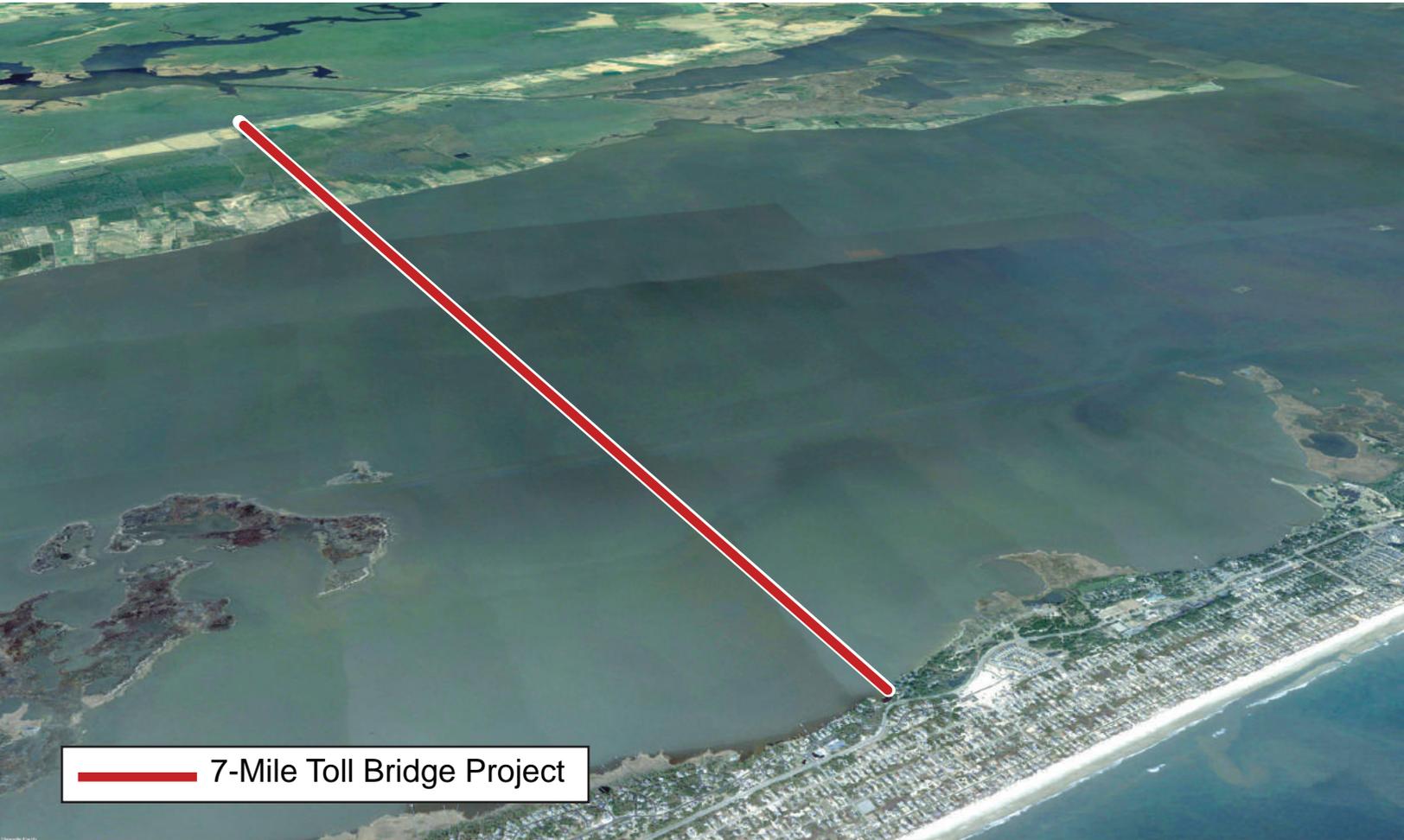


# Mid-Currituck Bridge

(R-2576)



Project Type: 7-Mile Toll Bridge Project

Location: Location: Currituck Sound, Currituck County, North Carolina

Contact: **David Roy**  
Director of Finance and Budget  
North Carolina Turnpike Authority  
1 South Wilmington Street  
Raleigh, NC 27601  
919-707-2729 | [dwroy@ncdot.gov](mailto:dwroy@ncdot.gov)



INFRA GRANT 2018

Project Name: Mid-Currituck Bridge	
Was an INFRA application for this project submitted previously?	No.
Previously Incurred Project Cost	\$41,172,764
Future Eligible Project Cost \$.	\$591,650,714
Total Project Cost	\$632,823,478
INFRA Request	\$171,578,707
Total Federal Funding (including INFRA)	\$363,643,941
Are matching funds restricted to a specific project component? If so, which one?	There are no restrictions on matching funds.
Is the project or a portion of the project currently located on National Highway Freight Network?	No - It is a new facility.
Is the project or a portion of the project located on the National Highway System?	Yes.
Does the project add capacity to the Interstate system?	No.
Is the project in a national scenic area?	Yes – The project area is connecting to the Outer Banks north of a National Scenic Byway Area.
Do the project components include a railway-highway grade crossing or grade separation project?	No.
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	No.
If answered yes to either of the two component questions above, how much of requested NSFHP funds will be spent on each of these projects components?	N/A
State(s) in which project is located.	North Carolina
Small or large project.	Large
Urbanized Area in which project is located, if applicable.	N/A
Population of Urbanized Area, 2010 Census	N/A
Is the project currently programmed in the: <ul style="list-style-type: none"> <li>• TIP?</li> <li>• STIP?</li> <li>• MPO Long Range Transportation Plan?</li> <li>• State Long Range Transportation Plan?</li> <li>• State Freight Plan?</li> </ul>	<p>No -The project is not in the MPO's TIP since it is not in the Urbanized Area.</p> <p>Yes – It is included in the NC 2018-2027 STIP (Project No. R-2576)<sup>1</sup>.</p> <p>No – The project is not in the MPO Long Range Transportation Plan since it is not in the Urbanized Area.</p> <p>Yes – It is included in the State Long Range Transportation Plan.</p> <p>No – It is not included in the State Freight Plan.</p>
If selected, would you be interested in participating in a new environmental and permitting approach?	Yes.

<sup>1</sup> <https://connect.ncdot.gov/projects/planning/STIPDocuments1/2018-2027%20STIP%20-%20Divisions%201-7.pdf>

## CONTENTS

<b>1</b>	<b>Project Description .....</b>	<b>3</b>
1.1	Project Description.....	3
1.2	Project History .....	4
1.3	Transportation Challenges .....	4
1.4	Who will Benefit?.....	8
1.5	Broader Context of Other Infrastructure Investments .....	8
1.6	Relevant Project Data .....	9
	1.6.1 Traffic.....	9
	1.6.2 Trip Origin.....	9
	1.6.3 Toll and Revenue.....	10
1.7	Project Area .....	10
1.8	Connections to Existing and Planned Infrastructure .....	11
<b>2</b>	<b>Project Parties .....</b>	<b>11</b>
<b>3</b>	<b>Grant Funds, Sources, and Uses of Project Funds.....</b>	<b>11</b>
3.1	Project Budget by Source and Component .....	11
3.2	Viability and Completeness of the Project’s Financing .....	12
3.3	Project Sponsor Commitments, Financial Commitment, and Ability to Manage .....	13
<b>4</b>	<b>Merit Criteria.....</b>	<b>13</b>
4.1	National and Regional Economic Vitality .....	13
	4.1.1 Summary of Benefit-Cost Analysis .....	14
	4.1.2 Benefits Outside the Analysis .....	17
4.2	Leveraging of Federal Funding.....	17
4.3	Potential for Innovation .....	18
	4.3.1 Environmental Review and Permitting.....	18
	4.3.2 Use of Experimental Project Delivery and Authorities .....	18
4.4	Safety and Technology .....	18
4.5	Performance and Accountability.....	20
<b>5</b>	<b>Project Readiness .....</b>	<b>20</b>
5.1	Technical Feasibility .....	20
5.2	Project Schedule.....	21
5.3	Required Approvals .....	21
5.4	Assessment of Risks and Mitigation Strategies .....	23
<b>6</b>	<b>Large-Project Requirements.....</b>	<b>24</b>
<b>7</b>	<b>Next Steps .....</b>	<b>25</b>
<b>8</b>	<b>Attachments.....</b>	<b>25</b>

## LIST OF TABLES

Table E-1: Summary of Benefits .....	1
Table 1-1: Optimal Toll Scenario Toll Rates.....	10
Table 3-1: Funding Sources.....	12
Table 3-2: Funding Sources by Uses .....	12
Table 4-1: Non-Monetized Benefits .....	17
Table 5-1: State, Regional and Local Approved Plans .....	23
Table 6-1: Large-Project Requirements.....	24

## LIST OF FIGURES

Figure E-1: Mid-Currituck Bridge Project Meets All INFRA Grant Criteria.....	2
Figure 1-1: Project Area .....	3
Figure 1-2: Project History .....	5
Figure 1-3: Existing Route between Project Starting and Ending Points .....	6
Figure 1-4 : 2007 and 2035 Hurricane Evacuation Clearance Times (Without Construction of Mid-Currituck Bridge).....	7
Figure 1-5: Project Area Traffic Volumes .....	9
Figure 1-6: Trip Origins to Project Area .....	9
Figure 1-7: Other STIP Projects .....	11
Figure 4-1: Benefit Summary .....	15
Figure 5-1: Project Schedule .....	21

## EXECUTIVE SUMMARY

North Carolina Turnpike Authority (NCTA), a division of the North Carolina Department of Transportation (NCDOT), is pursuing an INFRA grant application for the Mid-Currituck Bridge project. The project is a new 4.7-mile long, two-lane toll bridge across Currituck Sound, its associated interchanges/approaches, and also, improvements to NC 12 on the Outer Banks – a major tourism destination in the Mid-Atlantic region and north of a designated National Scenic Byway<sup>2</sup>. The project will improve traffic flow on the thoroughfares in the project area, reduce travel time for persons travelling to the Outer Banks, and reduce hurricane clearance time for residents and visitors in the region. Table E-1 provides a summary of the project benefits from the benefit-cost analysis (see Section 4.1.1 Attachment 2).

Table E-1: Summary of Benefits

Quantifiable Benefits	Type of Impacts	Population Affected	Summary of Economic Benefits (\$2016)
<b>Reducing Travel Time</b> 	Reduced travel time for passenger cars and freight vehicles	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$82.1M</b> in passenger vehicle driver time in the opening year and <b>\$160.9M</b> in 2058</li> <li>• <b>\$3.5M</b> in freight driver time in the opening year and <b>\$6.9M</b> in 2058</li> </ul>
<b>Reducing Operating Costs</b> 	Reduced operating costs for passenger cars and freight vehicles	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$29.2M</b> in operating cost of passenger car in the opening year and <b>\$57.2M</b> in 2058</li> <li>• <b>\$2.2M</b> in operating cost of freight in the opening year and <b>\$4.4M</b> in 2058</li> </ul>
<b>Reducing Serious Injuries and Fatal Crashes</b> 	Reduced fatalities, serious-injury crashes and property-damage crashes	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$13.1M</b> in opening year and <b>\$25.7M</b> in 2058, in total crash reductions</li> </ul>
<b>Improving Public Health in the Corridor</b> 	Reduction in emissions	Travelers along corridor and nearby residents	<ul style="list-style-type: none"> <li>• <b>\$1.0M</b> in emission reductions in opening the year and <b>\$2.0M</b> in 2058</li> </ul>

Construction of Mid-Currituck Bridge will serve three underlying needs in the project area:

1. The project area’s thoroughfares (US 158 and NC 12) are becoming increasingly congested, and congestion will become even more severe in the future.
2. US 158 and NC 12 are the main thoroughfares connecting the mainland and the Outer Banks beach, a major tourism destination in the Mid-Atlantic region. Increasing congestion is

<sup>2</sup> <https://www.fhwa.dot.gov/byways/byways/12834>

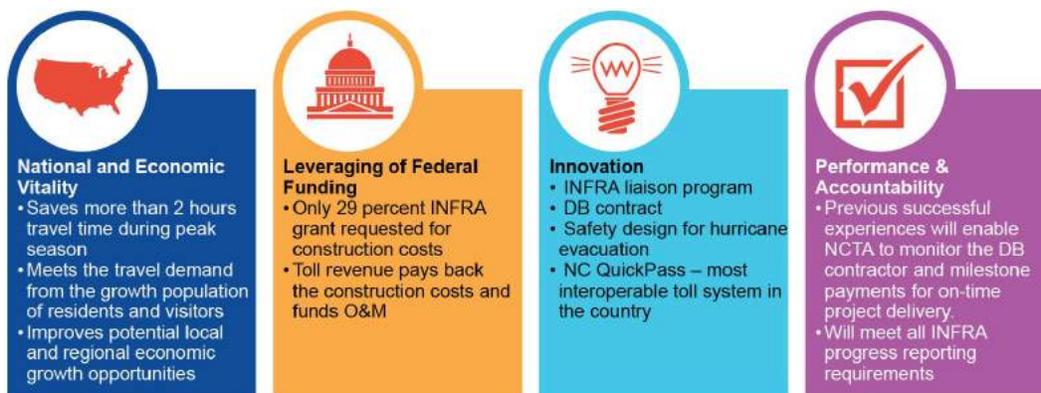
causing increased travel times between the mainland and the Outer Banks, especially during the peak season. The travel time delay for a typical trip of 41 miles is estimated to be more than two hours in 2035<sup>3</sup>, which impacts millions of vacationers each year<sup>4</sup>.

3. Evacuation times for residents and visitors who use US 158 and NC 168 far exceed the state-designated standard of 18 hours<sup>5</sup>.

To date, NCTA has completed the traffic analysis report<sup>6</sup>, purpose and need statement<sup>7</sup>, and traffic and revenue study<sup>8</sup>. The Final Environmental Impact Statement (FEIS)<sup>9</sup> approved in 2012 is under re-evaluation to advance the Mid-Currituck Bridge project to the next stage, the preparation of a Record of Decision (ROD).

NCTA and NCDOT expect this project will be a toll facility with an overall estimated cost of \$591 million, which includes construction /tolling, utilities, ROW, administrative, environmental mitigation and financing costs. The agencies expect that a portion of the funding will come from bonds paid back with toll revenue. After accounting for funding from toll revenue and the funding expected from a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, **the NCTA is requesting a \$171.6 million INFRA award to construct the project.** INFRA funds will be used for construction costs. The Mid-Currituck Bridge project meets all INFRA grant merit criteria and would positively affect mobility throughout the region, state and Mid-Atlantic states. Figure E-1 provides a summary of why this project is an ideal candidate for INFRA funding.

Figure E-1: Mid-Currituck Bridge Project Meets All INFRA Grant Criteria



<sup>3</sup> *Mid-Currituck Bridge Study Statement of Purpose and Need, NCTA, October 2008,*  
<https://www.ncdot.gov/projects/mid-currituck-bridge/>

<sup>4</sup> *Currituck County, March 25, 2002.*

<sup>5</sup> *NC General Statutes § 136-102.7, “Hurricane Evacuation Standard”*

<sup>6</sup> *2035 Traffic Analysis Report, 2009,*  
<https://www.ncdot.gov/projects/mid-currituck-bridge/>

<sup>7</sup> *Mid-Currituck Bridge Study Statement of Purpose and Need, NCTA, October 2008*

<sup>8</sup> *Mid-Currituck Bridge Final Report Traffic and Revenue Forecasts, Currituck Development Group, 2011,* <https://www.ncdot.gov/projects/mid-currituck-bridge/>

<sup>9</sup> *Mid-Currituck Bridge Final Environmental Impact Statement, NCTA, January 2012,*  
<https://www.ncdot.gov/projects/mid-currituck-bridge/>

# 1 PROJECT DESCRIPTION

## 1.1 Project Description

The North Carolina Turnpike Authority (NCTA), a division of the North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), is pursuing the Mid-Currituck Bridge project in the Currituck Sound area. The project will provide much-needed additional capacity, improve traffic flow and travel times in the project area, and it will serve residents and visitors as a crucial evacuation and emergency service route between the Currituck County mainland and the Currituck County Outer Banks. The project is a key component in the long-term growth and planned sustainable development in the region and will provide a new connection between the mainland and Outer Banks.

