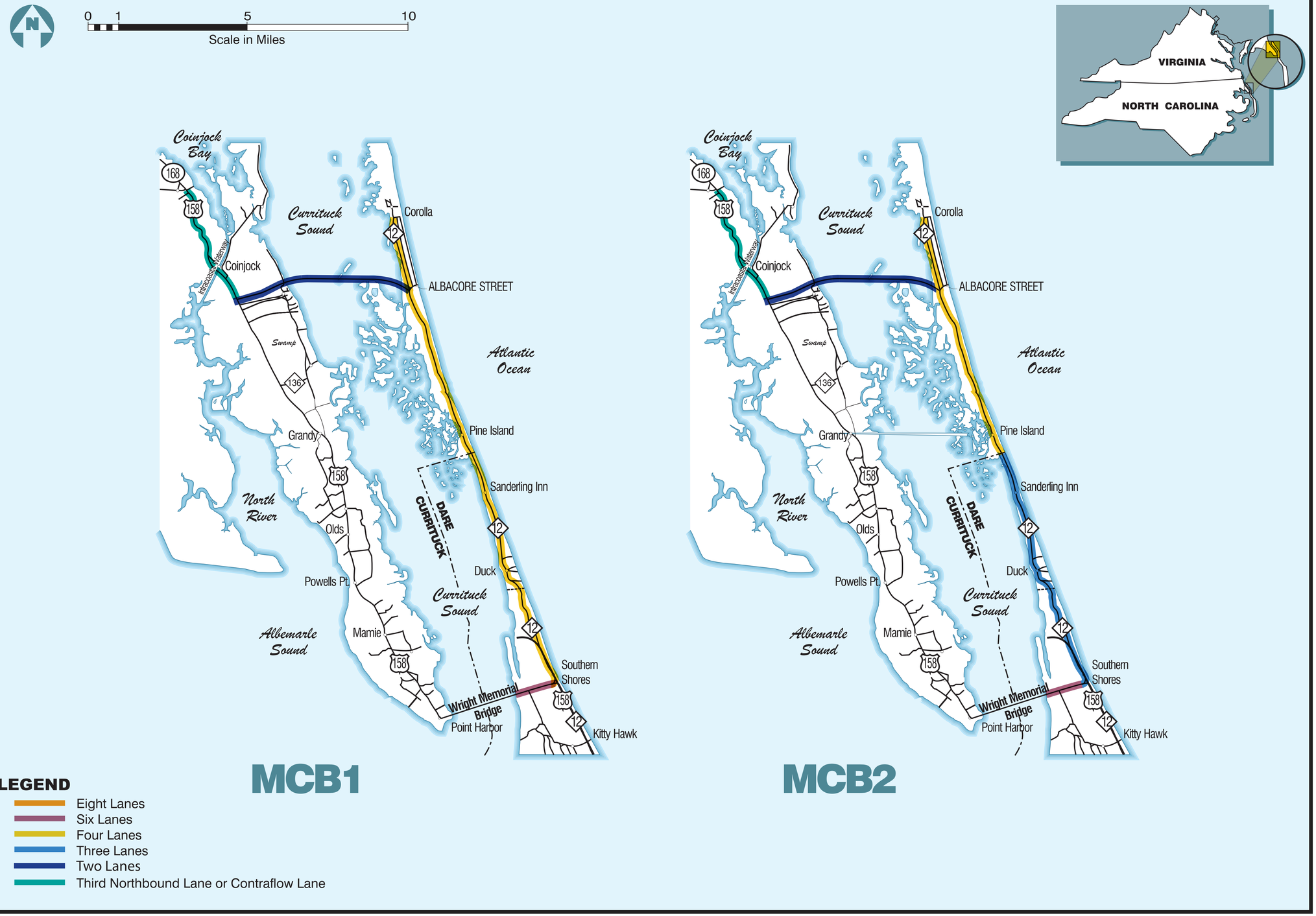


NC 12 4-LANE TYPICAL SECTION

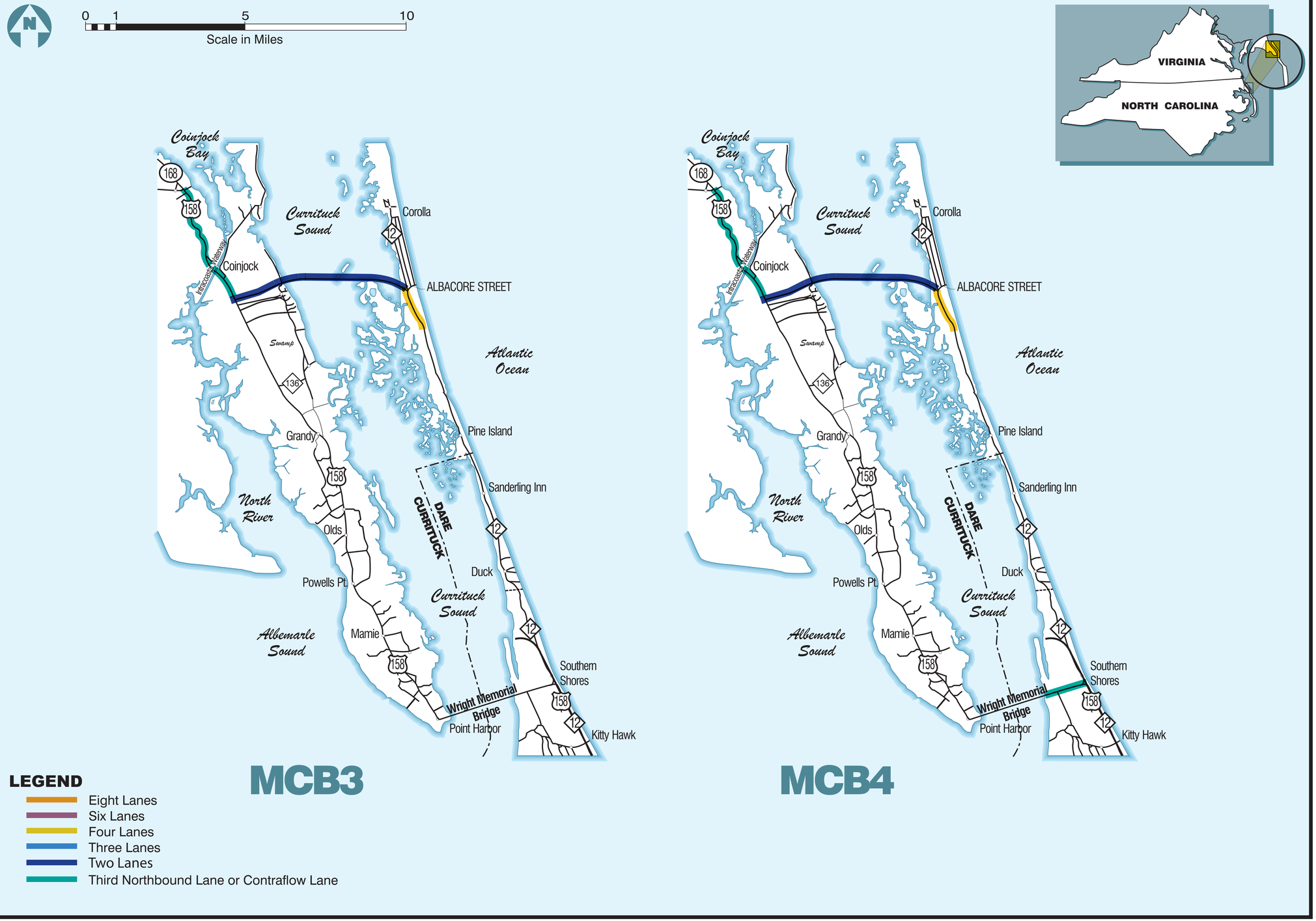


