



Mid-Currituck Bridge Study

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Mid-Currituck Bridge Study FEIS Fact Sheet

January 2012



Toll Collection System

Tolls on the Mid-Currituck Bridge would be collected by using Electronic Toll Collection (ETC), cash, and credit card. Because of the advantages of time savings and cost savings for users, as well as lower operating costs for the Turnpike Authority, ETC would be the primary method of collecting tolls. The preferred method of payment would be NC Quick Pass, a pre-paid account used for electronic toll collection. Drivers open an NC Quick Pass pre-paid account and use a small electronic device called a transponder, which attaches to the vehicle and is read by antennas mounted above the roadway. Toll payment would be automatically deducted from the customer's account. NC Quick Pass customers would receive a reduced toll rate.

The Turnpike Authority is working to establish interoperability agreements with other toll authorities in the United States to enable the sharing of tolling accounts and transactions. These agreements would allow other toll authority's transponders such as EZPASS to be used for toll payments on the Mid-Currituck Bridge.

FEIS Now Available

The Final Environmental Impact Statement (FEIS) for the Mid-Currituck Bridge Study has been approved by the Federal Highway Administration. It includes the identification of the Preferred Alternative for construction, and the supporting *Stakeholder Involvement for Final Environmental Impact Statement Technical Report* responds to comments received on the Draft Environmental Impact Statement (DEIS). The FEIS and all associated technical reports are available for public comment through March 12 on the project website at <https://www.ncdot.gov/projects/mid-currituck-bridge> and at the following public review locations:

♦ North Carolina Turnpike Authority Office 1
South Wilmington Street
Raleigh, NC 27601
(919) 707-2700
(call Jennifer Harris for an appointment)

♦ Currituck County Courthouse
153 Courthouse Road
Currituck, NC 27929
(252) 232-2075

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

♦ Currituck County Public Library
4261 Caratoke Highway
Barco, NC 27917
(252) 453-8345

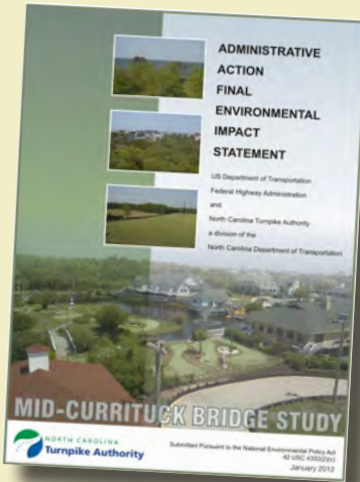
♦ Dare County Public Library
400 Mustian Street
Kill Devil Hills, NC 27948
(252) 441-4331

♦ Town of Duck Administrative Building
1200 Duck Road
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 North Virginia Dare Trail
Southern Shores, NC 27949
(252) 261-2394



The Need for the Project

N.C. 12 serves as the only highway corridor to the Currituck County Outer Banks. Due to high existing and future travel demand, there is a substantial need to improve traffic flow on the project area's thoroughfares (U.S. 158 and N.C. 12) and reduce travel time between the Currituck County mainland and the Currituck County Outer Banks. Evacuation times from the Outer Banks along U.S. 158 and N.C. 168 must also be reduced. The Mid-Currituck Bridge will improve mobility and road capacity within the project study area by providing an alternative route to and from the Currituck County Outer Banks. The travel time across the bridge would be 10 to 14 minutes.



Additional Study Reports

The following project documents were prepared in support of the FEIS and are available at the public review locations and on the project website at <https://www.ncdot.gov/projects/mid-currituck-bridge>:

♦ Statement of Purpose and Need (October 2008)

♦ Alternatives Screening Report (October 2009)

♦ Air Quality Technical Report (January 2010)

♦ Community Impact Assessment Technical Report (December 2011)

♦ Essential Fish Habitat Technical Report (December 2011)

♦ Historic Architectural Resources Report (for MCB4 Area of Potential Effects) (April 2008)

♦ Historic Architectural Resources Report Addendum (for Additional ER2 and MCB2 Area of Potential Effects) (March 2009)

♦ Historic Architectural Resources Supplemental Materials (November 2009)

♦ Indirect and Cumulative Effects Technical Report (December 2011)

♦ Natural Resources Technical Report (December 2011)

♦ Other Physical Features Technical Report (December 2011)

♦ Stakeholder Involvement for Draft Environmental Impact Statement Technical Report (October 2009)

♦ Stakeholder Involvement for Final Environmental Impact Statement Technical Report (December 2011)

♦ Traffic Noise Technical Report (November 2009)

♦ Traffic Noise Technical Report Addendum (December 2011)

♦ 2035 Traffic Alternatives Report (March 2009)

♦ Public Hearing Maps

♦ Preliminary Design Drawings for the Preferred Alternative

♦ Biological Assessment (June 2011)

Aesthetic Design Guidelines

Community input plays an important role in decisions about the appearance of the Mid-Currituck Bridge project. Through coordination with local stakeholders, Aesthetic Design Guidelines will be developed to provide an attractive look for the project.