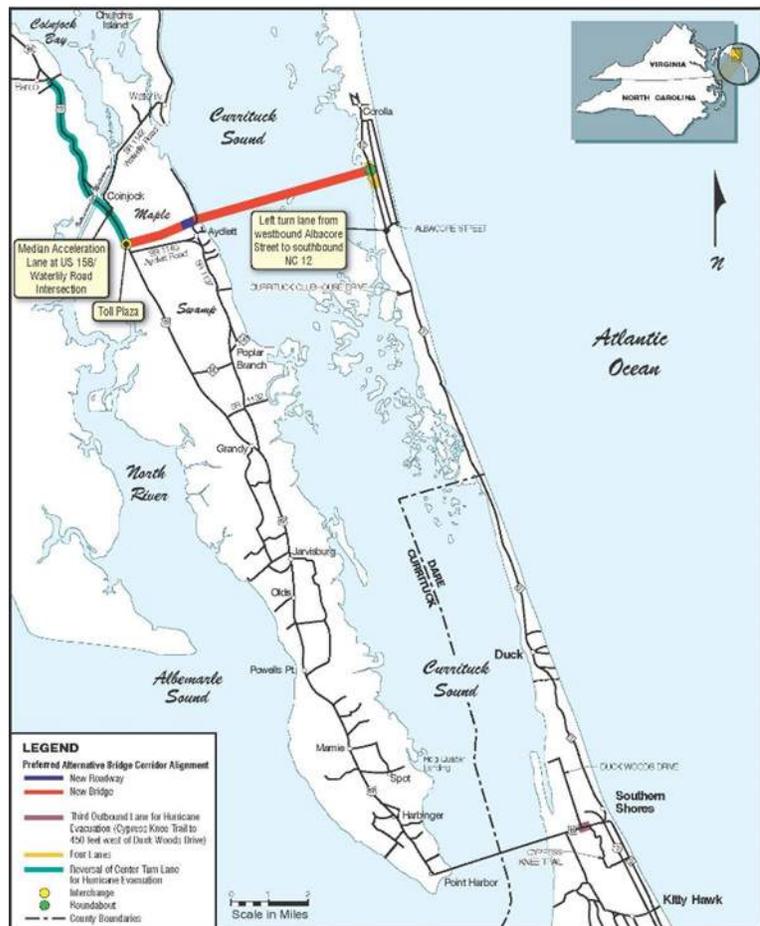
The Mid-Currituck Bridge project connects US 158 on the Currituck County mainland and NC 12 on the Outer Banks, as shown in Figure 1-1.

The project includes the construction of:

- Bridges over Maple Swamp (1.5 miles) and Currituck Sound (4.7 miles);
- An interchange and toll collection facilities at US 158 on the Currituck County mainland;
- An intersection with NC 12 on the Currituck County Outer Banks;
- Improvements on NC 12 south of the bridge terminus to ensure efficient traffic flow; and
- Minor improvements near the Wright Memorial Bridge on the Outer Banks to aid in hurricane evacuation.

The east-west bridge will connect NC 12 and US 158 and provide an alternative to the Wright Memorial Bridge further south on US 158, as the second highway crossing of the Currituck Sound along the North Carolina coast. This will address heavy and continued growth demands on the Wright Memorial Bridge and NC 12 – providing a net distance savings of 37 miles and resulting time savings in the project area, especially during the summer vacation peak season.

Figure 1-1: Project Area



## 1.2 Project History

An iterative planning process – initiated by NCDOT in 1995 and transitioned to NCTA in 2006 – identified transportation needs in the project area. Since then, the NCTA, in cooperation with NCDOT and FHWA, has evaluated proposed improvements in the Currituck Sound area. FHWA has been the lead federal agency throughout the process. Working toward the ROD, the Final Environmental Impact Statement (FEIS) was approved in 2012.

Currently, the Mid-Currituck Bridge project is included in the *2018-2027 State Transportation Improvement Program (STIP)*<sup>10</sup>, the *North Carolina Statewide Transportation Plan (2012)*<sup>11</sup>, and the *Currituck County Long-Range Comprehensive Transportation Plan (2012)*<sup>12</sup>. Figure 1-2 provides an overview of the project history since the project idea conception in 1975.

## 1.3 Transportation Challenges

The Mid-Currituck Bridge project will address three challenges:



**The project area’s main thoroughfares, US 158 and NC 12, are becoming increasingly congested, and congestion will worsen in the future.** US 158 and NC 12 in the project area operate over capacity currently, and in the future the congestion will be worse, with high delays and no passing opportunities during peak travel

periods. Current level of service (LOS) E and F operations occur on all segments of NC 12 between the US 158/NC 12 intersection and Corolla during peak travel periods.

In 2035, LOS F operations will occur on all project area segments of NC 12 and US 158 during peak season during both the weekdays and weekends. In 2035, the average delay is projected to be up to 18 hours a day with demand 117 percent above the capacity of US 158, and as much as 62 percent above the capacity of NC 12<sup>13</sup>.



<sup>10</sup> 2018-2027 State Transportation Improvement Program -

<https://connect.ncdot.gov/projects/planning/STIPDocuments1/2018-2027%20STIP%20-%20Divisions%201-7.pdf>

<sup>11</sup> NCDOT Statewide Transportation Plan, 2012,

[https://www.ncdot.gov/download/performance/NCDOT\\_2040TransportationPlan.pdf](https://www.ncdot.gov/download/performance/NCDOT_2040TransportationPlan.pdf)

<sup>12</sup> Currituck County Comprehensive Transportation Plan, 2012,

[https://connect.ncdot.gov/projects/planning/TPBCTP/Currituck%20County/Currituck\\_Report.pdf](https://connect.ncdot.gov/projects/planning/TPBCTP/Currituck%20County/Currituck_Report.pdf)

<sup>13</sup> The LOS and travel time delay data were obtained from Mid-Currituck Bridge Study Statement of Purpose and Need, October 2008.

<https://www.ncdot.gov/projects/mid-currituck-bridge/>

Figure 1-2: Project History



**Early History**

- 1975** Identified an east-west bridge crossing of Currituck Sound.
- 1981** A Mid-Currituck Bridge was discussed as an alternative in Outer Banks Access EIS.
- 1991** A potential terminus for a Mid-Currituck Bridge was identified and protected under the provisions of the Roadway Corridor Official Map Act.
- 1995** FHWA published a Notice of Intent to prepare an EIS for Mid-Currituck Sound Bridge.
- 1995** A parcel of 1.7 acres was purchased by NCDOT in order to prevent its development.

**1998 DEIS**

- 1998** DEIS was issued. The project alignment was in a different area.

**Expansion of Study Scope and Alternative Analysis**

- 2000** The project is reactivated.
- 2001** The “Currituck Sound Area Transportation Study” expanded the study area to involve improvements to existing NC 12 and US 158, and more bridge alternatives.

**Continued Development of Purpose and Need**

- 2003** Statement of Purpose and Need identified three goals: improving traffic flow, reducing travel time and improving hurricane clearance times.
- 2005** State Hurricane Evacuation Study set a statewide evacuation clearance time standard of 18 hours. The study also yielded evacuation clearance times in 2035 greater than the 18-hour standard.

**Creation of the NCTA and the Inclusion of a Mid-Currituck Bridge as a Part of its Responsibilities**

- 2002** North Carolina Turnpike Authority (NCTA) was established.
- 2004** North Carolina Intrastate System amendment added a toll bridge over the Currituck Sound as part of the Intrastate System.
- 2004** Strategic Highway Corridor (SHC) System was designated by NCDOT. Mid-Currituck Bridge was designated as a part of the system.
- 2005** NCTA was authorized by North Carolina General Assembly to design, construct, operate and maintain a Mid-Currituck Bridge.
- 2006** The project was officially adopted by NCTA as a candidate toll project.

**Rescission of the 1998 DEIS**

- 2008** The 1995 Notice of Intent and 1998 DEIS were rescinded due to changes in the project. A new Notice of Intent was issued.

**North Carolina's State Transportation Improvement Program (STIP)**

- 2009-2015** The Mid-Currituck Bridge has continued to be part of the STIP through the current STIP.

**FEIS**

- 2012** The Final Environmental Impact Statement (FEIS) was approved.

**Mid-Currituck Project History**

**Increasing congestion is causing increased travel times between the Currituck County mainland and the Currituck County Outer Banks, especially during summer.** The North Carolina Outer Banks has very limited access to the mainland in the Currituck County region, as the Wright Memorial Bridge on US 158 is the only highway connection. The single crossing results in unacceptable congestion levels and increased travel times, especially on US 158 and

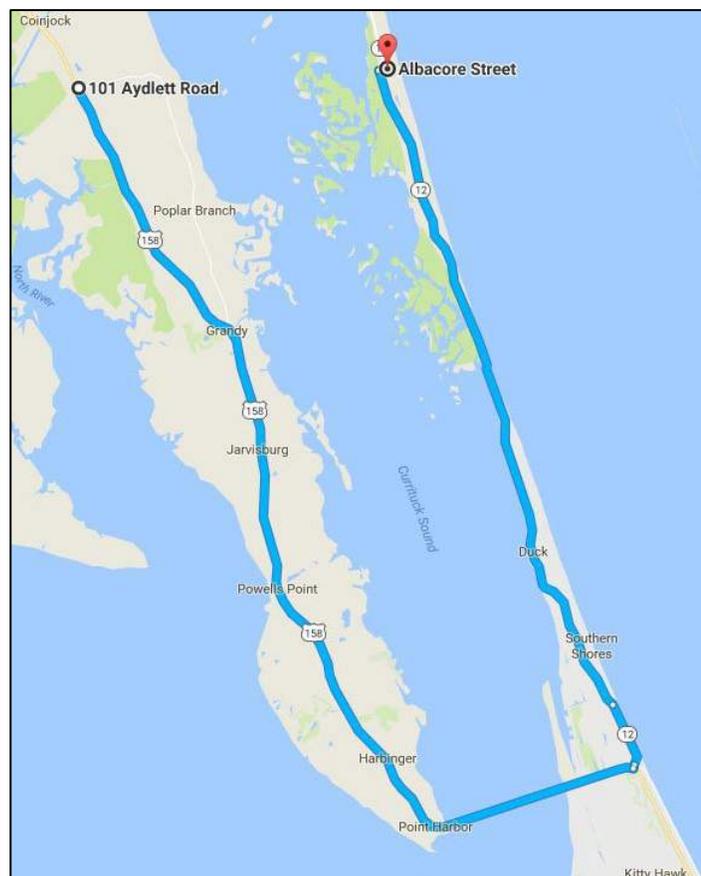
NC 12 during the summer peak season. Heavy traffic demand from Wright Memorial Bridge going to the northern Outer Banks frequently causes vehicles to back up and block the bridge, even for traffic going to the south. The existing roadway network cannot adequately accommodate traffic demands in the region.

Populations, employment, and the numbers of rental bedrooms and units in the northern Outer Banks are all expected to grow significantly. The populations of Currituck and Dare counties are projected to grow from 59,255 in 2015 to 94,212 in 2030 (59 percent). The annual average employment will grow by 79 percent from 30,000 to 53,800. The number of hotel bedrooms will increase from about 3,100 to 4,400 (42 percent), and the number of bedrooms in rental units will grow by 64 percent from 63,200 to 130,700<sup>14</sup>.

The current length between the starting and ending points of the proposed bridge – from Aydlett Road (SR 1140) on US 158 (on the Currituck County mainland) to Albacore Street (SR 1402) on NC 12 (on the Currituck County Outer Banks) – is a distance of 41.4 miles, as shown in Figure 1-3<sup>15</sup>. Under existing conditions, the trip takes about one hour and 42 minutes on a summer weekend, compared with the uncongested travel time of one hour. In 2035, travel time for this trip is expected to be over two hours on a summer weekday and more than three hours and 53 minutes on a summer weekend<sup>16</sup>.

**Evacuation times for residents and visitors who use US 158 and NC 168 as an evacuation route far exceed the state-designated standard of 18 hours.** The state-designated hurricane evacuation clearance time standard – 18 hours – was already exceeded in 2007, when evacuees spent 27 hours in total leaving the Outer Banks via NC 168 and US 158<sup>17</sup>. NCDOT expects

Figure 1-3: Existing Route between Project Starting and Ending Points



<sup>14</sup> The population and housing units growth were obtained from Mid-Currituck Bridge Study Statement of Purpose and Need, October 2008.

<https://www.ncdot.gov/projects/mid-currituck-bridge/>

<sup>15</sup> Figure 1-3 was obtained from Google Map online, accessed on October 27, 2017.

<sup>16</sup> Mid-Currituck Bridge Study Statement of Purpose and Need, October 2008.

<https://www.ncdot.gov/projects/mid-currituck-bridge/>

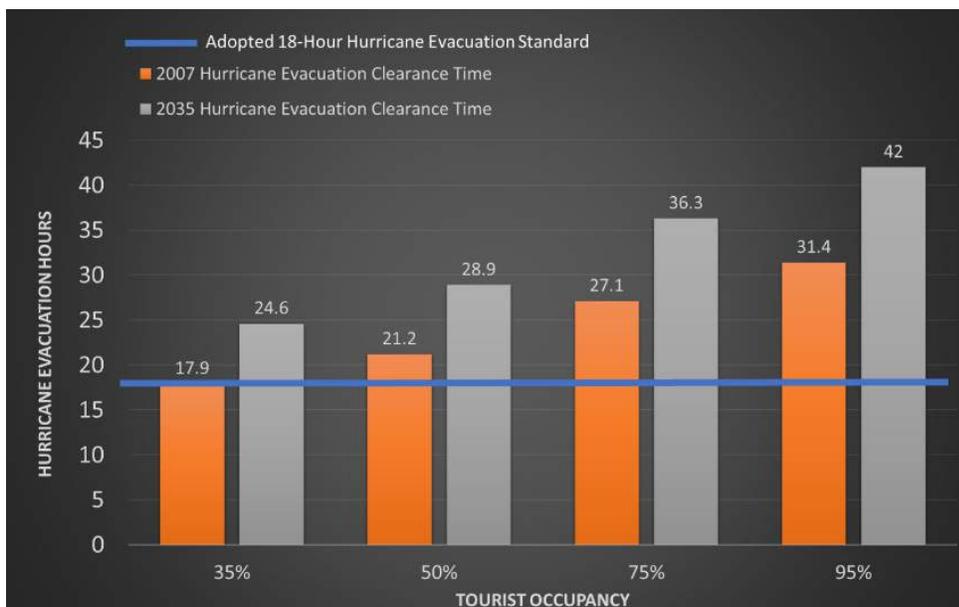
<sup>17</sup> It was agreed that the 18-hour standard would be applied to a Category 3 storm with 75 percent tourist occupancy. The 18-hour standard was adopted by the North Carolina Legislature in 2005 (NC Gen. Stat. § 136-102.7, "Hurricane Evacuation Standard").

