Dear Citizen:

The North Carolina Turnpike Authority was created by the General Assembly in 2002 to implement alternative financing methods to pay for a select group of projects during this time of rapid growth, dwindling resources, and skyrocketing costs. In 2009, the North Carolina General Assembly moved the Turnpike Authority under the North Carolina Department of Transportation (NCDOT) as a division. Five candidate toll projects are currently being studied by the Turnpike Authority. One of these is the Mid-Currituck Bridge.

The Mid-Currituck Bridge Study calls for transportation improvements in the Currituck Sound area, with focus on consideration of a Mid-Currituck Bridge over Currituck Sound between US 158 on the Currituck County mainland and NC 12 on the Outer Banks. The proposed project would improve traffic flow, reduce travel time, and reduce hurricane evacuation clearance time on the project area’s thoroughfares (NC 12 and US 158).

Because federal funding may be used to implement the project, a Draft Environmental Impact Statement (EIS) has been prepared pursuant to the National Environmental Policy Act. The Draft EIS evaluates and compares the five detailed study alternatives under consideration (see the figure on pages 4 and 5) include options that involve improvements to the existing road network in the project area, both with and without a Mid-Currituck Bridge.

This Citizen’s Summary of the Mid-Currituck Bridge Study Draft EIS is a brief summary highlighting the major topics discussed in detail in the Draft EIS. The locations where you can review the Draft EIS are listed on the back cover. You can also download the Draft EIS from the project web site: https://www.ncdot.gov/projects/mid-currituck-bridge.

We encourage you to stay informed by adding your name to the project mailing list, attending open houses or the public hearings on the project, and visiting the project web site. If you have questions or comments about the project, or would like to be added to the project mailing list, contact the project team directly:

Jennifer Harris, PE  
NC Turnpike Authority  
1578 Mid Service Center  
Raleigh, NC 27699-1578

Project Hotline: (800) 961-5465  
Project e-mail: midcurrituck@turnpike.org

Thank you for your interest in the Mid-Currituck Bridge project. The Turnpike Authority welcomes and values your input and involvement in this project. We look forward to hearing from you.

Sincerely,

Eugene A. Conti, Jr., Secretary  
North Carolina Turnpike Authority

John Patz, AICP, CEP  
Purvis & Brinkerhoff  
901 Aviation Parkway, Suite 1500  
Morrisville, NC 27560

David W. Pryor, Executive Director  
North Carolina Turnpike Authority

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ACRONYMS
CAMA – Coastal Area Management Act  
CD – Compact Disc  
EIS – Environmental Impact Statement  
ER – Existing Roads  
ETC – Electronic Toll Collection  
FHWA – Federal Highway Administration  
MCB – Mid-Currituck Bridge  
MPH – Miles per Hour  
NCDOT – North Carolina Department of Transportation  
NEPA – National Environmental Policy Act  
PPP – Public Private Partnership  
ROD – Record of Decision  
SAV – Submerged Aquatic Vegetation  
STIP – State Transportation Improvement Program  
TEAC – Turnpike Environmental Coordination  
TIFIA – Transportation Infrastructure Finance and Innovation Act
**What is the Mid-Currituck Bridge Project?**

The proposed Mid-Currituck Bridge project calls for transportation improvements in the Currituck Sound area, with a focus on the consideration of a Mid-Currituck Bridge over Currituck Sound. The project area encompasses US 158 between its intersection with NC 168 and its intersection with NC 12, and NC 12 from its intersection with US 158 north to where it ends in the community of Corolla. The project area is shown below.

The proposed Mid-Currituck Bridge would be a 7.0- to 7.5-mile long two-lane toll bridge across Currituck Sound, with approach roads, in Currituck County. The detailed study alternatives evaluated in the Draft EIS also include options that involve improvements to the existing road network (NC 12 and US 158), both with and without a Mid-Currituck Bridge.

The project is included in the North Carolina Department of Transportation’s (NCDOT’s) 2009 to 2015 State Transportation Improvement Program (STIP) as STIP Project Number R-2576. It is also included in the North Carolina Intrastate Systems, the North Carolina Strategic Highway Corridor Plan, and the Thoroughfare Plan for Currituck County. In those plans, the proposed action is defined as a bridge in Currituck County across Currituck Sound from the mainland to the Outer Banks.