MID-CURRITUCK BRIDGE AND APPROACH BRIDGE TYPICAL SECTION

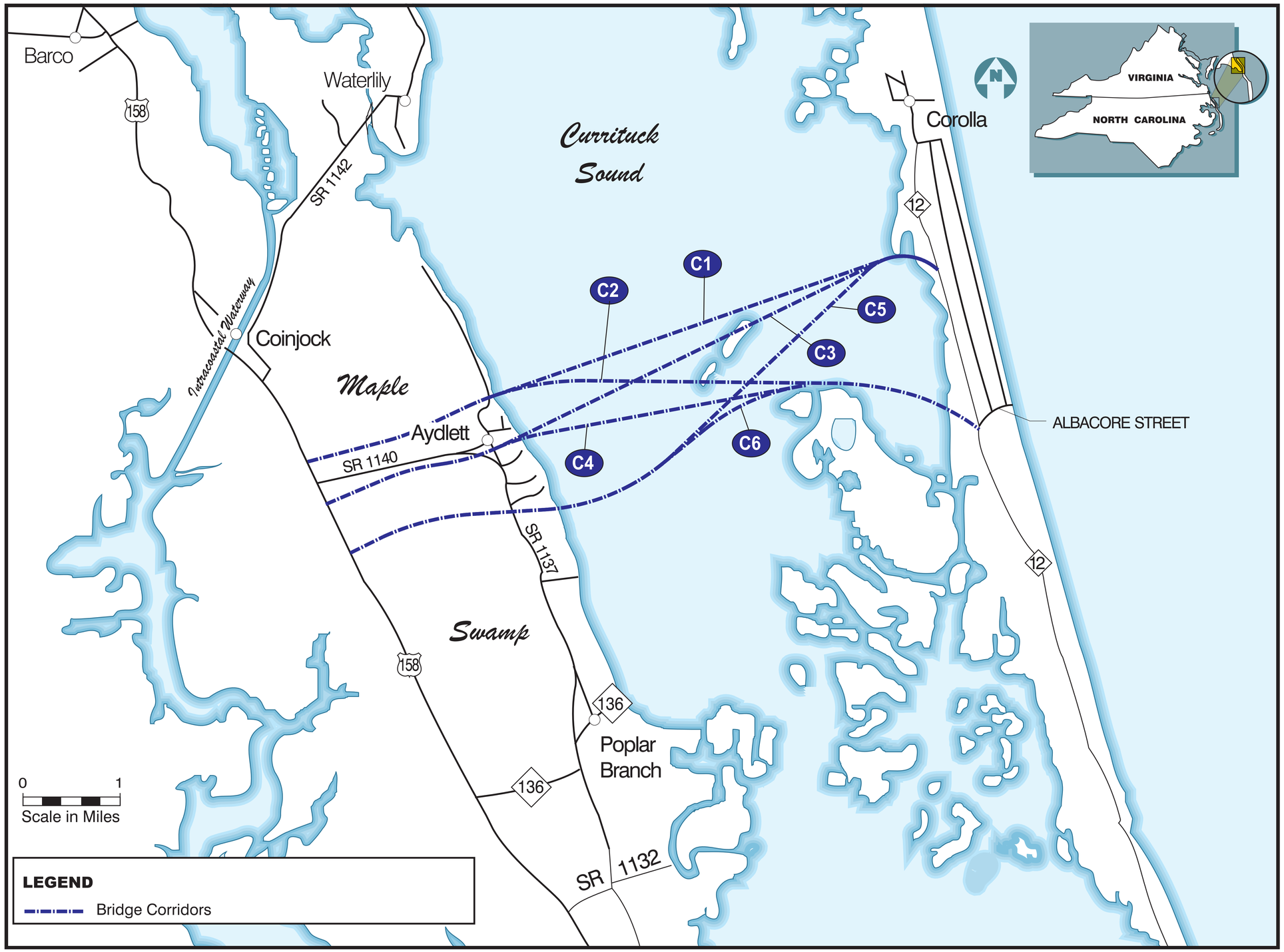
Mid-Currituck Bridge