Evacuation times for residents and visitors who use US 158 and NC 168 as an evacuation route far exceed the state-designated standard of 18 hours.

the 2035 clearance time to be 36 hours without the proposed bridge, which is more than double the standard evacuation clearance time<sup>18</sup>. The Mid-Currituck Bridge project will serve as another major route during coastal evacuation or other emergency situations, significantly reduce the overall

clearance time from the Outer Banks for residents and visitors. Figure 1-4 presents the 2007 and 2035 forecasted hurricane evacuation clearance times for those evacuating via NC 168 and US 158 by tourist occupancy for Category 3-5 storms<sup>19</sup>.

Figure 1-4 : 2007 and 2035 Hurricane Evacuation Clearance Times (Without Construction of Mid-Currituck Bridge)<sup>20</sup>



According to NOAA, the last storm to hit the outer banks was TS Maria in September 2017. In the last ten years, 13 named storms have hit the Outer Banks. Of those, four were hurricanes, two of which caused extensive damage to the Outer Banks region; Irene in 2011 and Arthur in 2014. Over the past 166 years, a damaging storm hits the Outer Banks about every 4.25 years.

These challenges underlie the following needs: 1) to substantially improve traffic flow on the project area thoroughfares (US 158 and NC 12); 2) to substantially reduce travel time for trips between the Currituck County mainland and the Currituck County Outer Banks, and 3) to substantially reduce evacuation times from the Outer Banks for residents and visitors who use US 158 and NC 168 as an evacuation route.

<sup>18</sup> A hurricane evacuation model was developed for NCDOT during March 2008. The model was used to develop evacuation clearance time for 2007 and 2035.

<sup>19</sup> Hurricane scales with wind speeds paraphrased from the National Hurricane Center: Category 1: 74-95mph, Category 2: 96-110mph; Category 3: 111-129mph, Category 4: 130-156mph; Category 5: 157mph or higher.

<sup>20</sup> Mid-Currituck Bridge Study Statement of Purpose and Need, October 2008.

<https://www.ncdot.gov/projects/mid-currituck-bridge/>

## 1.4 Who will Benefit?

The proposed Mid-Currituck Bridge responds to the major transportation needs in the project area and will provide significant distance and time-saving benefits for commuters and visitors. **The bridge will improve the roadway system’s overall efficiency with an additional linkage, substantially improve traffic flow on the project area thoroughfares (US 158 and NC 12), and reduce travel times between the Currituck County mainland and the northern Outer Banks.** It is estimated to provide travel time savings of over two hours and up to 37 miles in travel distance in the peak season<sup>21</sup>.

Improved access and traffic conditions for residents will benefit businesses such as major retail centers near the Wright Memorial Bridge. Currituck County predicted this direct impact in 2008 and stated the benefits will include “34 businesses at the bridge, including retail stores, restaurants, service businesses and a hotel with estimated total annual sales of \$78 million, the creation of 468 new jobs with \$9.6 million in new labor income, and the total production or industry output generate to be \$36.3 million”<sup>22</sup>. Residents will also benefit from the advantage of access to a safe, efficient, and uncongested evacuation route during hurricane season.

As a major tourist destination, the Outer Banks attracts visitors from across the world with its subtropical climate, wide expanse of open beachfront with wild horses, and diverse sporting opportunities. **The Mid-Currituck Bridge project, with improved accessibility to the area, will mitigate significant traffic issues and save visitors transportation costs.**

The traffic concerns in the project area currently limit planned development opportunities at the beachfront and on the mainland as well. **With the Mid-Currituck Bridge project built to save travel time and transportation costs, the region will benefit from more reliable travel times.** The region’s recreational activities and vacations will draw more visitors, and its high quality of life will draw more residents, leading to greater economic opportunities for the region’s communities and workers.

Improved access and traffic conditions for residents will benefit businesses such as major retail centers near the Wright Memorial Bridge.

## 1.5 Broader Context of Other Infrastructure Investments

The proposed Mid-Currituck Bridge is connected to US 158 on the Currituck County mainland. US 158 is identified as one of the NCDOT’s Strategic Transportation Corridors (STC) adopted in 2015. The STCs support high transportation needs and are considered greatly important corridors that form the state’s core network of highly performing facilities connecting statewide and regional activity centers. The Mid-Currituck Bridge will directly connect to a statewide transportation improvement project on US 158, which will upgrade the existing five-lane boulevard to a four-lane divided boulevard from the proposed Mid-Currituck Bridge to the Dare County Line.

<sup>21</sup> *Mid-Currituck Bridge Study Statement of Purpose and Need, October 2008.*

<https://www.ncdot.gov/projects/mid-currituck-bridge/>

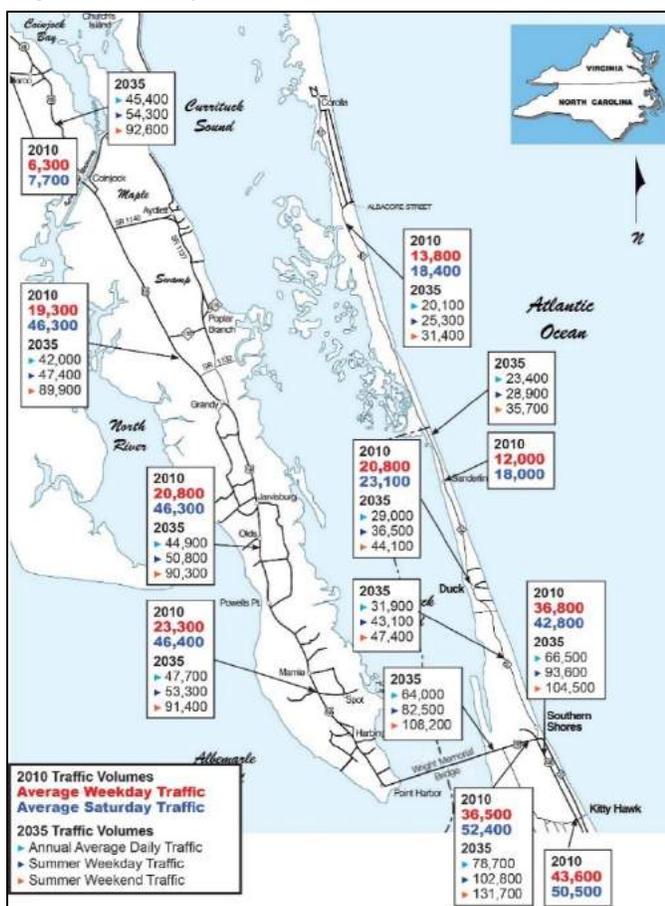
<sup>22</sup> *Peter Bishop (Economic Development Director for Currituck County): Four potential economic development impacts of the Mid-Currituck Bridge project, Feb 12, 2016, [https://pilotonline.com/inside-business/peter-bishop-four-potential-economic-development-impacts-of-the-mid/article\\_1441da37-5d07-50a6-9e4d-0d428120545c.html](https://pilotonline.com/inside-business/peter-bishop-four-potential-economic-development-impacts-of-the-mid/article_1441da37-5d07-50a6-9e4d-0d428120545c.html)*

## 1.6 Relevant Project Data

### 1.6.1 Traffic

Figure 1-5 shows peak season average daily traffic (ADT) counts at locations near the project. The 2010 ADT data from the 2011 *Mid-Currituck Bridge Final Report Traffic and Revenue Forecast*<sup>23</sup> (T&R study) shows that Saturday volumes are the highest of the week and associated with visitors to the Outer Banks. The heaviest flows are along US 158 and across Wright Memorial Bridge, with traffic accessing both the northern and southern Outer Banks. The 2010 turning-movement counts in the T&R study show that on Saturdays and Sundays, about 65 percent of traffic northbound on NC 12 comes across the Wright Memorial Bridge as well, indicating this crossing as the major source of traffic along NC 12. The 2035 traffic projection (under the scenario without the proposed Mid-Currituck Bridge) shown in the 2009 *Traffic Alternatives Report* indicated the same traffic pattern as the existing year, except the absolute demand in peak-season increases by about 28 percent on the Wright Memorial Bridge and by 58 percent on NC 12 north of it. Estimated volumes on NC 12 near the proposed connecting location of the Mid-Currituck Bridge is also estimated to grow by 37.5 percent in peak season. Together, these numbers emphasize the growth and need for an additional crossing between the mainland and Outer Banks.

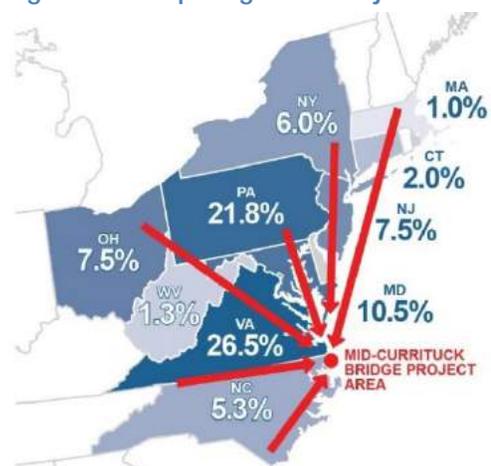
Figure 1-5: Project Area Traffic Volumes



### 1.6.2 Trip Origin

Per the 2011 T&R study<sup>24</sup> and the 2016 *Currituck Outer Banks Research Study*<sup>25</sup>, most visitors to the area come from the Mid-Atlantic, entering via US 158 from the north (Figure 1-6). Visitors from Virginia and

Figure 1-6: Trip Origins to Project Area



<sup>23</sup> *Mid-Currituck Bridge Final Report Traffic and Revenue Forecasts*, Currituck Development Group, 2011, <https://connect.ncdot.gov/projects/MidCurrituckBridgeDocuments/Mid-Currituck%20Traffic%20and%20Revenues%20Forecasts%20July%202011.pdf>

<sup>24</sup> *Mid-Currituck Bridge Final Report Traffic and Revenue Forecasts*, Currituck Development Group, 2011, <https://connect.ncdot.gov/projects/MidCurrituckBridgeDocuments/Mid-Currituck%20Traffic%20and%20Revenues%20Forecasts%20July%202011.pdf>

<sup>25</sup> *Currituck Outer Banks Research Study: Vacation Renters by Points of Origin 2012-2015*, June 2016

Pennsylvania accounted for almost one-half (48.3 percent) of the top 10 states of origin for vacationers to the Currituck Outer Banks. This suggests that most of visitors travel by car for four to five hours to the Outer Banks – a user group that likely has a significant demand for the bridge, considering the significant distances they have traveled. This group is unlikely to want to spend additional time queuing in congestion if an alternative such as the Mid-Currituck Bridge is available. The T&R study also indicates that vacationers have the highest value of time, thus the highest willingness to pay (WTP) tolls among all possible road-users in this area.

### 1.6.3 Toll and Revenue

The 2011 T&R study indicated that visitors have a high willingness to pay a toll of up to \$28 to save travel time during the peak period on weekends for vacation trips. It also forecasted that for visitor vacation trips occurring on a peak weekend, there would be a capture rate of 99 percent for some origin and destination pairings (e.g. between Norfolk and Corolla). This is because the project would provide a very significant travel time saving of over two hours and a net distance savings of 37 miles.

Table 1-1 shows the Optimal Toll Scenario Toll Rates estimated based on the WTP survey analysis, distance and time savings, and traffic analysis included in the T&R study. The bridge toll structure was established for each combination of user type, trip purpose, time periods, and travel direction. The T&R study estimated **total transactions of 2.5 million and total revenue at \$27 million in 2030. The revenue generated by visitors and residents during peak and shoulder peak season would account for nearly 70 percent of the total.**

Table 1-1: Optimal Toll Scenario Toll Rates<sup>26</sup>

Time Periods		Toll Range (\$) – Car, 2009 US\$	
		Visitors	Residents
Daytime – Peak	Weekday	\$11-\$15	\$4-\$12
	Weekend	\$11-\$28	\$6-\$17
Daytime – Shoulder Peak	Weekday	\$8-\$15	\$6-\$14
	Weekend	\$9-\$16	\$5-\$9

## 1.7 Project Area

The Mid-Currituck Bridge project is located in northeastern North Carolina and includes the Currituck County peninsula on the mainland and its Outer Banks, as well as the Dare County Outer Banks north of Kitty Hawk. The Currituck County peninsula is bounded by the North River on the west, Albemarle Sound on the south and Currituck Sound on the east. The Outer Banks are bounded by Currituck Sound on the west and Atlantic Ocean on the east. The Outer Banks as a major vacation destination, attracts millions of vacationers each year.

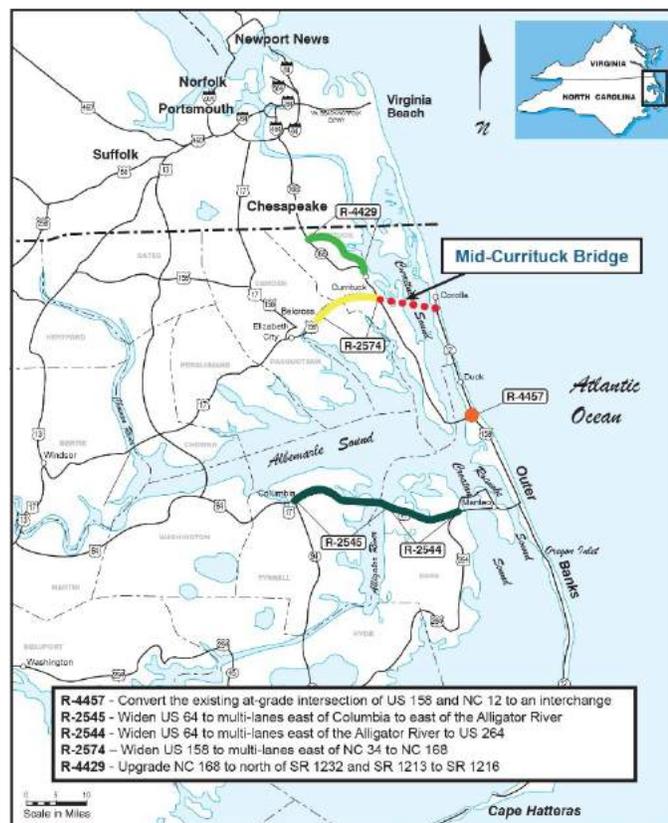
The 7-mile-long toll project will connect to the primary north-south routes in the region – the US 158 on Currituck County mainland and the NC 12 on the Outer Banks of Currituck County. Wright Memorial Bridge, the only roadway that provides mainland to Outer Banks connection in Currituck County, is about 21 miles south of the proposed Mid-Currituck Bridge. See Figure 1-1 in Section 1.1 for a map of the project area.

<sup>26</sup> *Mid-Currituck Bridge Final Report Traffic and Revenue Forecasts*, Currituck Development Group, 2011, <https://connect.ncdot.gov/projects/MidCurrituckBridgeDocuments/Mid-Currituck%20Traffic%20and%20Revenues%20Forecasts%20July%202011.pdf>

## 1.8 Connections to Existing and Planned Infrastructure

**US 158 and NC 12 are the two thoroughfares in the project area.** US 158 is a five-lane road south from its intersection with NC 168 and through the entire project area. West of its intersection with NC 168, US 158 is two lanes. NC 168 north of its intersection with US 158 is a five-lane road all the way to Virginia. US 158 continues south of the project area serving Kitty Hawk, Kill Devil Hills, and Nag Head. US 158 enters the Outer Banks over the Wright Memorial Bridge, which consists of dual two-lane bridges. It ends at the intersection of US 64 at Whalebone, an east-west thoroughfare. NC 12 is a two-lane road that runs the length of the Outer Banks from the southern end of Ocracoke Island in Dare County to just north of Corolla in Currituck County. Additional major transportation improvements listed in the STIP associated with the network serving or feeding the project area are in Dare, Currituck and adjoining counties are shown in Figure 1-7.