**Why do we need the proposed project?**

NC 12 and US 158 are becoming increasingly congested, and will become even more congested in the future. Increasing congestion is causing travel time between the Currituck County mainland and the Currituck County Outer Banks; and 3) to substantially reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

**How were the project alternatives developed?**

The National Environmental Policy Act (NEPA) requires an agency to study the adverse and beneficial impacts of a range of reasonable alternatives that meet the purpose and need for a project. For the Mid-Currituck Bridge Study, an alternatives screening study was conducted for the project. Based on study findings and comments received from the agencies and public, the five detailed study alternatives were selected.

**Factors used to screen the potential alternatives included:**

1. Ability to meet purpose and need and the level of benefit offered in relation to those purposes;
2. Ability to improve system efficiency;
3. Economic feasibility (cost and funding capacity); and
4. Potential impacts on communities and natural resources.

Public and agency input were an important part of the alternatives development and selection process, and numerous meetings with environmental resource and regulatory agencies, as well as citizens informational workshops and small group meetings, were held to provide opportunities for comments.

**What alternatives are being considered?**

The five detailed study alternatives considered are shown on pages 4 and 5 of this Citizens Summary. They are named:

1. ER2;
2. MCB2/C1 (MCB2 using bridge corridor C1);
3. MCB2/C2 (MCB2 using bridge corridor C2);
4. MCB4/C1 (MCB4 using bridge corridor C1); and
5. MCB4/C2 (MCB4 using bridge corridor C2).

The "ER" in ER2 stands for “Existing Roads.” A Mid-Currituck Bridge is not included in this alternative, but only widening existing NC 12 and US 158. The "MCB" stands for Mid-Currituck Bridge. MCB2 and MCB4 both include a Mid-Currituck Bridge and different amounts of improvements to existing NC 12 and US 158. The characteristics of the detailed study alternatives are described in more detail below and in Section 2.1 of the Draft EIS.

**Two Outer Banks End Points**

As shown on the figures, for MCB2 and MCB4, there are two variations of the proposed bridge corridor in terms of its ending on the Outer Banks. Bridge corridor C1 would connect with NC 12 at an intersection approximately 2 miles north of the Albacore Street retail area, whereas bridge corridor C2 would connect with NC 12 approximately 0.5 mile south of this area (see the figures on pages 4 and 5 and the photo simulations on page 6). An interchange would be constructed at the Mid-Currituck Bridge/US 158 intersection on the Currituck County mainland.

**What are the five detailed study alternatives?**

Four for MCB2 and MCB4 alternatives, two design options are under consideration for the mainland approach to the bridge over Currituck Sound (between US 158 and Currituck Sound), Option A and Option B (see the photo simulations of the Aydlett area on page 6). The design options differ in regards to the location of the toll plaza, whether Maple Swamp is crossed by a bridge or a road on fill (i.e., dirt or gravel used to raise the level of a bridge or road on fill) (see the photo simulations below). Tolls are not included for the Mid-Currituck Bridge Study. The toll plaza area is shown in the photo simulations on page 6. Option A would provide a toll plaza within the corridor C1; Option B would place a toll plaza within the corridor C2. Option B would be provided at Aydlett with either option. Option A would place a toll plaza within the corridor C1 and corridors C2.

**What do projects originate?**

The development of a project from concept to construction takes many years, and starts at the local level. Local and state planners identify future roadway needs, which are then included in a county Thoroughfare Plan prepared with the assistance of NCDOT. Local officials set priorities for transportation projects and work with the NCDOT to identify Thoroughfare Plan projects in the State Transportation Improvement Program.
US 158 Improvements

With ER2 and MCB2, the section of US 158 between the Wright Memorial Bridge and just west of the existing US 158/NC 12 intersection would be widened to a six- or eight-lane super-street. As illustrated in the US 158 six-lane super-street typical segment drawing shown on page 6, the unique characteristic of a super-street is the configuration of the intersections. Side-street traffic wishing to turn left or go straight must turn right onto the divided highway where it can make a U-turn through the median a short distance away from the intersection. After making the U-turn, drivers can then either go straight (having now accomplished the equivalent of an intended left turn) or make a right turn at their original intersection (having now accomplished the equivalent of an intention to drive straight through the intersection).