Alternatives (MCB1 & MCB2)



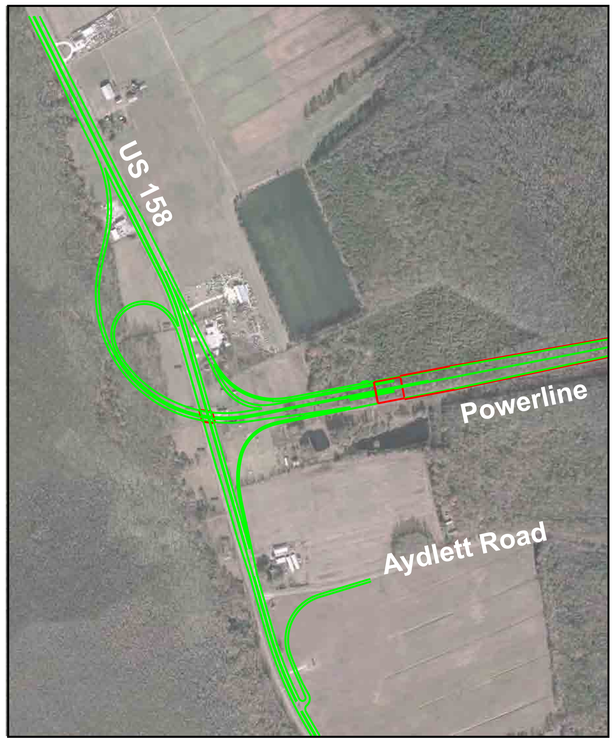
Mid-Currituck Bridge Alternatives (MCB3 & MCB4)