Figure 1-7: Other STIP Projects



## 2 PROJECT PARTIES

The official applicant of this request for funding through the INFRA Grant Program is the North Carolina Turnpike Authority (NCTA). NCTA will be coordinating with NCDOT to ensure all federal and state guidelines and requirements are met, that the project is completed in line with state and regional visions, and seamlessly connects to the existing state roadway network. NCTA will be responsible for project funding and financing. In addition to NCDOT, NCTA has received support for this project, as shown from the receipt of 27 letters from congressman of District 3 and a variety of stakeholders, both public and private. These support letters are provided in Attachment 1.

## 3 GRANT FUNDS, SOURCES, AND USES OF PROJECT FUNDS

### 3.1 Project Budget by Source and Component

The Mid-Currituck Bridge project represents an important infrastructure investment to improve regional mobility and support hurricane evacuation. Accordingly, the project's funding sources will include multiple components to balance project needs against potential risks. To date, \$41,172,764 has been spent on the project for PE and advanced right of way (ROW) acquisition.

The total remaining project cost is \$591,650,714, which includes construction, tolling, utilities, ROW, administrative, environmental mitigation and financing costs. The funding sources are assumed to be a senior lien TIFIA loan from the USDOT, toll revenue bonds, and INFRA awards, as shown in Table 3-1 and Table 3-2. The INFRA awards of about \$171.6 million would be 29 percent of the total project costs. All INFRA grant funds awarded will be used for construction costs.

Table 3-1: Funding Sources

Funding Sources	Amount	Percent
TIFIA Loan	\$192,065,234	32.5%
Toll Revenue Bonds	\$228,006,773	38.5%
INFRA Grant	\$171,578,707	29.0%
<b>Total</b>	<b>\$591,650,714</b>	<b>100%</b>

Table 3-2: Funding Sources by Uses

Component	Component Cost	Federal		Non-Federal
		TIFIA Loan	INFRA Grant	Toll Revenue Bonds
Spent to Date	\$41,172,764	n/a	n/a	n/a
Construction Cost	\$498,103,300 84.2%	\$192,065,234 32.5%	\$163,408,044 27.6%	\$142,630,022 24.1%
Toll Bond Fees <sup>27</sup>	\$85,376,751 14.4%	n/a	n/a	\$85,376,751 14.4%
TIFIA DSRF	\$8,170,663 1.4%	n/a	\$8,170,663 1.4%	n/a
<b>Total (\$)</b>	<b>\$ 591,650,714</b>	<b>\$192,065,234</b>	<b>\$171,578,707</b>	<b>\$228,006,773</b>
<b>Total (%)</b>	<b>100%</b>	<b>32.5%</b>	<b>29.0%</b>	<b>38.5%</b>

### 3.2 Viability and Completeness of the Project's Financing

The funding package for the Mid-Currituck Bridge Project includes a mix of federal and non-federal dollars in the form of TIFIA loan, INFRA grant, and toll revenue bonds. Overall, federal funds will be used for 61.5 percent of project capital costs. Analysis of the tolling revenue is projected to cover 38.5 percent of the project to be financed over 35 years. Because the toll bridge project is anticipated to generate a total of \$1,657 million of gross revenue in 35 years, the toll revenue bonds and TIFIA loan can be paid back during the time, resulting a total of \$729.26 million revenue after the debt service.<sup>28</sup> NCTA has been issued TIFIA loans for two major toll road projects (Triangle Expressway and Monroe Expressway Projects) in the past. With the benefit of the contributions from previous TIFIA loans, NCTA has proven the ability to expeditiously deliver infrastructure projects that provide enhanced mobility to the region. NCTA has a financial advisory firm under contract that has develop the preliminary plan of finance included in Attachment 3.

<sup>27</sup> This category includes Toll Revenue Bonds Debt Service Reserved Fees, Toll Revenue Bonds Capitalized Interests, Toll Revenue Bonds Underwriter's Discount and Toll Revenue Bonds Cost of Issuance.

<sup>28</sup> Mid-Currituck Bridge Preliminary Plan of Finance, NCTA, Oct 31, 2017.

### 3.3 Project Sponsor Commitments, Financial Commitment, and Ability to Manage

In July 2009, NCTA was administratively placed within the NCDOT, subject to and under the direction of the Secretary of Transportation<sup>29</sup>. Pursuant to Article 6H of Chapter 136 of the General Statutes, NCTA is authorized to issue toll bonds for project delivery and may issue toll revenue bonds pursuant to Article 5 of Chapter 159 of the General Statutes, the State and Local Government Revenue Bond Act<sup>30</sup>. Since NCTA became fully integrated into NCDOT, NCTA has successfully delivered two large projects financed with toll bonds including the Monroe Expressway Project and Triangle Expressway Project.

The mission of NCTA is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery and operation of an integrated, creative system of toll roads. NCTA has the experience and capabilities to manage, finance, and deliver the Mid-Currituck Bridge Project. Since created, NCTA has delivered the Triangle Expressway toll road project. Furthermore, the NCTA is currently delivering the Monroe Expressway. Several other toll road projects are approved by local planning organizations and under development, including the Mid-Currituck Bridge. These past and ongoing accomplishments demonstrate NCTA's continued dedication to meeting North Carolina's growing transportation needs and ensuring the state's future success.

## 4 MERIT CRITERIA

The Mid-Currituck Bridge project will substantially impact North Carolina's northeastern region. **The project meets all four merit criteria and has a positive benefit-to-cost ratio**, as described in this section.

### 4.1 National and Regional Economic Vitality

The Mid-Currituck Bridge will be critical to support economic growth in Currituck County and the northeastern region of North Carolina. As previously mentioned, the Mid-Currituck Bridge provides significant travel time savings for travelers from not only North Carolina but also states in the Mid-Atlantic. It will eliminate much of visitors' current travel apprehension, and it will increase vacation travel trips and tourism expenditure, encouraging substantial seasonal economic growth in the project area.

The project will not only benefit seasonal travelers; residents and other travelers will benefit from the project's improvements to commuting, education, health care, business and all other trips. The population of the project area grew by 123 percent from 2000 to 2015. The housing

#### Merit Criteria

- ✓ National and Economic Vitality
- ✓ Leveraging Federal Funds
- ✓ Innovation
- ✓ Performance and Accountability

<sup>29</sup> N.C. Session Law 2009-343

<sup>30</sup> N.C. Gen. Stat. § 136-89.189

units in the project area grew by 130 percent from 2000 to 2015. The continued growth in the area brings increased demand for an improved transportation system.

### Over the Past Fifteen Years, Project Area:



The Mid-Currituck Bridge project will support planned growth opportunities in the region as well. As indicated in the *Currituck County Land Use Plan*<sup>31</sup>, the economic activity is based on tourism and tourism-related industries, such as construction and retail trade. Additionally, the land use development category of finance, insurance, real estate, accommodation, and food services is and will continue to be a major employment sector in the county. This identified land use development will be benefited by the transportation system improvement, and eventually will expand local and regional economic base and improve economic opportunities.

#### 4.1.1 Summary of Benefit-Cost Analysis



A benefit-cost analysis (BCA) reflects the full cost of a project necessary to achieve the estimated benefits. The full cost includes development of the project, ROW, construction, tolling, financing, environmental mitigation, administrative, utilities, and operations and maintenance costs for a 35-year period after project completion. It also includes the previous expenditures for PE and advanced ROW purchases. The benefits were estimated for the No-Build scenario

compared with the Build scenario. The Mid-Currituck Bridge project yields a positive **benefit-to-cost ratio of 2.8 and \$858 million net present value**, calculated using USDOT guidance. **The Mid-Currituck Bridge project benefits are reasonably expected to justify the financial resources required.**

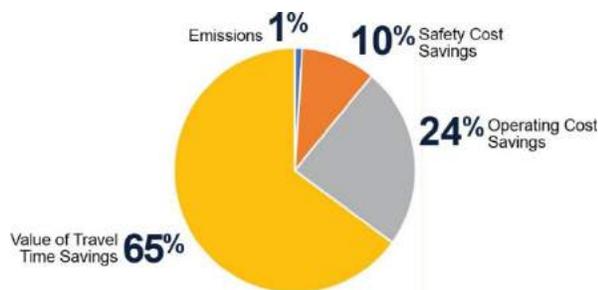


Figure 4-1 summarizes the output from a BCA performed in accordance with USDOT guidance.<sup>32</sup> The full BCA document, including detailed descriptions and explanations of inputs and assumptions, can be found in Attachment 2.

Section 4.1.1.1 through Section 4.1.1.4 summarize the detailed findings on benefits on travel time savings, operational improvements, safety improvements and public health benefits.

<sup>31</sup> The Currituck County Land Use Plan was adopted on November 20, 2006 (amended August 18, 2008 and April 20, 2009), <http://www.co.currituck.nc.us/land-use-plan.cfm>

<sup>32</sup> USDOT Benefit-Cost Analysis (BCA) Resource Guide, <https://www.transportation.gov/sites/dot.gov/files/docs/BCA%20Resource%20Guide%202016.pdf>

Figure 4-1: Benefit Summary

Quantifiable Benefits	Type of Impacts	Population Affected	Summary of Economic Benefits (\$2016)
<b>Reducing Travel Time</b> 	Reduced travel time for passenger cars and freight vehicles	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$82.1M</b> in passenger vehicle driver time in the opening year and <b>\$160.9M</b> in 2058</li> <li>• <b>\$3.5M</b> in freight driver time in the opening year and <b>\$6.9M</b> in 2058</li> </ul>
<b>Reducing Operating Costs</b> 	Reduced operating costs for passenger cars and freight vehicles	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$29.2M</b> in operating cost of passenger car in the opening year and <b>\$57.2M</b> in 2058</li> <li>• <b>\$2.2M</b> in operating cost of freight in the opening year and <b>\$4.4M</b> in 2058</li> </ul>
<b>Reducing Serious Injuries and Fatal Crashes</b> 	Reduced fatalities, serious-injury crashes and property-damage crashes	Personal and freight travelers along corridor	<ul style="list-style-type: none"> <li>• <b>\$13.1M</b> in opening year and <b>\$25.7M</b> in 2058, in total crash reductions</li> </ul>
<b>Improving Public Health in the Corridor</b> 	Reduction in emissions	Travelers along corridor and nearby residents	<ul style="list-style-type: none"> <li>• <b>\$1.0M</b> in emission reductions in opening the year and <b>\$2.0M</b> in 2058</li> </ul>

4.1.1.1 Benefit of Time Savings for Vehicle Travel

**Value of Travel Time Savings**

- 65% of Benefits
- 2023: \$85.6M
- 2058: \$167.8M

With the Mid-Currituck Bridge project, the auto and freight vehicles in the study project area will experience significant travel time savings. The vehicle hours traveled (VHT) or total travel time in hours for passenger cars and trucks were estimated for the No-Build and Build scenarios in both the opening and design year. The difference between these two

scenarios provides the foundation to quantify the hours saved for passenger cars and trucks. Travel time savings during the 35-year TIFIA and toll revenue financing period and were estimated by a linear interpolation from opening year to design year. Travel time savings benefits were estimated using total travel time saved by autos and trucks and a value of time of \$14.10 per hour and \$27.20 per hour for passenger vehicles and trucks, respectively.

**The combination of passenger and freight time-savings represents 65 percent of project benefits for a total savings of \$85.6 million in the opening year, increasing to \$167.8 million (in 2016\$) at the end of the 35-year financing period.** The travel time savings benefits for autos are extremely conservative as the value of time for tourists and vacation travel will be much higher than \$14.10 per hour.

#### 4.1.1.2 Benefit of Improved Operating Costs

##### Value of Improved Operating Cost

- 24% of Benefits
- 2023: \$31.4M
- 2058: \$61.6M

The Mid-Currituck Bridge project will not only significantly reduce the VHT within the study area, it will also greatly reduce the vehicle miles traveled (VMT) because it provides a new connection between the mainland and Outer Banks.

The operating cost benefits were estimated for passenger cars and trucks by considering the fuel saved due to a reduction in time spent in idling, and reduced vehicle-miles due to the direct connectivity provided by the Mid-Currituck Bridge.

The amount of fuel spent per hour of delay was multiplied by the travel time savings for autos and trucks to estimate the total fuel saved. The value per mile was multiplied by the reduced vehicle-miles to estimate the reduced operating cost. The cost of fuel saved and the reduced operating cost was estimated for the design year. Total vehicle operating cost savings for the years of analysis were estimated by growth factors based on traffic growth rates.

**Operating cost savings accounted for about 24 percent of benefits, for a total savings of \$31.4 million in the opening year, increasing to \$61.6 million (in 2016 dollars) at the end of the 35-year financing period.** The estimated benefits are conservative, as they do not consider any growth in fuel costs. Should the price of gas increase over time, savings to drivers would also increase.

#### 4.1.1.3 Benefit of Improved Safety

##### Value of Improved Safety

- 10% of Benefits
- 2023: \$13.1M
- 2058: \$25.7M

By constructing the Mid-Currituck Bridge project, it provides a more direct access between the mainland and Outer Banks, therefore significantly reducing the vehicle miles traveled (VMT) within the study area.

Safety benefits for the Mid-Currituck Bridge project were estimated by looking at the crash reduction due to reduced VMT in the project area and the costs associated with vehicle crashes. 2015 statewide average crash rates for U.S. routes, North Carolina routes and primary facilities were used to understand the current crash level for the roadway facilities within the study area. Three crash types considered are fatality, injury, and property damage only.

**A reduction in crashes accounts for about 10 percent of benefits, for a total savings of \$13.1 million in the opening year increasing to \$25.7 million (in 2016 dollars) at the end of the 35-year financing period.**

#### 4.1.1.4 Benefit of Reduced Emissions and Other Pollutants

##### Value of Reduced Emissions

- 1% of Benefits
- 2023: \$1.0M
- 2058: \$2.0M

**Emissions reductions amount accounts for 1 percent of overall benefits, for a total benefit of \$1.0 million in the opening year increasing to \$2.0 million in 2040 at the end of the 35-year financing period.** Because the Mid-Currituck Bridge project will reduce VMT and VHT, the less fuel consumption and fewer vehicles on the road leads to less emissions overall.

This analysis calculates the benefits of avoided emissions of volatile organic compounds, fine particulate matter and nitrogen oxides (NOx) from passenger vehicles and trucks. The benefits of avoided emissions contribute not only to travelers and operators whose activities generate these,

but also to other locations where traffic shifts away from them. In addition, the public and environmental health, as well as the quality of air, water and nature, would be improved by reducing the air emissions generated by the current traffic delays.

#### 4.1.2 Benefits Outside the Analysis

Table 4-1 identifies benefits that the BCA did not quantify.