NC 12/US 158 Interchange

With ER2 and MCB2, an interchange would be constructed at the current intersection of US 158, NC 12, and the Aycock Brown Welcome Center entrance (see the figures above).

NC 12 Improvements

The proposed NC 12 3-lane and 4-lane widening alternatives are shown on the photo simulations on page 7.

Detailed Study Alternatives

<table>
<thead>
<tr>
<th>LEGEND</th>
<th>NOTES</th>
<th>ORIGINAL LANE CONFIGURATION</th>
<th>NEW LANE CONFIGURATION</th>
</tr>
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<tr>
<td>Eight Lanes (Super-street)</td>
<td></td>
<td></td>
<td>EIS</td>
</tr>
<tr>
<td>Six Lanes (Super-street)</td>
<td></td>
<td></td>
<td>EIS</td>
</tr>
<tr>
<td>Four Lanes</td>
<td></td>
<td></td>
<td>EIS</td>
</tr>
</tbody>
</table>

NOTE: Existing 3-lane segment of NC 12 in Duck is unchanged.

Information Needed on Boating in Currituck Sound

Another important component of project development for the proposed Mid-Currituck Bridge is a thorough analysis of boating activity in Currituck Sound. This information will be used to help the Turnpike Authority and the US Coast Guard determine the need for a bridge span with additional height to serve boaters that might pass under the bridge. If you are a boater or rent boats for use on Currituck Sound, please provide in your comments information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; and where you travel in the sound. The US Coast Guard issued a Preliminary Public Notice on September 28, 2009, to notify mariners who use Currituck Sound, as well as adjacent property owners, about the proposed plans for the new bridge across Currituck Sound.

No-Build Alternative

The No-Build Alternative also is under consideration. The No-Build Alternative assumes that the proposed project would not be implemented, but includes other reasonably foreseeable planned improvements contained in NCDOT’s 2009 to 2015 STIP within or near the project area.

What other alternatives were examined and then eliminated from further consideration?

Other alternatives evaluated included three additional road and/or bridge alternatives, lower cost alternatives that attempted to make more efficient use of the available road capacity on NC 12 and US 158 (shifting vacation housing rental times, minor improvements to the road system, and bus transit), ferry alternatives, and multiple Mid-Currituck Bridge corridor alternatives. The alternatives and the reasons why they were not selected for detailed study are presented in Section 2.5 of the Draft EIS.

Are any of the alternatives recommended over the others?

Based on information available to date (including the Draft EIS), the Turnpike Authority and the Federal Highway Administration (FHWA) have identified MCB4 as the Recommended Alternative. This recommendation is made taking into account cost and design considerations; travel benefits; community, natural resource, and other impacts; and public involvement comments. At this time, the Turnpike Authority has no recommendation related to the two bridge corridor alternatives (C1 and C2), the mainland bridge approach design Options A and B, or a hurricane evacuation option.

The Recommended Alternative is only a recommendation; it is not a Preferred Alternative, and it is not a final decision. The Turnpike Authority and FHWA will identify a Preferred Alternative as a way of giving readers of the Draft EIS an indication of the agencies’ current thinking. After the Draft EIS comment period ends on June 7, 2010, the Turnpike Authority and FHWA will identify a Preferred Alternative based on consultation with local transportation planning agencies, and state and federal environmental resource and regulatory agencies, as well as consideration of agency and public comments received on the Draft EIS and at public hearings.

The Preferred Alternative may be developed further in the Final EIS. The NEPA process will conclude with a Record of Decision (ROD), which will document the Selected Alternative to be constructed if a build alternative is selected.
How much time would I save and what are the other benefits of using the Mid-Currituck Bridge?

All of the detailed study alternatives would meet the project purpose and need to varying degrees, as shown in the “Travel Benefits of Detailed Study Alternatives” comparison table on page 8. Key differences are:

- **Traffic Flow**
  - MCB2 would have the greatest traffic flow benefits and ER2 would have the least.

- **Travel Time**
  - MCB2 also would have the greatest travel time benefits and ER2 would have the least.