Contact Information

midcurrituck@ncdot.gov
(800) 961-5465

Jennifer Harris, P.E.
Director of Planning and Environmental Studies

North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

Preferred Alternative Development

The corridor known as MCB4 was identified as the project's Recommended Alternative in the Draft Environmental Impact Statement (DEIS) approved by the Federal Highway Administration in March 2010. Based on public comments received on the DEIS and in coordination with environmental resource and regulatory agencies, MCB4/C1 (the northern corridor) with Option A (a second bridge across Maple Swamp) has now been confirmed in the Final EIS as the Preferred Alternative for construction. This Preferred Alternative encompasses several measures to reduce hurricane evacuation times, including the ability to reverse the center lane on U.S. 158 between the Mid-Currituck Bridge interchange and N.C. 168, and adding approximately 1,600 feet of a new third outbound lane on the Outer Banks to the west of the N.C. 12/U.S. 158 intersection to provide additional road capacity during a hurricane evacuation.

The Preferred Alternative was identified based on key findings regarding cost and design considerations, travel benefits, minimization of natural resource and community impacts, comments and suggestions from environmental regulatory and resource agencies, and input from the public.

Final approval of the Preferred Alternative is expected in the second quarter of 2012 when the Federal Highway Administration issues a Record of Decision (ROD). The ROD signals formal federal approval of the Preferred Alternative and authorizes the Turnpike Authority to proceed with final design, right-of-way acquisition, and construction as funds are available.



Right-of-Way Acquisition

Once permits are obtained, construction plans are finalized and financing is in place, the Turnpike Authority will begin the process of acquiring the property needed to construct the project. Individual land owners will be contacted by a right-of-way agent who will explain this acquisition process. Based on current schedules, it is anticipated that agents will begin contacting property owners in late 2012.

Brochures regarding the right-of-way acquisition process and relocation assistance can be found at www.ncdot.gov/projects/mid-currituck-bridge/.



Updates to the Preferred Alternative

The Preferred Alternative (MCB4/C1 with Option A) includes an interchange with U.S. 158 on the mainland, a toll plaza at U.S. 158, a bridge across Maple Swamp, a bridge across Currituck Sound, and some widening of N.C. 12 on the Outer Banks in Currituck County. It also incorporates several design refinements to help avoid and minimize impacts in response to government agency and public input. These refinements include:

- Adding a median acceleration lane at Waterlily Road. This safety feature would allow left turns to continue to be made at Waterlily Road and U.S. 158. Bulb-outs for U-turns would be provided at Aydlett Road and Worth Guard Road.
- Reducing the amount of four-lane widening along N.C. 12 from that with MCB4/C1 from approximately 4 miles to approximately 2.1 miles concentrated at three locations: the bridge terminus, the commercial area surrounding Albacore Street, and Currituck Clubhouse Drive.
- Constructing roundabouts on N.C. 12 at the bridge landing and Currituck Clubhouse Drive.
- Straightening the bridge across Currituck Sound to reduce its length by approximately 250 feet.
- Provision of marked pedestrian crossings along N.C. 12 where it would be widened. They would be placed at locations identified by Currituck County plans, as well as at North Harbor View Drive and the bridge terminus (one across N.C. 12 and one across the bridge approach road).
- Adding approximately 1,600 feet of new third outbound lane to the west of the N.C. 12/U.S. 158 intersection to provide additional road capacity during a hurricane evacuation.

The table below gives the estimated impacts of the Preferred Alternative along with the alternatives presented in the DEIS. Impacts associated with the Preferred Alternative reflect the design changes made since the DEIS. A complete summary of the project impacts is included in the FEIS.