Table 4-1: Non-Monetized Benefits

Benefit	Support for Economic Vitality
<p><b>Improve Economic Competitiveness</b></p> 	<p>The proposed Mid-Currituck Bridge project will provide additional linkage that can reduce travel times between the Currituck County mainland and the northern Outer Banks. Businesses such as major retail centers near the Wright Memorial Bridge will also benefit from improved traffic condition, since the additional bridge will provide better access for residents.</p>
<p><b>Ensure or restore the good condition of infrastructure that supports commerce and economic growth</b></p> 	<p>With the Mid-Currituck Bridge project built to save travel time and transportation costs, the region will benefit with better transportation infrastructure to support current and planned growth.</p>
<p><b>Improved hurricane evacuation clearance time</b></p> 	<p>The proposed Mid-Currituck Bridge project will provide an additional linkage to evacuate the outer banks for hurricane or other natural disaster events that may occur. This helps distribute traffic not only on the east side of the bridge structures, but also on the inland west side for more efficient traffic flow before the event, as well as fast response times after an event. An additional structure would be beneficial in the event one of the existing structure was damaged and rendered unusable after a natural disaster event.</p>

## 4.2 Leveraging of Federal Funding

### Leveraging of Federal Funding

- INFRA funds – 29%
- Toll revenue pays back
- Federal funds contribute to construction costs

The Mid-Currituck Bridge project INFRA grant application covers only 29 percent of the project costs; as previously mentioned, NCTA will also leverage toll bonds and a TIFIA loan to deliver this project. Revenues collected from the bridge will be anticipated to pay back toll-backed bonds and the TIFIA loan for construction and other costs. Because the toll bridge project is anticipated to

generate a total \$1,657 million of gross revenue in 35 years, the toll revenue bonds and TIFIA loan can be paid back during that time period, resulting in a total \$729.3 million in net revenue after the debt service.<sup>33</sup> Toll bonds will allow NCTA to use federal funds efficiently, deliver the project in the near term, pay for the project over time, and create a long-term revenue stream for roadway/toll facilities operation and maintenance. Therefore, federal contribution to this project will fund not only construction capital costs, but also toll facilities capital costs, which will provide a mechanism for cost-effective, life-cycle operation. Leveraging federal funding helps

<sup>33</sup> *Mid-Currituck Bridge Preliminary Plan of Finance, NCTA, Oct 31, 2017.*

the NCTA and NCDOT maximize the impact of limited local dollars. With the INFRA grant, NCTA and NCDOT could manage other critical projects with state and local funding effectively and efficiently as well.

### 4.3 Potential for Innovation

#### Innovation

- INFRA liaison program
- DB contract
- Safety design for hurricane evacuation
- NC QuickPass – most interoperable toll system

The Mid-Currituck Bridge Project will be innovative through the environmental review, project delivery, and safety and technology.

#### 4.3.1 Environmental Review and Permitting

NCTA is dedicated to delivering projects in a timely fashion and is therefore very interested in the INFRA liaison program to help USDOT establish a shared vision of permitting success among all federal agencies. This will be of particular importance for the Mid-Currituck Bridge project, as it crosses a body of water and will be used by travelers from all over the eastern United States.

#### 4.3.2 Use of Experimental Project Delivery and Authorities

NCTA will let this project as a design-build (DB) contract to expedite project delivery. The DB process allows agencies to let the project with about 15 percent to 30 percent of preliminary design – an amount sufficient for the public engagement process and environmental documentation – before contracting out the final design, as opposed to letting the project after 100 percent of the design is complete.

DB contracts are beneficial to the project schedule in multiple ways. Letting the project as DB eliminates the need for a second procurement for construction once final design is completed. By integrating these two phases, the contractor is inherently more familiar with the final design and can impact the final design so that it is more constructible. This coordination and influence on the final design can reduce overall time, cost, and the number of change orders for the project duration.

This process is beneficial as described in the environmental process, but also through final design, preconstruction activities, and beginning construction. The DB process reduces the overall project schedule because only one project bid is needed; therefore, detailed scheduling can begin before the final design is complete, and enhanced communications between the DB contractor and NCTA can identify potential issues earlier in the project. As issues are identified earlier, the sole source of accountability – the DB contractor – can begin to address them immediately. The DB delivery method will also provide a mechanism for accountability by the contractor as described in Section 5.4.

### 4.4 Safety and Technology

As mentioned above, the current hurricane evacuation clearance time is above the state standard of 18 hours. The project will substantially reduce the hurricane clearance time for resident and visitors who use NC 168 and US 158 as a coastal evacuation. The current design of the project will have wider inside shoulders and outside shoulders than the existing Wright Memorial Bridge, which would provide safety benefits for traveler and emergency uses.

The Preferred Alternative from the 2012 FEIS is expected to reduce hurricane evacuation clearance times primarily by reversing the center lane on US 158 north of the bridge. The

Preferred Alternative also includes several design refinements in conjunction with a Mid-Currituck Bridge to help avoid and minimize impacts, in response to government agency and public input and comments. These refinements related to safety and innovation include:

- Provision of a median acceleration lane at Waterlily Road. This safety feature would allow left turns to continue to be made at Waterlily Road and US 158. Bulb-outs for U-turning vehicles also would be provided at the re-aligned US 158/Aydlett Road intersection and the US 158-Worth Guard Road intersection to provide greater flexibility for local traffic in turning to and from existing side streets near the US 158-Mid-Currituck Bridge interchange.
- Constructing roundabouts on NC 12 instead of signalized intersection at the bridge terminus.
- Provision of marked pedestrian crossings along NC 12, where it would be widened.

Hurricane evacuation clearance time reduction features include:

- On the mainland, reversing the center turn lane on US 158 between the US 158-Mid-Currituck Bridge interchange and NC 168.
- On the Outer Banks, adding about 1,600 feet of new third outbound lane to the west of the NC 12-US 158 intersection to provide additional road capacity during a hurricane evacuation. The additional lane would start at the US 158-Cypress Knee Trail-Market Place Shopping Center intersection and end about 450 feet west of the Duck Woods Drive intersection, a total distance of about 1,600 feet. From this point, the new lane would merge back into the existing US 158 westbound lanes over a distance of about 300 feet.

For the electronic tolling system, NCTA will use the latest in tolling technology to make toll collection fast, efficient, and minimize the impact it has on travel time as well as integrate it with the tolling in place throughout North Carolina and neighboring states, particularly to the north and northeast since that is where many trips are originating from. Electronic tolling will also provide safety benefits. Removing the need to slow and stop to pay tolls reduces the rates of rear-end crashes and does not interrupt traffic flow of roadway users.

Electronic tolling facilities will include toll gantries, toll rate dynamic messaging signs, automatic vehicle identification (AVI) readers, AVI antennae, CCTV cameras, vehicle detection systems, and transponders in each vehicle. These items are included in the capital construction estimate.

Recognizing that out-of-state vacationers would be a significant group of Mid-Currituck Bridge users, NCTA has taken steps to make toll payment convenient.

- First, the Mid-Currituck Bridge would be 100 percent compatible with North Carolina's Quick Pass<sup>34</sup> program. That means that the same NC Quick Pass transponder and toll account that is used at any current or future NCTA facility, such as the Triangle Expressway, can be used to pay the toll at the Mid-Currituck Bridge.
- Second, **NC Quick Pass is the most interoperable toll collection program in the country.** NCTA is one of E-Z Pass Group's nearly 40 toll agency members in 16 states, with over 32 million transponders currently in circulation – all of which can be utilized on the Mid-Currituck Bridge. Similarly, SunPass (Florida) and Peach Pass (Georgia) customers will be able to cross the Mid-Currituck Bridge and have their



<sup>34</sup> [www.myncquickpass.com](http://www.myncquickpass.com)

existing toll account billed. In addition, while efforts to select a single technology (protocol) for national interoperability are ongoing, NCTA's current toll system technology is compatible with all three candidate protocols.

- Finally, users who do not have a compatible transponder can pay tolls at designated lanes of the Mid-Currituck Bridge toll plazas with cash or a major credit card. In addition, a satellite NC Quick Pass Customer Service Center is anticipated to be located in the bridge area to allow users to purchase NC Quick Pass transponders or enroll in a Mid-Currituck Bridge frequent user discount program.

#### 4.5 Performance and Accountability

##### DB Contract

- Contractor paid by project milestones
- Meet all progress reporting requirements

NCTA is dedicated to delivering this project in a timely manner, on budget, and constructing a quality new facility for travelers. As such, NCTA will include interim milestones in the DB contract for this project. When selected, the DB contractor will be required to meet certain project milestones by a specified date for receipt of full payment. By implementing interim milestones, the DB contractor will be held accountable to the project budget and

schedule. The contractor will then take on the risk of project delays and associated costs.

Completion of these milestones and quality audits will be conducted throughout construction.

NCTA has experience delivering DB projects and leveraging toll bond financing, and it will be able to monitor the DB contractor and milestone payments for on-time project delivery.

NCTA will meet all progress reporting requirements of the INFRA program to ensure the project remains on schedule and that the DB contractor delivers a quality project.

## 5 PROJECT READINESS

Project development activities for the Mid-Currituck Bridge project are progressing and will be ready to begin construction in 2019. This section provides information about the technical feasibility, project schedule, required approvals, and risk mitigation strategies.

### 5.1 Technical Feasibility

The project and all respective components will adhere to the *American Association of State Highway and Transportation Officials (AASHTO) Guidelines*<sup>35</sup>, state requirements and policies, along with all other federally recognized guidelines pertaining to the project.

**The current cost estimate included in this grant application is based on the Preliminary Plan of Finance as of October 31, 2017.** Public engagement was performed as part of the 2012 FEIS<sup>36</sup> and an additional round will be conducted as part of the re-evaluation of the FEIS.

Construction of the Mid-Currituck Bridge will also include road and interchange upgrades within the project area. The 2012 FEIS considered construction methods that would minimize construction-related water quality impacts to the Currituck Sound and connecting jurisdictional

<sup>35</sup> <https://www.fhwa.dot.gov/programadmin/standards.cfm>

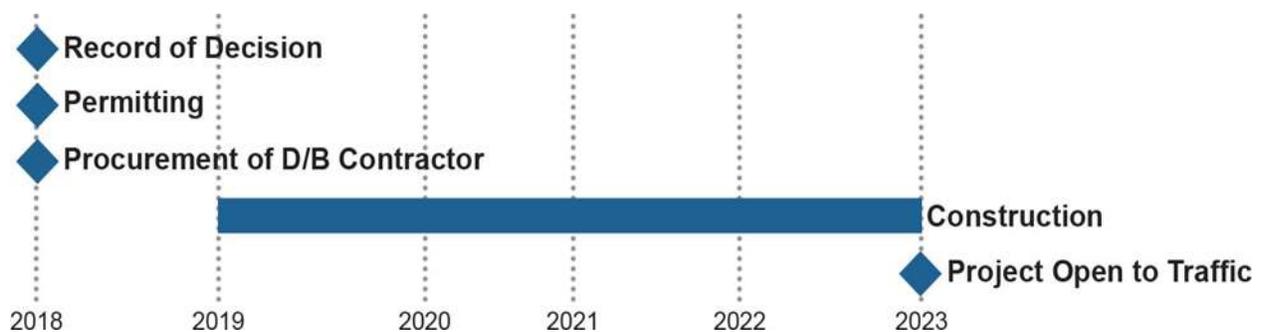
<sup>36</sup> *Mid-Currituck Bridge Final Environmental Impact Statement, NCTA, January 2012*, <https://connect.ncdot.gov/projects/MidCurrituckBridgeDocuments/Final%20Environmental%20Impact%20Statement%20January%202012.pdf>

waters. This would include a combination of work trestle and barges. A work trestle would extend from the western shoreline with a footprint large enough for a parked crane and access lane for material deliveries. From the eastern side, a temporary construction trestle would also be used. Remaining construction would be done from small, low-draft barges for about the middle 3.8 miles of the bridge. Bridge pile-driving will be done without jetting by using pressurized water to wash out holes for each pile to set in. Construction will begin from each end simultaneously and potentially a third location from the barges to expedite construction delivery.

## 5.2 Project Schedule

Figure 5-1 illustrates the Mid-Currituck Bridge project schedule. Construction is planned to begin in 2019 and continue through 2023. Assuming the completed re-evaluation of the FEIS determines that a supplemental EIS is not needed, NCTA will proceed immediately with seeking approval from FHWA for a Record of Decision.

Figure 5-1: Project Schedule



As demonstrated in this grant application, the Mid-Currituck Bridge will be completed in compliance with INFRA grant requirements:

- All necessary activities will be completed to allow INFRA funds to be obligated sufficiently in advance of the statutory deadline (Sept. 30, 2020, for FY 2017 funds) and the preferred deadline of June 30, 2020. Furthermore, any unexpected delays will not put the funds at risk of expiring before they are obligated;
- The project can begin construction quickly upon obligation of INFRA funds, and the grant funds will be spent expeditiously once construction starts; and
- All real property and ROW acquisition will be completed in a timely manner in accordance with all applicable legal requirements.

NCTA is on schedule to begin construction in 2019 and obligate the INFRA funds well before the preferred deadline of June 30, 2020. Once the project is let, NCTA will work with the contractor to spend the funds and complete the project by the scheduled opening.

## 5.3 Required Approvals

The Final EIS was signed in January 2012. As none of the major steps indicated in Title 23 of the Code of Federal Regulations 771.129(b), (e.g., authority to undertake final design, authority to acquire a significant portion of the ROW, or approval of the plans, specifications, and estimates) have been taken to advance the project in the three years following that approval, a written evaluation of a Final EIS is required before further approvals may be granted.

**A re-evaluation of the EIS is currently under way that will consider changes since preparation of the Final EIS that have occurred in the project setting, travel demand, area plans, laws and regulations, and other information or circumstances.** It considers whether the Final EIS and its Preferred Alternative decision remains valid or whether additional analysis, such as a supplement to the EIS, is necessary in order to advance the Mid-Currituck Bridge Project to the next stage, the preparation of an ROD. If the re-evaluation process concludes that the information in the Final EIS is an accurate analysis of anticipated project impacts, the ROD will be published signifying the completion of the environmental study process. It is anticipated that the ROD will be rendered in spring 2018.

A *Section 6002 Project Coordination Plan* under the terms of Section 6002 of the Safe, Accountable, Flexible Transportation Equity Act-Legacy for Users (SAFETEA-LU) was prepared for the project and established a process by which NCTA and FHWA coordinate with agencies and the public throughout the project development process. Under the terms of the Project Coordination Plan, agencies are invited to participate in regular coordination meetings to identify any issues of concern during the project development process that would result in substantial delay or denial of a permit approval. There are no standing issues of concern.

Additionally, the NCTA recently met with key environmental agencies that are involved in the permitting process. The authority held a project update meeting recently with the U.S. Army Corps of Engineers (USACE), as well as a meeting with officials of the U.S. Coast Guard. The project initiation request was sent to the U.S. Coast Guard in August 2017. Please see Attachment 4 for the request letter and response letter.

The following permits would be required from federal and state agencies for implementation of the Preferred Alternative:

- U.S. Coast Guard Bridge Permit for the Mid-Currituck Bridge component;
- USACE Section 404 Permit for fill in jurisdictional waters, including wetlands;
- The North Carolina Department of Environment Quality (NCDEQ)-Division of Energy, Mineral and Land Resources enforces the Sedimentation Pollution Control Act of 1973, which regulates all land-disturbing activities except agriculture and mining;
- NCDEQ-Division of Water Resources 401 Water Quality Certification for fill in jurisdictional waters, including wetlands; and
- Coastal Area Management Act permit for impacts to Areas of Environmental Concern (AEC) under jurisdiction of NCDEQ-Division of Coastal Management.

The Mid-Currituck Bridge project has already received local and regional approvals and is included in a number of local, regional, and state transportation plans as shown in Table 5-1.

**Table 5-1: State, Regional and Local Approved Plans**

Agency	Plan
NCDOT	State Transportation Improvement Plan (2018-2027) <sup>37</sup> , Programmed, TIP ID – R-2576
NCDOT	North Carolina Strategic Transportation Corridors <sup>38</sup>
Currituck County	Comprehensive Transportation Plan for Currituck County <sup>39</sup>

## 5.4 Assessment of Risks and Mitigation Strategies

The project will be constructed using a DB contract whereby significant construction risks are shifted to the private sector.