- **Hurricane Evacuation Clearance Time**
  - The construction of a third outbound lane on US 158 would offer the greatest reductions in hurricane evacuation clearance time with any alternative. Reversing the center turn lane would be practical only with MCB2 and MCB4.

**Project History**

A potential terminus for a Mid-Currituck Bridge on the Currituck Outer Banks just north of TimBuck II at Albacore Street was identified in 1991 and is protected under the provisions of the Transportation Corridor Official Map Act. Under the Act, the North Carolina Board of Transportation can protect future roadway corridors identified in the STIP as part of the proposed state highway system from development. Temporary restrictions are placed on private property, including prohibiting for up to three years the issuance of a building permit or the approval of a subdivision. A parcel on this site measuring 1.7 acres was purchased by NCDOT in 1995 to prevent its development.

FHWA, in cooperation with NCDOT, issued a Draft EIS for the Mid-Currituck Bridge in January 1998. The project area for the 1998 Draft EIS focused on an area near Aydlett on the mainland and near the Whalehead Beach subdivision on the Currituck Outer Banks. Public hearings were conducted for the project on May 26 and 27, 1998. The majority of the speakers, as well as the written comments received, expressed opposition to a Mid-Currituck Bridge because of natural resource impacts, the belief that the project would not solve hurricane evacuation needs, and the expectation that the project would facilitate development on the Outer Banks. Improving public services on the Outer Banks and widening NC 12 were suggested as alternatives to a Mid-Currituck Bridge. Those who favored the bridge felt emergency evacuation and traffic congestion would be improved with a bridge and the absence of a bridge would not stop development. Following the public hearings, the NEPA study process was paused to provide an opportunity for NCDOT and FHWA to re-assess the project scope and purpose in light of comments on the 1998 Draft EIS.

The project was reactivated in October 2000. In 2001, FHWA and NCDOT expanded the study to include conceptual alternatives that would involve improvements to existing NC 12 and US 158, in addition to bridge alternatives, thereby allowing for consideration of a wider range of alternatives. This broad-scale assessment of transportation needs was referred to as the “Currituck Sound Area Transportation Study.”

In 2006, the project was officially adopted by the Turnpike Authority as a candidate toll project. The Mid-Currituck Bridge Study Draft EIS documents the Turnpike Authority’s evaluation of proposed transportation improvements in the Currituck Sound area, including consideration of a Mid-Currituck Bridge.
Who can use the toll bridge?

Anybody willing to pay the toll would be able to use the proposed toll bridge, including passenger cars, buses, light-duty trucks, and heavy-duty trucks.

How will tolls be collected?

Toll plazas would be located at the western end of the proposed bridge with all of the MCB2 and MCB4 alternatives. This means that eastbound traffic from the mainland to the Outer Banks using the bridge would pay a toll before crossing the bridge, whereas westbound traffic using the bridge would pay a toll after already crossing the bridge. It is anticipated that tolls would be paid through a combination of electronic toll collection (ETC) and manual cash lanes in both directions. The ETC lanes would be used to allow higher-speed, no stop processing of vehicles with the correct toll tag technology. The primary means of ETC would involve setting up an account with the Turnpike Authority and using a transponder/receiver. The transponder is a small device mounted on the windshield. The receiver is mounted over the roadway, and it electronically collects tolls from a driver’s account as the vehicle travels under it. The preliminary design calls for a 35 to 45 mile per hour (mph) ETC lane with barrier separation from the more traditional manual cash lanes similar to that used on the Chesapeake Expressway, the primary route in Virginia leading to the Outer Banks. The Turnpike Authority would work with other toll authorities to ensure other states’ transponders work on the Mid-Currituck Bridge.

How much would the tolls cost?

The Turnpike Authority has not made any decisions about toll rates. A 2007 Preliminary Traffic and Revenue Study indicated a one-way toll of approximately $6 to $12. The initial price of the toll would be based upon an Investment Grade Traffic and Revenue Study, to be completed prior to project construction if an alternative including the Mid-Currituck Bridge is selected. The price of the toll could change over time, based upon variables such as demand, financing of the project’s construction, and operations and maintenance costs. The toll rate likely would be more for trucks than for cars.