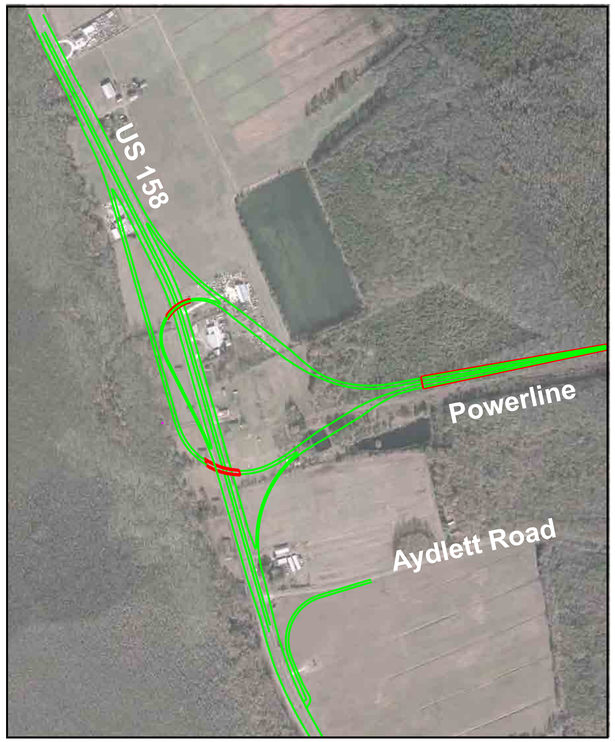
Bridge Corridors C1 to C6



US 158 Interchange Concepts

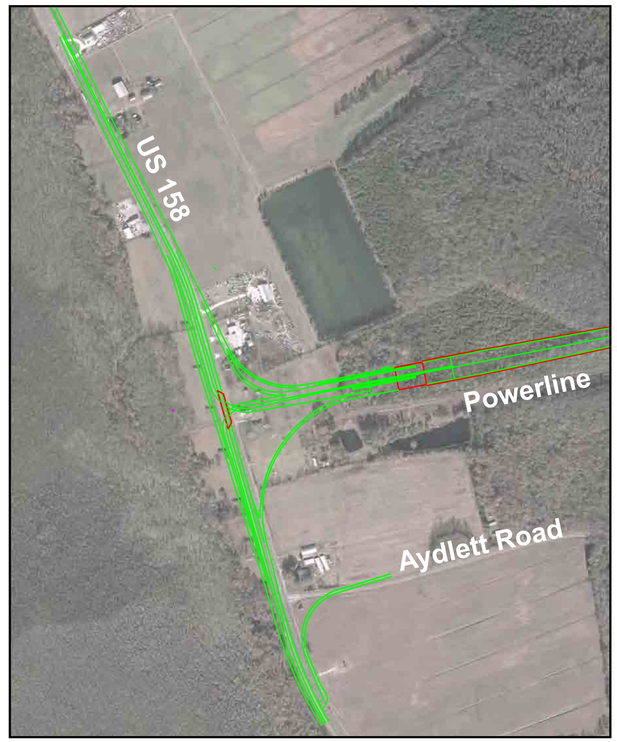


Trumpet Interchange Design



Compressed Y Interchange Design

NCTA Selected Concept



Partial Interchange/Intersection Design

LEGEND

Roadway (Edge of Pavement)

Bridges

Not to Scale

Range Of Alternatives

- No-Build ("Do-Nothing")
- Improve Efficiency of Existing Roads
  - *Shifting Rental Times (spread out over more days of the week)*
  - *Transportation Systems Management (traffic signal and intersection improvements)*
  - *Bus Transit*
- Ferry
- Widen Existing Roads Only (NC 12 and US 158)
  - *ER1*
  - *ER2*
- Mid-Currituck Bridge (with various combinations of existing road widening on NC 12 and US 158)
  - *MCB1*
  - *MCB2*
  - *MCB3*
  - *MCB4*

NCTA RECOMMENDATION:

- **Select MCB3 and MCB4 for detailed evaluation in a Draft Environmental Impact Statement.**
- **Eliminate all other alternatives from further consideration.**