Pursuant to a DB contract, the awarded contractor agrees to a fixed price and would assume schedule risk via payment of liquidated damages in the event of delays in reaching substantial completion. Construction risk is a significant factor in any credit and investment assessment for an infrastructure project and the use of a DB contract with a credible and experienced contractor provides further assurance beyond the strong financing credit features.

NCTA also intends to use a private sector firm(s) for certain or all elements of the project’s operations and maintenance, including installation of the project’s electronic and video toll collection systems, as well as for the operation and management of the customer service center. This is similar to the arrangement currently employed on the Triangle Expressway, and it has been successful in the maintenance of a state of good repair.

Material risks to the Mid-Currituck Bridge project include common risks encountered on many successful project deliveries across the state. The project itself proposes traditional highway engineering and construction solutions, which the contractor should be well able to address. The greatest project risks for this project, based on current information, tend to be the nominal risks inherent on any project.

- Environmental risk is low, based on the 2012 FEIS. It is anticipated the FEIS re-evaluation will not yield any new or unexpected findings that would delay the project schedule.
- The rise and fall of materials and labor prices also are potential risks, based on conditions at bid time. To mitigate market conditions, estimated costs include well-considered contingencies to ensure that available sources of revenue are allocated to cover them.
- Maintenance of traffic during construction will be a challenge when large construction material deliveries are made and during the final connections to roadways; however, the impact to traffic will be low while the bridge span is under construction. NCTA will work with the contractor to managing maintenance of traffic operations and minimize risks and impacts to travel.

<sup>37</sup> 2018-2027 State Transportation Improvement Program,  
<https://connect.ncdot.gov/projects/planning/STIPDocuments1/2018-2027%20STIP%20-%20Divisions%201-7.pdf>

<sup>38</sup> North Carolina Strategic Transportation Corridors,  
<https://connect.ncdot.gov/projects/planning/pages/NCTransportationNetwork.aspx>

<sup>39</sup> Currituck County Comprehensive Transportation Plan, May 2012,  
[https://connect.ncdot.gov/projects/planning/TPBCTP/Currituck%20County/Currituck\\_Report.pdf](https://connect.ncdot.gov/projects/planning/TPBCTP/Currituck%20County/Currituck_Report.pdf)

## 6 LARGE-PROJECT REQUIREMENTS

Table 6-1: Large-Project Requirements

Project Name: Mid-Currituck Bridge Project	
Large-Project Determination	Guidance
Does the project generate national or regional economic, mobility, safety benefits?	Yes - See Section 4.1
Is the project cost effective?	Yes – Benefit/cost ratio of 2.8
Does the project contribute to one or more of the Goals listed under 23 USC 150 (and shown below)?	Yes, the project contributes to all goals listed under 23 USC 150. See below.
<b>National goals – It is in the interest of the U.S. to focus the Federal-aid highway program on the following national goals:</b>	
<b>Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</b>	Yes – it project improves safety and reduces crashes along nearby roadway facilities. The project improves hurricane evacuation clearance time. See Section 4.4.1.
<b>Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair.</b>	Yes – This project builds a new roadway that will be kept in a state of good repair using tolling revenue.
<b>Congestion reduction – To achieve a significant reduction in congestion on the National Highway System</b>	Yes – This project relieves congestion along nearby roadways. See Section 4.4.1.
<b>System reliability – To improve the efficiency of the surface transportation system.</b>	Yes - This roadway improves system travel time and connectivity. See Section 4.1.1.1.
<b>Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</b>	Yes – This section provides travel reliability and savings to freight vehicles. See Section 4.1.1.1
<b>Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment</b>	Yes – This system provides environmental benefits. See Section 4.1.1.4.
<b>Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and deliver process, including reducing regulatory burdens and improving agencies’ work practices</b>	Yes – This project will minimize delivery delays by leveraging a DB contract.
Is the project based on the results of preliminary engineering?	Yes
5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Yes – Toll revenues
5b. Are contingency amounts available to cover unanticipated cost increases?	Yes - \$23.1M contingency available.
Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	Yes – Without additional federal funding, the project will remain in long range with no certain start date. With a significant federal grant award, the project will be let to construction as early as 2018.
Is the project reasonably expected to being construction not later than 18 months after the date of obligation off funds for the project?	Yes – See Section 5.2.

## **7 NEXT STEPS**

The next steps for the Mid-Currituck Bridge project are to continue the environmental re-evaluation and to complete PE. When construction is completed, this new bridge will address congestion and significantly impact access to and egress from the Outer Banks, particularly during mandatory evacuations.

NCTA is looking forward to working with USDOT through the INFRA grant program to deliver a project that will impact local trips and regional visitors to the Outer Banks. The Mid-Currituck Bridge project has a high benefit-cost ratio, meets all merit criteria, and is therefore a worthy investment of INFRA dollars.

## **8 ATTACHMENTS**

1. Letters of Support
2. Benefit-Cost Analysis (BCA)
3. Preliminary Plan of Finance
4. Project Initiation Request Letter to US Coast Guard and Response Letter

## Attachment 1: Letters of Support

1. Supporting NCTA's INFRA application for Mid-Currituck Bridge – Walter B. Jones, Congressman for 3<sup>rd</sup> District of North Carolina. October 31, 2017.
2. Supporting construction of the Mid-Currituck Bridge and its continued inclusion in the State Transportation Improvement Plan” – Town Council of the Town of Duck, North Carolina, March 2017.
3. “Supporting the Mid-Currituck Bridge Project”- Elizabeth City Area Chamber of Commerce, March 2017.
4. “Supporting construction of the Mid-Currituck Bridge and its continued inclusion in the State Transportation Improvement Plan” – Town of Southern Shores, March 2017.
5. “Supporting construction of the Mid-Currituck Bridge and its continued inclusion in the State Transportation Improvement Plan” – County of Currituck, February 2017.
6. “In Support of including US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Network Map” – County of Currituck, December 2014.
7. “In Support of including US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Network Map” – County of Dare, December 2014.
8. “Supporting the construction of the Mid-Currituck Bridge and urging the Joint Legislative Transportation Oversight Committee to endorse the project” – Town Council of the Town of Duck, North Carolina, October 2012.
9. “Supporting the construction of the Mid-Currituck Bridge”- County of Dare, October 2012.
10. “Supporting Gap Funding for the Mid-Currituck Bridge” – County of Dare, January 2013, June 2012.
11. “Supporting Gap Funding for the Mid-Currituck Bridge” – Town of Southern Shores, October 2012, April 2011.
12. “Approving the North Carolina Turnpike Authority Draft Environmental Study Alternative, MCB4, of the NCTA and FHWA as identified in the DEIS” – Town of Southern Shores, April 2011.
13. “Supporting Gap Funding for the Mid-Currituck Bridge” – County of Currituck, February 2011.
14. “Approving the North Carolina Turnpike Authority Draft Environmental Study Alternative, MCB4 as the only alternative” – Town of Southern Shores, May 2010.
15. “Supporting the communities of Aydleti and Waterlily in opposition to US 158/ Mid-Currituck Bridge Interchange (Option B) and barrier wall preventing safe and convenient travel from Waterlily road” – County of Currituck, October 2009.
16. “Supporting the Mid-Currituck Bridge and North Carolina Turnpike Authority's presentation” – County of Currituck, March 2008.

17. “In Support of Grant Request for two million dollars of Federal Highway Transportation Funds to conduct feasibility study for the Mid-Currituck Sound Bridge” – County of Currituck, April 2005.
18. “In Support of Grant Request for two million dollars of Federal Highway Transportation Funds to conduct feasibility study for the Mid-Currituck Sound Bridge” – County of Dare, March 2005.
19. “Supporting widening of NC 12 and Fly-over at the intersection of US 158 -NC 12” – County of Currituck, September 2004.
20. “Supporting immediate construction of the Mid-Currituck County Bridge and support of Local Government Jurisdiction” – County of Dare, November 2002.
21. Supporting the Mid-Currituck Bridge and opposing the widening of NC 12” – Town of Southern Shores, March 2008, September 2002.
22. “Supporting the efforts of NCDOT to include Hurricane Evacuation as a part of the purpose and need study for the Mid-Currituck Sound Bridge” – County of Dare, July 2002.
23. “Support of the efforts of NCDOT to include hurricane evacuation as a purpose and need for the Currituck mid-county bridge project” – County of Currituck, July 2002.
24. Request to NCDOT to include several projects in the 2004-2010 Transportation Improvement Program including Construction of the Currituck Mid-County Bridge, – County of Currituck, November 2003, November 2001.
25. “Supporting widening of NC 12 and Currituck Mid-County Bridge” – County of Currituck, February 2001.
26. Request to NCDOT to include several projects in the 2001 Transportation Improvement Program including Construction of the Currituck Mid-County Bridge, – County of Currituck, December 2000.
27. “Supporting the Mid-Currituck Sound Bridge” – Town of Southern Shores, April 2000.

WALTER B. JONES  
3D DISTRICT, NORTH CAROLINA

ROOM 2333  
RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
TELEPHONE: (202) 225-3415

COMMITTEES:  
COMMITTEE ON ARMED SERVICES

DISTRICT OFFICE:  
1105-C CORPORATE DRIVE  
GREENVILLE, NC 27858  
(252) 931-1003  
(800) 351-1697

Congress of the United States  
House of Representatives  
Washington, DC 20515-3303

October 31, 2017

The Honorable Elaine Chao  
United States Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Chao:

I would like to express my support for the North Carolina Turnpike Authority's Infrastructure For Rebuilding America (INFRA) Grant application for the Mid-Currituck Bridge in Currituck County.

Currently, the only highway crossing of the Currituck Sound along the East Coast of North Carolina is the Wright Memorial Bridge on U.S. 158. This single crossing results in regular congestion on and off the island. This can cause delays in the delivery of essential goods and services, which increases costs to local businesses. The congestion also impacts air quality and dramatically increases critical response times during emergency events.

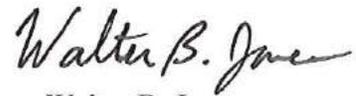
The need to improve response times for emergency services is critical to Currituck and Dare counties. During peak tourist season and hurricane events, movement on and off the island is severely restricted by congestion on the Wright Memorial Bridge. Having a second crossing of the Currituck Sound would distribute traffic providing system reliability in times of crisis, and access in the event that a hurricane or other natural disaster renders the Wright Memorial structure unfit for use. For the safety of all, priority must be given to the design and construction of the Mid-Currituck Bridge structure.

Tourism within the Outer Banks region brings \$1.4 billion into the state's economy of each year. As the eastern shoreline of North Carolina continues to be a vital part of the tourism economy for our state, our infrastructure supporting this economic generator has not kept pace with the demands of the region, and investment in improved infrastructure in the Outer Banks area will improve connectivity between the island and the mainland. The Mid-Currituck Bridge has been envisioned by the local governments as an important component to supporting the economic health of the region. Reduced congestion and consistent travel time reliability provide for an improved quality of life for visitors and permanent residents alike.

The Record of Decision on the Mid-Currituck Bridge is expected to be complete in the spring of 2018. Ensuring that we have adequate funding to immediately begin the design and construction of this critical infrastructure is of critical importance. It is for this reason that I strongly support the North Carolina Turnpike Authority's application for the INFRA Grant program.

If there is anything I can do to assist as this application is considered, please contact me at 202-225-3415.

Sincerely,

A handwritten signature in cursive script that reads "Walter B. Jones". The signature is written in black ink and is positioned above the printed name.

Walter B. Jones  
Member of Congress



April 6, 2017

The Honorable Walter B. Jones  
U.S. House of Representatives  
2333 Rayburn HOB  
Washington, D.C. 20515

Dear Mr. Jones:

I am writing to you on behalf of the Town Council and the residents, property owners, business owners, and visitors to the Town of Duck to transmit a resolution adopted by the Town Council on March 1, 2017, in support of the Mid-Currituck Bridge Project. Specifically, I am writing to request any assistance that you may be able to offer to assist in the issuance of a Record of Decision (ROD) for the project by the Federal Highway Administration (FHWA).

The Mid-Currituck Bridge has been contemplated for nearly thirty years. As the North Carolina Turnpike Authority has stated in the Mid-Currituck Bridge Study FEIS Fact Sheet:

*"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 draft Environmental Impact Statement for the Mid-Currituck Bridge was completed in March 2010 and the Final Environmental Impact Statement (EIS) was completed in January 2012. The project is now in the North Carolina 2016-2025 State Transportation Improvement Program (STIP) awaiting the ROD, originally expected this spring, with construction beginning shortly thereafter. Due to the time that has elapsed since its release, the Final EIS is undergoing a re-evaluation that will determine if there is any information that was not considered in the original document. The Town is hopeful that this re-evaluation will conclude that the information in the Final EIS is accurate and that the ROD will be published.

Recently, the Southern Environmental Law Center (SELC), along with the group calling itself "No Mid-Currituck Bridge" and the North Carolina Wildlife Federation have stepped up their efforts to derail the project. In a letter from the SELC to North Carolina Department of Transportation (NCDOT) Secretary Trogden, the organization challenges the Final EIS and presents what it purports to be an effective, less invasive and cheaper alternative than the Mid-Currituck Bridge.

**P.O. Box 8369 • Duck, North Carolina 27949 • 252.255.1234 • 252.255.1236 (fax)  
[www.townofduck.com](http://www.townofduck.com)**

Congressman Jones  
April 6, 2017  
Page 2

It is the Town's position that the letter and the report are classic examples of one-sided advocacy with the goal of delaying the issuance of the ROD and ultimately killing the project by delaying it as long as possible. With the exception of the traffic projections, which have changed, although not in the Town's opinion to the degree that would negate the need for the Mid-Currituck Bridge, neither the SELC letter or the Walter Kulash report (Mr. Kulash is a transportation planning consultant hired by the SELC) with suggested alternatives to the bridge contain any significant information that has not been previously and thoroughly evaluated. Further, it is unfortunate that a decision was made to release a report impacting the lives and livelihoods of the residents, property owners, business owners, and visitors to the Town without first seeking input from those impacted by the alternatives recommended in it.

Congressman Jones, thank you for your attention to this matter. I, the Town Council, and the entire Town of Duck, appreciate any assistance you may be able to provide as we continue to advocate for the construction of Mid-Currituck Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read 'DK', written over a horizontal line.

Donald P. Kingston  
Mayor

Enclosure

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF DUCK, NORTH  
CAROLINA, SUPPORTING CONSTRUCTION OF THE MID-CURRITUCK BRIDGE AND  
ITS CONTINUED INCLUSION IN THE STATE TRANSPORTATION IMPROVEMENT  
PLAN

Resolution #17-02

WHEREAS, the Mid-Currituck Bridge project has been in the development process for over twenty-five years; and

WHEREAS, the popularity of Outer Banks of North Carolina, including Dare County and its towns, Currituck County and the Town of Duck, continues to grow, resulting in an ever increasing number of residents and visitors to the Outer Banks, particularly the northern Outer Banks; and

WHEREAS, the Outer Banks of North Carolina generates substantial revenue for the State of North Carolina, particularly through tourism, and also serves a role as an ambassador area for the State by introducing hundreds of thousands of visitors from all over the United States and the world to the many wonders of North Carolina; and

WHEREAS, this revenue and the goodwill that visitors feel towards the Outer Banks and North Carolina is tested annually through frustrations attributed directly to traffic congestion; and

WHEREAS, the purpose of the Mid-Currituck Bridge is to substantially improve traffic flow on the project area's thoroughfares, i.e. NC 12 and US 158, substantially reduce travel time for persons traveling between the Currituck County mainland, Dare County and Currituck County Outer Banks; and

WHEREAS, another purpose of the Mid-Currituck Bridge is to substantially reduce the hurricane clearance time for residents and visitors who use US 158 and NC 168 during coastal evacuation; and

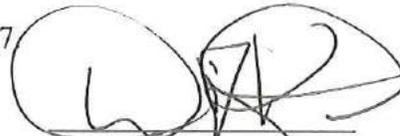
WHEREAS, building the Mid-Currituck Bridge will reduce congestion and alleviate delays, thus promoting and enhancing economic development, while bolstering the tourism industry; and

WHEREAS, alternatives to the Mid-Currituck Bridge project have been studied thoroughly and have been rejected in favor of the Mid-Currituck Bridge; and

WHEREAS, in recognition of the viability and need of the Mid-Currituck Bridge, the North Carolina Department of Transportation has demonstrated a commitment to construction of the bridge by securing funding and including the project in the State Transportation Improvement Plan.