Project Impacts

What are the impacts from the project?

The Draft EIS provides detailed discussions of the project’s anticipated impacts to the environment, as well as ways to mitigate impacts. Key impacts are noted below and in the excerpt from the Draft EIS’s comprehensive impact summary table included on page 10. The column for the Recommended Alternative (MCB4) is shown in green.

Community Impacts

Relocations with the detailed study alternatives are shown in the table. Other key community-related impacts are as follows:

- At US 158/Mid-Currituck Bridge Interchange with MCB2 and MCB4
  Interchange features would be introduced into views along US 158. Homes, businesses, and graves would be displaced. The presence of the interchange could likely result in business development. This development, however, is desired by Currituck County. With Option B, direct access from US 158 would be lost for customers of a gas station near the end of a frontage road.

- At Aydlett with MCB2 and MCB4
  The presence of the bridge would create a visual barrier to cohesion in Aydlett. The bridge would be introduced to Currituck Sound views. With Option B, Aydlett traffic would use the Mid-Currituck Bridge approach road to travel to and from Aydlett, and Narrow Shore Road would be relocated to pass over a toll plaza in Aydlett. With Option A, the project would pass through Aydlett but the toll plaza would be at the US 158 interchange and no change would be made in the local road system.

- In the Vicinity of the Outer Banks Bridge Terminus with MCB2 and MCB4, including Widening NC 12 South of the Terminus
  With bridge corridor C1, the Corolla Bay subdivision on the Outer Banks would be physically divided by the bridge. Views of Currituck Sound from the subdivision would also be adversely affected. The NC 12 widening associated with bridge corridor C1 would result in substantial changes in business access in the Albacore Street area on the Currituck County Outer Banks. With bridge corridor C2, the platform owned by a water sports business and the associated business would be displaced. Driveway and street access in the TimBuck II area also would change.

- Widening Along NC 12 in Southern Currituck County and Dare County with ER2 and MCB2
  Pedestrians crossing NC 12 in Southern Shores and at the Sanderling Inn (two locations with notable pedestrian travel) would have to cross three lanes of pavement instead of two. Four street intersections along NC 12 would be closed to through traffic but not emergency vehicles. Alternate access
exists. There would be increased noise levels (up to 10 dBA, or the equivalent of a doubling of noise) on NC 12 from US 158 to the Mid-Currituck Bridge terminus with pavement closer to homes, particularly in four lane sections where more motor vehicles could travel the speed limit. There would be changes in views along NC 12. Permanent drain- age easements would be purchased along much of NC 12.

- **US 158 Improvements on the Outer Banks with ER2 and MCB2**

  For ER2 and MCB2, the super street would reduce the number of four-way intersections and limit direct access across US 158 in Dare County. In addition the US 158/NC 12 interchange would be introduced into views in Kitty Hawk. For ER2, there would be substantial changes in business access at the US 158/NC 12 interchange, as well as notable parking loss at Home Depot (40 spaces/18 percent). MCB2 also would have substantial changes in business access at the US 158/NC 12 interchange, but less than ER2.

- **US 158 Hurricane Evacuation Lane Improvements on the Mainland with All Alternatives**

  For ER2, MCB2, and MCB4, some homes, businesses, outdoor advertising signs, and gravestones would be relocated if a third outbound lane is added for hurricane evacuation along US 158. If a third outbound lane is added, ER2 would have the most impacts because of the greater length of US 158 that would be widened, while MCB2 and MCB4 would have the same level of impacts.

**Natural Resource Impacts**

Impacts to wetlands are shown in the table. No threatened and endangered species would be adversely affected. Each of the detailed study alternatives would result in the removal of existing vegetative habitats and the displacement of wildlife within the project construction limits. Fill (dirt or rock used to raise the level of the road) and pile (bridge foundation) placement, shading, and clearing (removing plants) would result directly in the permanent loss or alteration of aquatic habitat and the wildlife that live there. Construction operations could result in temporary impacts. The greatest impact to Coastal Area Management Act (CAMA) resources, essential fish habitat, and submerged aquatic vegetation (SAV) or potential SAV habitat (water depths less than 6 feet) would be associated with shading by a Mid-Currituck Bridge. However, no permits or mitigation is required for shading.