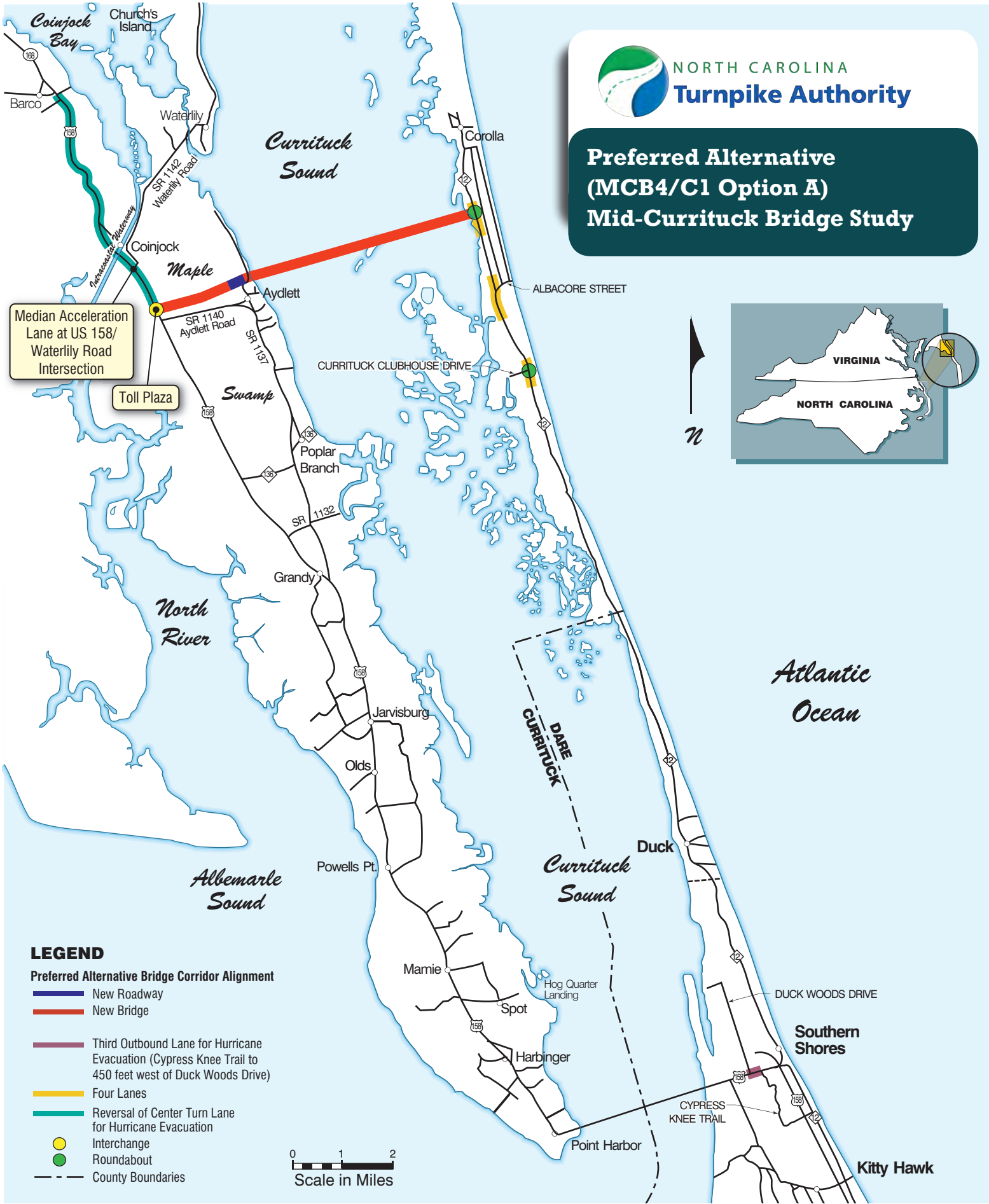
	Range of All Alternatives in DEIS	Preferred Alternative in FEIS
Business Relocations	2 to 9	3
Residential Relocations	1 to 8 plus 10 vacation rental units	6 (including 1 likely vacation rental unit)
Wetland Filled	6.0 to 47.1 acres	7.9 acres
Coastal Area Management Act Wetland (Marshes) Impacts	0.0 to 2.2 acres	0.0 acres
Submerged Aquatic Vegetation Habitat Shaded	0.0 to 6.5 acres	4.8 acres
Essential Fish Habitat Shaded	0.1 to 30.6 acres	27.8 acres
Costs	\$416.1 to \$1,065.1 million	\$502.4 to \$594.1 million

Funding

The Mid-Currituck Bridge is estimated to cost between \$502.4 million and \$594.1 million and will be financed using a variety of sources, including state appropriation bonds, toll revenue bonds, and possibly equity from a private concessionaire. Project financing is expected to be finalized in 2012.

Project Schedule

Concession Decision	2 nd Quarter 2012
Record of Decision (ROD)	2 nd Quarter 2012
Public Meetings	2 nd Quarter 2012
Finance Plan	3 rd Quarter 2012
Begin Right-of-Way Acquisition	3 rd Quarter 2012
Begin Construction	4 th Quarter 2012
Project Open to Traffic	2017



Preferred Alternative
(MCB4/C1 Option A)
Mid-Currituck Bridge Study

Project Maps

Detailed drawings of the Preferred Alternative showing the preliminary design used to assess impacts can be found on the project website at <https://www.ncdot.gov/projects/mid-currituck-bridge>. This design may be refined as the project moves forward. Any refinements will be discussed with the public at future meetings.