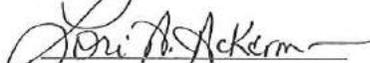
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DUCK, NORTH CAROLINA, THIS 1<sup>ST</sup> DAY OF MARCH, 2017, that it reaffirms its commitment to the Mid-Currituck Bridge project and advocates for advancement of this crucial project and its continued inclusion as a funded project in the State Transportation Improvement Plan.

Adopted this 1<sup>st</sup> Day of March, 2017



Mayor

ATTEST:



Town Clerk





RECEIVED

APR 07 2017

DIVISION 1  
OFFICE

March 24, 2017

Mr. Jerry Jennings  
Highway Division 1  
113 Airport Drive  
Suite 100  
Edenton, NC 27932

Dear Mr. Jennings,

I am writing you to state the Elizabeth City Area Chamber of Commerce's support to the Mid-Currituck Bridge Project. The Chamber believes that this project is essential to the future growth of the Elizabeth City area as well as the Northeastern Region of North Carolina.

The bridge would be crucial for public safety measures on the Outer Banks. The Mid-Currituck bridge would substantially reduce travel time for emergency medical services and provide the safest and most efficient method for hurricane evacuation of residents and visitors in Currituck and Dare Counties.

The Mid-Currituck bridge would also substantially improve traffic flow on NC 12 and US 158 roadways; and reduce travel time for working residents and visitors traveling between the North Carolina mainland and the Currituck County Outer Banks. This would allow for additional commercial opportunities in the Elizabeth City Area and the region as a whole.

Very Respectfully,

Douglas S. Gardner  
Board Chair

Michael D. Hindenach  
President



# **Town of Southern Shores**

5375 N. Virginia Dare Trail, Southern Shores, NC 27919

Phone 252-261-2394 / Fax 252-255-0876

[www.southernshores-nc.gov](http://www.southernshores-nc.gov)

## **RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTHERN SHORES, NORTH CAROLINA, SUPPORTING CONSTRUCTION OF THE MID-CURRITUCK BRIDGE AND ITS CONTINUED INCLUSION IN THE STATE TRANSPORTATION IMPROVEMENT PLAN**

**Resolution #2017-03-01**

**WHEREAS, the Mid-Currituck Bridge project has been in the development process for over twenty-five years; and**

**WHEREAS, the popularity of Outer Banks of North Carolina, including Dare County and its towns, Currituck County and the Town of Southern Shores, continues to grow, resulting in an ever increasing number of residents and visitors to the Outer Banks, particularly the northern Outer Banks; and**

**WHEREAS, the Outer Banks of North Carolina generates substantial revenue for the State of North Carolina, particularly through tourism, and also serves a role as an ambassador area for the State by introducing hundreds of thousands of visitors from all over the United States and the world to the many wonders of North Carolina; and**

**WHEREAS, this revenue and the goodwill that visitors feel towards the Outer Banks and North Carolina is tested annually through frustrations attributed directly to traffic congestion; and**

**WHEREAS, the purpose of the Mid-Currituck Bridge is to substantially improve traffic flow on the project area's thoroughfares, i.e. NC 12 and US 158, substantially reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks, and to substantially reduce the hurricane clearance time for residents and visitors who use US 158 and NC 168 during coastal evacuation; and**

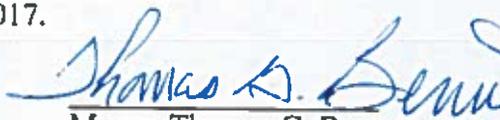
**WHEREAS, building the Mid-Currituck Bridge will reduce congestion and alleviate delays, thus promoting and enhancing economic development, while bolstering the tourism industry; and**

**WHEREAS, alternatives to the Mid-Currituck Bridge project have been studied thoroughly and have been rejected in favor of the Mid-Currituck Bridge; and**

WHEREAS, in recognition of the viability and need of the Mid-Currituck Bridge, the North Carolina Department of Transportation has demonstrated a commitment to construction of the bridge by securing funding and including the project in the State Transportation Improvement Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SOUTHERN SHORES, NORTH CAROLINA, THIS 7<sup>th</sup> DAY OF MARCH, 2017, that it reaffirms its commitment to the Mid-Currituck Bridge project and advocates for advancement of this crucial project and its continued inclusion as a funded project in the State Transportation Improvement Plan.

Adopted this 7<sup>th</sup> Day of March, 2017.

  
Mayor, Thomas G. Bennett



ATTEST:

  
Town Clerk



RECEIVED

MAR 09 2017

N.C. DEPT. OF TRANSPORTATION  
OFFICE OF THE SECRETARY

## COUNTY OF CURRITUCK

### BOARD OF COMMISSIONERS

Bobby Hanig, Chairman  
Michael D. Hall, Vice-Chairman  
Paul Beaumont  
Mary R. Etheridge  
Marion J. Gilbert  
Michael H. Payment  
Bob White

County Manager's Office  
153 Courthouse Road, Suite 204  
Currituck, North Carolina 27929  
Telephone (252) 232-2075 / Fax (252) 232-3551  
State Courier # 10-69-17

DANIEL F. SCANLON, II  
County Manager  
DONALD I. McREE, JR.  
County Attorney  
LEEANN WALTON  
Clerk to the Board

March 6, 2017

Mr. James H. Trogdon, III  
Secretary of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Trogdon,

The Currituck County Board of Commissioners, at its February 6, 2017 meeting, adopted the enclosed resolution reaffirming its support for the construction of Mid-Currituck Bridge and the project's continued inclusion in the State Transportation Improvement Plan.

Building the Mid-Currituck Bridge is important to our region from a connectivity, mobility and economic perspective and remains a priority for Currituck County. The ongoing, annual traffic congestion along NC-168, NC-158 and NC-12, and the looming disaster of a major hurricane evacuation in the Outer Banks, underscore the safety and mobility elements of this project. The Mid-Currituck Bridge would also provide significant economic benefits for the entire Northeast North Carolina region.

We look forward to working with you as this long overdue project begins to move forward. If you would like more information please contact us. We are happy to discuss in more detail why the Mid-Currituck Bridge project is so important to Currituck County, its citizens and its many thousands of summer visitors.

Sincerely,

Bobby Hanig  
Chairman

BH/lw

Cc: Senator Bill Cook  
Representative Bob Steinburg  
Representative John Torbett



## COUNTY OF CURRITUCK

### **RESOLUTION OF THE CURRITUCK COUNTY BOARD OF COMMISSIONERS SUPPORTING CONSTRUCTION OF THE MID-CURRITUCK BRIDGE AND ITS CONTINUED INCLUSION IN THE STATE TRANSPORTATION IMPROVEMENT PLAN**

**WHEREAS**, the popularity of the Currituck Outer Banks continues to grow, resulting in an ever increasing number of residents and visitors to the Currituck Outer Banks; and

**WHEREAS**, many thousands of vehicles use N.C. Highway 12 along the northern Outer Banks, the only means of ingress and egress to the Currituck Outer Banks, resulting in traffic congestion and significant delays, particularly on summer weekends; and

**WHEREAS**, building the Mid-Currituck Bridge will reduce congestion, alleviate delays, provide efficient beach access and promote and enhance economic development; and

**WHEREAS**, the Mid-Currituck Bridge will be a critical means of hurricane or other storm event evacuation, providing an alternate evacuation route to N.C. Highway 12 and insuring the safety of visitors and residents of the northern Outer Banks; and

**WHEREAS**, the Mid-Currituck Bridge will encourage and induce increased commerce on the Currituck County Mainland while positively impacting Currituck County's Land Use Plan and Transportation Plan; and

**WHEREAS**, the benefits of a Mid-Currituck Bridge have been recognized by towns and counties adjacent to Currituck County and garnered their strong support; and

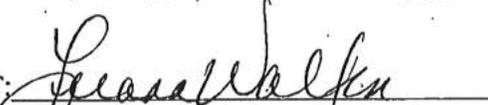
**WHEREAS**, the North Carolina Department of Transportation has demonstrated a commitment to construction of the bridge by securing funding and including the project in the State Transportation Improvement Plan.

**NOW THEREFORE BE IT RESOLVED** that the Currituck County Board of Commissioners reaffirms its commitment to the Mid-Currituck Bridge project and advocates for advancement of this crucial project and its continued inclusion as a funded project in the State Transportation Improvement Plan.

**ADOPTED** this the 6<sup>th</sup> day of February, 2017.



  
Bobby Hanig, Chairman

ATTEST:   
Leeann Walton, Clerk to the Board



## COUNTY OF CURRITUCK

County Manager's Office  
153 Courthouse Road, Suite 204  
Currituck, North Carolina 27929  
Telephone (252) 232-2075 / Fax (252) 232-3551  
State Courier # 10-69-17

### BOARD OF COMMISSIONERS

S. Paul O'Neal, Chairman  
David L. Griggs, Vice-Chairman  
O. Vance Aydlett, Jr.  
Marion J. Gilbert  
Paul Beaumont  
Mike Payment  
Mike Hall

DANIEL F. SCANLON II  
County Manager

DONALD I. McREE, JR.  
County Attorney

LEEANN WALTON  
Clerk to the Board

December 2, 2014

Mrs. Kerry Morrow  
Statewide Engineer, Transportation Planning Branch  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Mrs. Morrow,

I'm writing to provide additional comments in the form of a resolution on behalf of the Currituck County Board of Commissioners regarding NCDOT's Strategic Transportation Corridors draft maps and planning documents. Please note that this resolution is intended to supplement written comments first provided to NCDOT's Transportation Planning Branch in a letter dated June 12, 2014.

As Currituck County shared in that previous letter, we have grave concerns that the omission of the VA/NC 168 - US 158 corridors – including the Mid-Currituck Bridge – in this long-term planning process will undercut the County and Region's opportunities for critical highway improvements, project prioritization and consistent funding support.

The resolution included with this letter underscores the importance our citizens and Board of Commissioners place in role that the VA/NC 168 - US 158 corridor plays in Currituck County's tourism, economic development, growth and quality of life.

Mrs. Morrow, please include and share the attached resolution for consideration with the Transportation Planning Branch, consultants, the North Carolina Board of Transportation and relevant legislative oversight bodies.

Thank you for your time and attention to these comments.

Sincerely,

Daniel F. Scanlon, II  
County Manager

CC: Currituck County Board of Commissioners  
Angela Welsh, Planner & Coordinator, Albemarle Rural Planning Organization  
Malcolm Fearing, NCDOT Board of Transportation, Division 1 Representative



## COUNTY OF CURRITUCK

### **A RESOLUTION IN SUPPORT OF INCLUDING US 158, US 168 AND THE MID-CURRITUCK BRIDGE ON THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK MAP**

WHEREAS, the North Carolina Department of Transportation has recently replaced the Strategic Highway Corridors network map adopted by the North Carolina Board of Transportation in 2004 with the Strategic Transportation Corridors map; and

WHEREAS, the Strategic Transportation Corridors network map omits US 158, US 168 and the Mid-Currituck Bridge which were previously included on the Strategic Highway Corridors network map; and

WHEREAS, these corridors are vital for the economic development, mobility and safety of residents and visitors of Northeastern North Carolina; and

WHEREAS, the US 158 and US 168 corridors are the primary hurricane evacuation routes for residents and visitors of the Outer Banks and the State of Virginia has informed us, as part of the Barco Diversion Plan, they may close the border and require all North Carolina residents and visitors to enter Virginia via 1-95; and

WHEREAS, the US 158 and US 168 corridors connect Northeastern North Carolina to one of only two deep water ports on the east coast-the Port of Virginia; two major airports, and Hampton Roads; and

WHEREAS, the Mid-Currituck bridge would serve as an alternate hurricane evacuation route for residents and visitors of the Outer Banks, reduce congestion, create jobs; and create tax revenue for the State from toll revenue; and

WHEREAS, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Albemarle Rural Planning Organization and hereby supports the inclusion of US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Map.

NOW, THEREFORE BE IT RESOLVED that the Currituck County Board of Commissioners strongly supports and encourages the inclusion of US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Map.

Adopted this the 1<sup>st</sup> day of December, 2014.

S. Paul O'Neal, Chairman  
Currituck County Board of Commissioners  
(SEAL)

ATTEST:

  
Leeann Walton, Clerk to the Board



#14-12-17

**A RESOLUTION  
IN SUPPORT OF INCLUDING US 158, US 168, AND THE MID-CURRITUCK BRIDGE  
ON THE STRATEGIC TRANSPORTATION CORRIDORS NETWORK MAP**

**WHEREAS**, the Transportation Advisory Committee (TAC) is the duly recognized transportation planning policy board for the Albemarle Rural Planning Organization (RPO); and

**WHEREAS**, the North Carolina Department of Transportation has recently replaced the Strategic Highway Corridors network map adopted by the North Carolina Board of Transportation in 2004 with the Strategic Transportation Corridors map; and

**WHEREAS**, the Strategic Transportation corridors network map omits US 158, US 168 and the Mid-Currituck Bridge which were previously included on the Strategic Highway Corridors network map; and

**WHEREAS**, these corridors are vital for the economic development, mobility and safety of residents and visitors of Northeastern North Carolina; and

**WHEREAS**, the US 158 and US 168 corridors are the primary hurricane evacuation routes for residents and visitors of the Outer Banks and the State of Virginia has informed us, as part of the Barco Diversion Plan, they may close the border and require all North Carolina residents and visitors to enter Virginia via I-95; and

**WHEREAS**, the US 158 & US 168 corridors connect Northeastern North Carolina to one of only two deep water ports on the east coast – the Port of Virginia, two major airports, and Hampton Roads; and

**WHEREAS**, the Mid-Currituck bridge would serve as an alternate hurricane evacuation route for residents and visitors of the Outer Banks, reduce congestion, create jobs, and create tax revenue for the State from toll revenue.