**Relocation and Natural Resource Impact Summary**

| Wetland Impacts - with construction of a third outbound lane for hurricane evacuation (without third outbound lane, if different) |
|---|---|---|---|---|
| Fill | Option A | Option B | Option A | Option B |
| 5.1 (4.6) acres | 12.6 (12.4) acres | 42.9 (42.4) acres | 10.2 (9.8) acres | 40.3 (39.9) acres |
| 6.5 (6.1) acres | 38.6 (38.2) acres | 5.9 (5.5) acres | 36.0 (35.6) acres |
| Piling | 0.0 acres | 0.0 acre | 0.0 acre | 0.0 acre |
| 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre |
| Cleaning | 0.0 acre | 25.7 acres | 0.0 acres | 30.6 acres |
| 5.1 acres | 5.1 acres | 30.6 acres | 5.1 acres |
| Total Permanent Impacts | 5.1 (4.8) acres | 38.6 (38.2) acres | 43.2 (42.8) acres | 40.7 (40.3) acres |
| 45.3 (44.9) acres | 34.4 (34.0) acres | 38.9 (38.5) acres | 36.5 (36.1) acres |
| 41.0 (40.6) acres |
| Temporary Wetland Impacts | 2.1 acres | 1.7 (0.0) acres | 1.7 (0.0) acres | 1.7 (0.0) acres |
| 1.7 (0.0) acres | 2.1 (0.0) acres | 2.1 (0.0) acres | 2.1 (0.0) acres |
| Total Wetland Impacts | 7.2 (4.6) acres | 40.3 (38.2) acres | 44.9 (42.8) acres | 42.4 (40.3) acres |
| 47.0 (44.9) acres | 36.6 (34.0) acres | 41.1 (38.5) acres | 38.7 (36.1) acres |
| 43.2 (40.6) acres |
| Total Coastal Area Management Act (CAMA) Wetland Impacts | 0.1 acre | 0.7 acre | 2.2 acres | 0.0 acre |

**Environmental Impact Statements (EISs)**

NEPA requires federal agencies to prepare an EIS for major federal actions that are expected to have a significant impact on the environment. (For more information go to http://environment.fhwa.dot.gov/index.asp.)

An EIS is a detailed report that defines the transportation problem, discusses the range of alternative solutions considered, discloses the impacts the alternatives would have on the human and natural environments, summarizes involvement with the public and other stakeholders, and aids in making decisions about the project.

The EIS process includes the following four milestones:

1. **Notice of Intent (NOI)**
   - The NOI is published in the Federal Register and signals the initiation of the EIS process (June 16, 2008 for this project).

2. **Draft EIS**: After publication, there is a formal comment period and Public Hearings.
3. **Final EIS**: The Final EIS addresses comments received on the Draft EIS and identifies the Preferred Alternative.
4. **Record of Decision (ROD)**
   - The ROD identifies the Selected Alternative, explains why it was chosen, and provides information on ways to minimize and compensate for project impacts.

**Environmental Impact Statements (EISs)**

NEPA requires federal agencies to prepare an EIS for major federal actions that are expected to have a significant impact on the environment. (For more information go to http://environment.fhwa.dot.gov/index.asp.)
Process, Schedule, and Cost

Who makes the final decision on which alternative to build, and when?

FHWA, in coordination with the Turnpike Authority, will select the Preferred Alternative, which may or may not be the current Recommended Alternative. The Preferred Alternative will be selected based on information in the Draft EIS, as well as input received during the Draft EIS review period from the public and local, state, and federal agencies and at the public hearings. The current project schedule, as of April 2010, is shown in the project timeline at the right.

Does my opinion matter?

Yes, your opinion and input matters in the decisions about the project. All comments are considered, whether they are mailed or e-mailed to the project team throughout the process, or delivered or spoken in person at one of the open houses and public hearings. All comments received by June 7, 2010, will be considered and part of the project record.