Project Purpose & Need / Schedule

Purpose & Need

- Improve Traffic Flow on NC 12 and US 158
- Reduce Travel Time Between Currituck County Mainland and Currituck County Outer Banks
- Reduce Hurricane Evacuation Time via US 158 and NC 168
- Improve System Efficiency

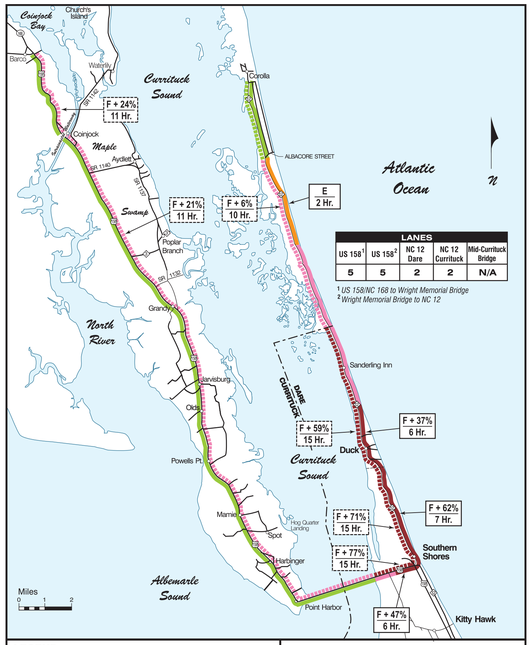
Schedule

Financial Feasibility Study	***January 2007***
Draft Environmental Impact Statement	***Summer 2008***
Final Environmental Impact Statement	***May 2009***
Record of Decision	***August 2009***
Begin Construction	***October 2009***
Open Project to Traffic	***Fall 2013***

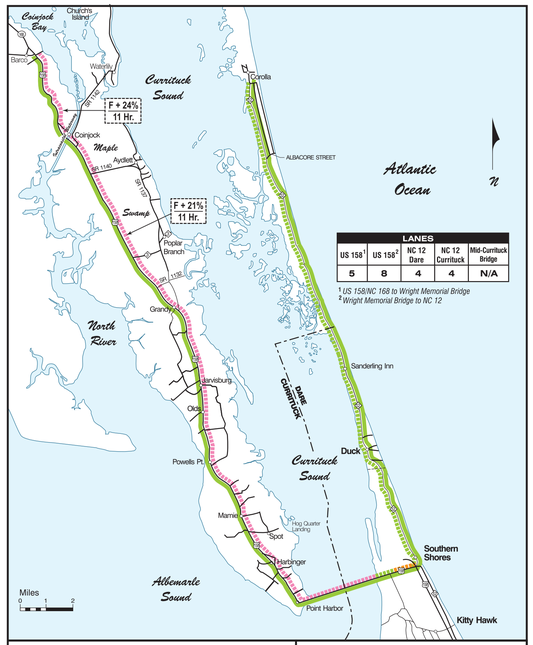
Widening & Bridge Alternatives Comparison

	ER1	ER2	MCB1	MCB2	MCB3	MCB4
Reduction in Annual Million Vehicle-Miles (VMT) Traveled on NC 12 and US 158 in 2035	-0%	-0%	-13%	-13%	-13%	-13%
Reduction in Annual Congested VMT in 2035	-59%	-23%	-64%	-50%	-43%	-43%
Reduction in Average Summer Travel Time Via Wright Memorial Bridge in 2035	-48%	-19%	-53% +MCB time benefit	-44% +MCB time benefit	-31% +MCB time benefit	-31% +MCB time benefit
Hurricane Evacuation Clearance Time	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	26.2 to 27 hrs	21.4 to 27 hrs
Relocations	227	47	201	21	11	11
Wetlands Filled/Bridged in acres	27.5/ 0.0	27.0/ 0.0	38.8/ 7.2	38.8/ 7.2	30.8/ 7.2	30.8/ 7.2
Cost (millions)	$656	$313	$938	$631	$469	$476
Toll Financing of Cost	No	No	Bridge	Bridge	Yes	Yes
NCTA Recommendation	DROP				SELECT	