Timeline for Mid-Currituck Bridge Implementation

If a Mid-Currituck Bridge is selected for construction, its schedule for completion as of April 2010 is:

- **August 2010**: Financial Feasibility Determination
- **September 2010**: Preferred Alternative Decision
- **October 2010**: Final Environmental Impact Statement Approval
- **November 2010**: Record of Decision Approval
- **Concession Agreement Execution**

**2011**

- **Early 2011 - Financial Close**
- **Early 2011 - Right-of-Way Purchase, Environmental Permits, and Construction Start**
- **Late 2014 - Open to Traffic**

When would project construction start?

If MCB4 were selected as the Preferred Alternative, the current schedule anticipates project construction starting in early 2011, with the project opening to traffic in late 2014. The portion of MCB2 that is the same as MCB4 also would be built on this schedule.

If ER2 were selected as the Preferred Alternative, the project would have to be implemented with traditional transportation funding sources since the improvements could not be funded with toll revenue. There is currently no state funding for non-tolled road improvements in the project area. This also would be the case for the bulk of the NC 12 and US 158 widening included in MCB2.

How much would the project cost?

The project would cost between $416.1 million and $1,065.1 million (see the table below), depending on the alternative chosen and the cost of materials and land at the time of construction. The estimated costs include construction, environmental mitigation, pedestrian and bicycle features on the Mid-Currituck Bridge, right-of-way, and utility relocation.

<table>
<thead>
<tr>
<th>Detailed Study Alternatives</th>
<th>Potential Range of Total Cost (millions)</th>
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<tbody>
<tr>
<td>ER2</td>
<td>$416.1 to $523.4</td>
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<tr>
<td>MCB2/A/C1</td>
<td>$884.2 to $1,062.4</td>
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<td>$580.3 to $808.6</td>
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<tr>
<td>MCB4/B/C2</td>
<td>$595.5 to $716.4</td>
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</tbody>
</table>

How would the project be paid for?

It is anticipated that the initial cost of the proposed Mid-Currituck Bridge would be paid for through North Carolina’s first venture into the world of Public Private Partnerships (PPP) for major transportation infrastructure. PPPs are formal collaborations between public agencies and private concessionaires that capture the advantages of private sector participation while maintaining public accountability to develop new infrastructure. These partnerships can be an effective way to deliver much needed infrastructure while minimizing costs and risks to the public. For funds, bond financing would be used by the PPP. Transportation Infrastructure Finance and Innovation Act (TIFIA) financing (federal government loans) could be used in addition to bonds. This financing would be repaid primarily through toll revenues. Also in 2008, the North Carolina General Assembly appropriated $15 million per year for repayment of bonds or payment of debt service not covered by toll revenues, which also could contribute to covering any shortfalls that might be associated with toll bridge financing costs.
The Mid-Currituck Bridge Study Draft EIS, Corridor/Design Public Hearing maps, and associated technical reports are available for review at the locations listed below.

Currituck County Courthouse
153 Courthouse Road
Currituck, NC 27929
(252) 232-3055

Currituck County Public Library*
4261 Caratoke Highway
Barco, NC 27927
(252) 453-8345

Corolla Public Library*
1123 Ocean Trail
Corolla, NC 27927
(252) 453-0496

Dare County Public Library*
400 Mustian Street
Kill Devil Hills, NC 27948
(252) 441-4331

Town of Duck Administrative Building
1240 Duck Road, Suite 106
Duck, NC 27949
(252) 255-1234

Kitty Hawk Town Hall
101 Veterans Memorial Drive
Kitty Hawk, NC 27949
(252) 261-3552

NCDOT Maintenance Yard Office
397 Maple Road
Maple, NC 27956
(252) 453-2721

Southern Shores Town Hall
5375 N. Virginia Dare Trail
Southern Shores, NC 27949
(252) 261-2394

The Draft EIS in its entirety (and the Corridor/Design Public Hearing maps and technical reports) is also available for download at the Turnpike Authority web site: https://www.ncdot.gov/projects/mid-currituck-bridge/. In addition, locations marked with an * have CDs containing interactive versions of the Draft EIS and associated technical reports, as well as the Corridor/Design Public Hearing maps.

![Map of the Mid-Currituck Bridge Study Area]

**Project Partners:**

[Turnpike Authority Logo]

[NC Department of Transportation Logo]

[U.S. Department of Transportation Logo]