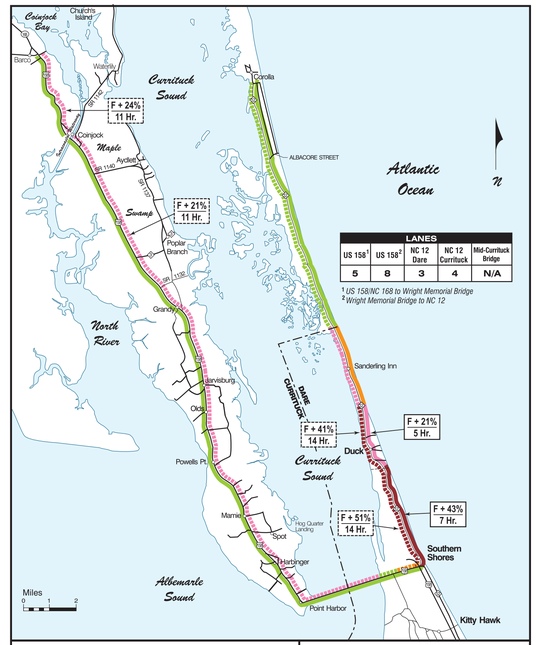
2035 Level of Service Corridor Analysis



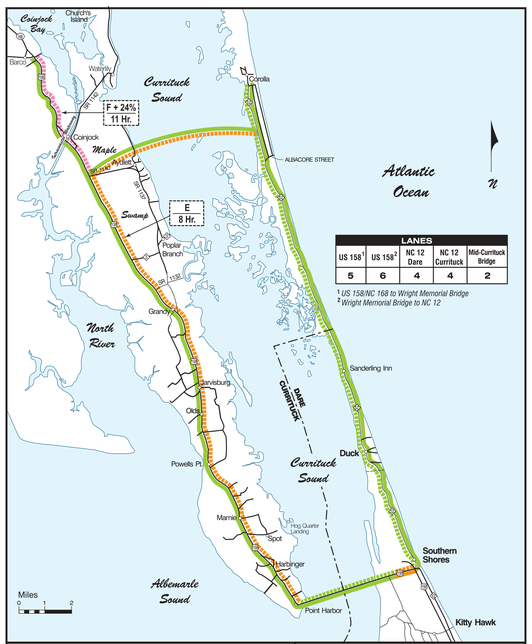
No-Build Alternative



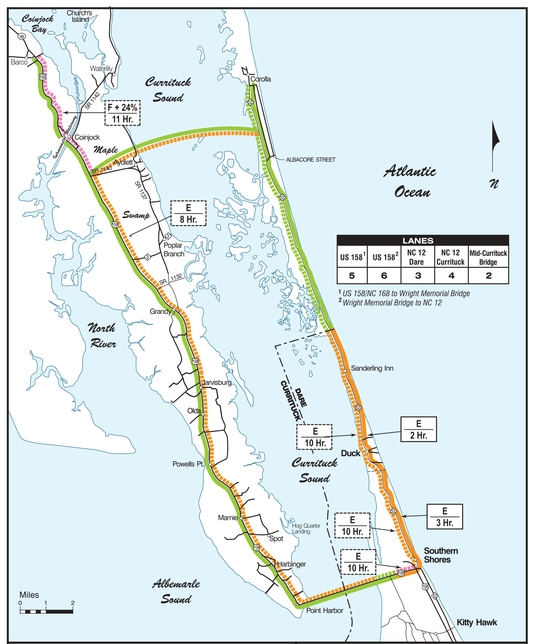
Alternative ER1



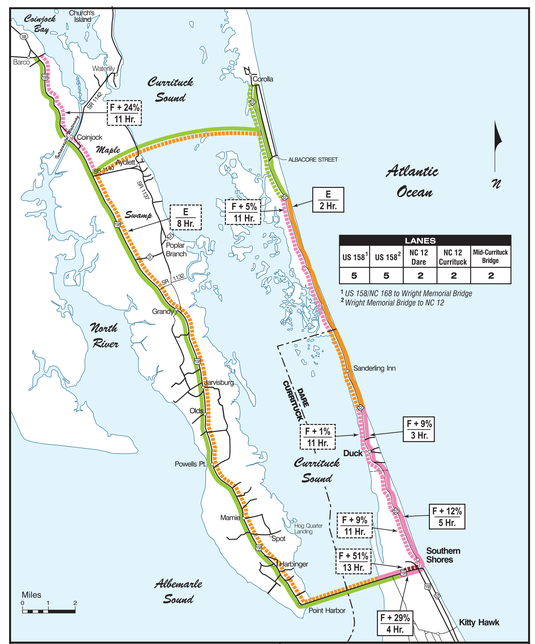
Alternative ER2



Alternative MCB1



Alternative MCB2



Alternatives MCB3 & MCB4