**NOW, THEREFORE, BE IT RESOLVED**, that the Dare County Board of Commissioners hereby supports the inclusion of US 158, US 168 and the Mid-Currituck Bridge on the Strategic Transportation Corridors Map. This the 1<sup>st</sup> day of December, 2014



  
Chairman, Dare County Board of Commissioners

Attest:



Clerk to the Board

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF DUCK, NORTH CAROLINA,  
SUPPORTING THE CONSTRUCTION OF THE MID CURRITUCK BRIDGE AND URGING  
THE JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE TO  
ENDORSE THE PROJECT

Resolution No. 12-11

WHEREAS, the Mid-Currituck Bridge project (MCB) has been in the development process for over twenty years; and

WHEREAS, the North Carolina Turnpike Authority (NCTA), a division of the North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), has evaluated proposed transportation improvements in the Currituck Sound area, and has recommended the construction of a Mid-Currituck Bridge, specifically, the MCB4 Recommended Alternative of the Draft Environmental Impact Statement (DEIS); and

WHEREAS, the purpose of the proposed project is to substantially improve traffic flow on the project area's thoroughfares, i.e. NC 12 and US 158, substantially reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks, and to substantially reduce the hurricane clearance time for residents and visitors who use US 158 and NC 168 during coastal evacuation; and

WHEREAS, MCB4 is characterized by the construction of two-lane toll bridge across the Currituck Sound which approach roads in Currituck County, a third outbound evacuation lane on US 158 between NC 168 and the Mid-Currituck Bridge as a hurricane evacuation lane or using the existing center turn lane as a third outbound evacuation lane, adding for evacuation use only, a third outbound evacuation lane on US 158 between the Wright Memorial Bridge and NC 12 as a hurricane evacuation improvement or using the existing center turn lane as a third outbound evacuation lane and widening NC 12 to four lanes and a median in the Currituck Outer Banks from Seashell Lane to the intersection of NC 12 and Mid-Currituck Bridge; and

WHEREAS, MCB4 would not require additional improvements to NC 12 within the Town of Duck, including the widening of NC 12 within the Town limits, thus being less costly than other alternatives and not creating adverse impacts to the Duck Community; and

WHEREAS, a Record of Decision on the MCB is imminent, thus allowing for the construction of the project to proceed; and

WHEREAS, concerns have been raised about the MCB by the Joint Legislative Transportation Oversight Committee (JLTOC) particularly in regards to the financing of the project primarily through toll revenues as detailed in the MCB P3 agreement between the North Carolina Department of Transportation Turnpike Authority and the Currituck Development Group, LLC (CDG); and

WHEREAS, the MCB P3 agreement represents a fiscally sound approach to the funding of the MCB with little risk to the State of North Carolina in terms of construction costs, operation and maintenance of the project; and

WHEREAS, the Outer Banks of North Carolina generates substantial revenue for the State of North Carolina, particularly through tourism, and also serves a role as an ambassador area for the State by introducing hundreds of thousands of visitors from all over the United States and the world to the many wonders of North Carolina; and

WHEREAS, this revenue and the goodwill that visitors feel towards the Outer Banks and North Carolina is tested annually through frustrations attributed directly to traffic congestion; and

WHEREAS, this traffic congestion would be mitigated greatly by the construction of the Mid-Currituck Bridge.

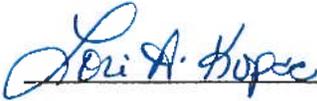
NOW, THEREFORE, BE IT RESOLVED, this 3<sup>rd</sup> Day of October, 2012, that the Town Council of the Town of Duck strongly supports the construction of the Mid-Currituck Bridge; and

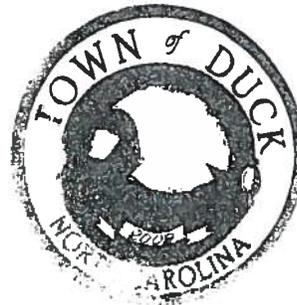
BE IT FURTHER RESOLVED, that the Town Council respectfully implores the Joint Legislative Transportation Oversight Committee to endorse the Mid Currituck Bridge project.

Adopted this 3<sup>rd</sup> day of October 2012.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_





# COUNTY OF DARE

Office of the Board of Commissioners  
P.O. Box 1000, Manteo, North Carolina 27954

**Warren Judge**  
*Chairman*

**Allen Burrus**  
*Vice-Chairman*

**Virginia Tillett**  
**Mike Johnson**  
**Richard Johnson**  
**Max Dutton**  
**Jack Shea**

(252) 475-5700  
Fax (252) 473-6312

**Gary Gross**  
*Clerk to the Board*

**Robert L. Outten**  
*County Manager/Attorney*

October 2, 2012

To: Joint Legislative Transportation Oversight Committee

From: Warren Judge, Chairman Dare County Board of Commissioners

Re: Support of the Mid-Currituck Bridge

I am writing to express the continued support of the Dare County Board of Commissioners for the construction of the Mid-Currituck Bridge.

Building the Mid-Currituck Bridge would play a central role in expanding the tourism economy in northeastern North Carolina. It would also accelerate and expand the entire tourism industry in the state of North Carolina.

Tourism is the economic engine of North Carolina's Outer Banks counties. In 2011, tourism in Currituck and Dare counties accounted for almost \$1 Billion in economic impact, 12,640 jobs (paying \$198 Million in local salaries), and \$95.6 million in State and Local taxes. Tourism spending throughout North Carolina hit a record \$18 billion; tax receipts from visitor spending eclipsed \$1 billion for the first time ever. Meanwhile, the industry accounted for 187,900 jobs in 2011, translating into \$4 billion in salaries to North Carolinians.

Sustainable tourism relies heavily on a strong infrastructure to thrive and grow. This is why the ability of our roads and highways on the Outer Banks to safely and efficiently carry passengers to their destination is of paramount importance. Of the 7.5 million Outer Banks visitors, an estimated 75% arrive from the north via I-64 and Hampton Roads. Most visitors arrive Friday thru Sunday, the primary check-in days for beach cottages.

The current highways in Currituck and Dare Counties fail to meet this demand. Weekend congestion causes consistent traffic backups of two hours or more on both US 158 and NC 12. These massive delays are an inconvenience for visitors and, most alarmingly, for residents, local employees, first responders and busy law enforcement officers. The situation results in both short and long-term damage to the Outer Banks region and our state's tourism industry - especially as we compete with alternative vacation destinations to both the north and south.

Construction of the Mid-Currituck Bridge will have a badly needed immediate economic impact through the creation of thousands of jobs during the construction phase. Long term the bridge will provide opportunities for further development on the mainland of Currituck County creating economic growth for the county.

Of vital importance is the role that the Mid-Currituck Bridge would serve as an evacuation route. In the event of a hurricane, the bridge will facilitate the timely, safe, and efficient evacuation of both residents and visitors. The Mid-Currituck Bridge will serve as an alternative evacuation route and provide an invaluable transportation lifeline from the northern Outer Banks. As a matter of public safety and necessity, the bridge is worthy of immediate consideration.

The Mid-Currituck Bridge has been in the planning stage for more than twenty years. Its financial feasibility is sound. Much has been accomplished: \$18 million dollars has already been invested in the project. I urge you to not delay this project any further, just as a Record of Decision and commercial closing are within grasp.

Thank you for the opportunity to comment.

A handwritten signature in blue ink that reads "Warren C. Judge". The signature is written in a cursive, flowing style.

Warren C. Judge, Chairman  
Dare County Board of Commissioners



# COUNTY OF DARE

Office of the Board of Commissioners  
P.O. Box 1000, Manteo, North Carolina 27954

Warren Judge  
Chairman  
Richard Johnson  
Vice-Chairman  
Allen Burrus  
Virginia Tillet  
Max Dutton  
Jack Shea  
Robert Woodard

(252) 475-5700  
Fax (252) 473-6312

Robert L. Outten  
County Manager/Attorney

Gary Gross  
Clerk to the Board

13-01-08

## RESOLUTION SUPPORTING GAP FUNDING FOR THE MID CURRITUCK BRIDGE

WHEREAS, for over twenty years the Dare County Board of Commissioners has recognized that a Mid-Currituck Bridge across the Currituck Sound would serve a vital need for the residents and visitors of North Carolina's Outer Banks; and

WHEREAS, a Mid-Currituck Bridge would provide efficient beach access, reduce congestion, alleviate delays, promote economic development, and enhance public safety; and

WHEREAS, during hurricanes and other emergencies, the Mid-Currituck Bridge would provide an important evacuation route as an alternative to Highway 12, which is a narrow two-lane road that is already filled to capacity during emergencies; and

WHEREAS, a Mid-Currituck Bridge would not only improve public safety, but would increase access for students and an adequate labor force to help meet the ever increasing needs of the Outer Banks; and

WHEREAS, this bridge has been in the planning stages for more than twenty years and funding sources have been identified including "Gap Funding" that would not adversely harm the state's budget in providing this much needed transportation infrastructure.

NOW, THERE BE IT RESOLVED BY THE DARE COUNTY BOARD OF COMMISSIONERS THAT: the North Carolina General Assembly move forward with "Gap Funding" for the Mid-Currituck Bridge, which has been authorized and included in previous North Carolina budgets as a matter of economic development and public safety

ADOPTED this the 22<sup>nd</sup> day of January 2013



Warren C. Judge, Chairman

ATTEST:

Gary Gross, Clerk to the Board



# Town of Southern Shores

5375 N. Virginia Dare Trail, Southern Shores, NC 27949

Phone 252-261-2394 / Fax 252-255-0876

[www.southernshores-nc.gov](http://www.southernshores-nc.gov)

Resolution 2012-10-03

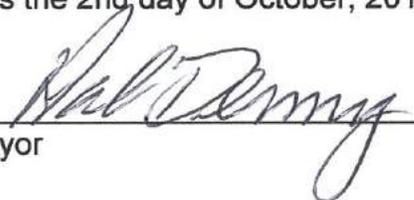
**Whereas** the Town of Southern Shores in Dare County is bisected by North Carolina Highway 12 which is the only route currently available for motor vehicles traveling to and from the Currituck County Outer Banks; and

**Whereas** the Town of Southern Shores (as evidenced by the attached resolutions previously adopted) has continued to support the efforts of the State of North Carolina, particularly the North Carolina General Assembly, the North Carolina Department of Transportation, and the North Carolina Turnpike Authority, to plan, fund, and construct a motor vehicle bridge over the Currituck Sound from mainland Currituck County to the Currituck County Outer Banks; and

**Whereas** the existence of a vehicle bridge over the Currituck Sound connecting the Currituck County Outer Banks to the Currituck County mainland will provide a safer route for transiting motor vehicle traffic and a more efficient route for motor vehicles providing services to citizens and emergency evacuations from the Currituck County Outer Banks;

**Now Therefore** be it resolved that as a communication to the Joint Legislative Transportation Oversight Committee of the North Carolina General Assembly, the Town of Southern Shores, by and through its Town Council duly elected by its citizens, does respectfully urge the legislative members of the Joint Legislative Transportation Oversight Committee in making findings and recommendations to the House and Senate of the 2013 General Assembly to recommend continued funding of gap fund appropriations necessary for the Mid-Currituck Bridge Project and continued support of all other resources necessary for the completion of this project.

This the 2nd day of October, 2012.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Attest: Town Clerk

(Seal)





# COUNTY OF DARE

Office of the Board of Commissioners  
P.O. Box 1000, Manteo, North Carolina 27954

Warren Judge  
Chairman

Allen Burrus  
Vice-Chairman

Virginia Tillet  
Mike Johnson  
Richard Johnson  
Max Dutton  
Jack Shea

The Honorable Phil Berger  
President Pro Tempore  
North Carolina Senate  
16 W. Jones Street, Room 2008  
Raleigh, NC 27601-2808

June 13, 2012

(252) 475-5700  
Fax (252) 473-6312

Gary Gross  
Clerk to the Board  
Robert L. Outten  
County Manager/Attorney

RE: CURRITUCK MID-COUNTY BRIDGE FUNDING

Dear Senator Berger,

Full funding of the Currituck Mid-County Bridge is of vital interest to the Outer Banks of North Carolina. The bridge has consistently been a high priority transportation project because it will provide efficient access to North Carolina beaches, reduce congestion and delays, and promote economic development.

Not only will the Currituck Mid-County Bridge alleviate weekend traffic backups that can last for hours; the bridge will provide an important evacuation route for Outer Banks residents and visitors in the event of a hurricane. Currently, the only evacuation route that is available for those who vacation in Corolla, Pine Island, Sanderling, and Duck is on a narrow two-lane road, which is filled to capacity during emergencies. The Currituck Mid-County Bridge would provide an alternative evacuation route that will greatly enhance public safety.

I urge the General Assembly to appropriate gap-funding for the proposed Currituck Mid-County Bridge in the upcoming budget. This project has been in the planning stage for more than twenty years. Much has already been accomplished and funding sources for the bridge have been identified: tolls, private equity, and gap-funding.

While I am aware of the budget constraints facing the North Carolina General Assembly, the Public-Private Partnership to be formed to construct and operate the bridge will allow us to leverage scarce dollars at a time when material and construction costs have stabilized.

The Currituck Mid-County Bridge is essential for public safety and for sustaining the tourism economy, which is the lifeblood of the Outer Banks. For these reasons, I ask you to please advocate for full funding of the Currituck Mid-County Bridge.

Sincerely,

Warren C. Judge, Chairman  
Dare County Board of Commissioners



**Town of Southern Shores**  
5375 N. Virginia Dare Trail, Southern Shores, NC 27949  
Phone 252-261-2394 / Fax 252-255-0876  
www.southernshores-nc.gov

Resolution 2011-04-03

**TOWN OF SOUTHERN SHORES RESOLUTION  
SUPPORTING GAP FUNDING FOR THE  
MID-CURRITUCK BRIDGE**

**WHEREAS**, the Town of Southern Shores recognizes that a bridge across the Currituck Sound from the mainland of Currituck County to Corolla is vitally important to the economic growth and general well being of the State of North Carolina by providing an undeniably better, safer access for residents, vacationers and business travelers to the Northern Outer Banks; and,

**WHEREAS**, the Town of Southern Shores has and does support efforts to protect the State's natural and cultural resources while moving forward with the construction of the Mid-Currituck Bridge in an expeditious manner; and,

**WHEREAS**, the last two State of North Carolina budgets authorized and implemented "Gap Funding" in support of the Mid-Currituck Bridge through the NC Department of Transportation funding without which the project's feasibility would be in serious peril and cause immediate delays; and,

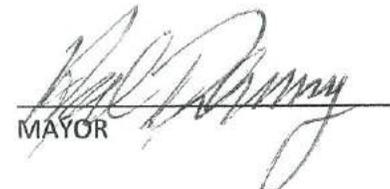
**WHEREAS**, any reallocation of the necessary "Gap Funding" for the Mid-Currituck Bridge, would delay progress on this most critical public safety and economic development infrastructure project for one of North Carolina's most prized tourist destinations.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Town Council of the Town of Southern Shores, NC respectfully requests the North Carolina General Assembly to continue with the appropriation of necessary "Gap Funding" for the Mid-Currituck Bridge which has been authorized and included in the last two North Carolina Budgets.

**ADOPTED** this the 5th day of April, 2011

ATTEST:

  
*Carmel Gordon*  
Town Clerk

  
MAYOR



## COUNTY OF CURRITUCK

### BOARD OF COMMISSIONERS

O. Vance Aydlett, Chairman  
John D. Rorer, Vice-Chairman  
J. Owen Etheridge  
S. Paul O'Neal  
Marion J. Gilbert  
Paul R. Martin  
H.M. "Butch" Petrey

County Manager's Office  
Post Office Box 39  
Currituck, North Carolina 27929-0039  
Telephone (252) 232-2075 / Fax (252) 232-3551  
State Courier # 10-69-17

DANIEL F. SCANLON II  
County Manager  
DONALD I. McREE, JR.  
County Attorney  
GWEN H. KEENE, CMC  
Clerk to the Board

February 24, 2011

The Honorable Paul Stam  
NC House of Representatives  
16 W. Jones Street, Room 2301  
Raleigh, NC 27601-1096

Dear Representative Stam:

Thank you for meeting with me recently concerning gap funding for the Mid-Currituck Bridge project. I know you took time from your busy schedule and I appreciate your kindness. As we discussed, the Mid-Currituck Bridge is vital to the economic growth and well being of Currituck County and Northeastern North Carolina, the efficient and cost-effective provision of county services to a remote area of the county and enhancement of tourist and resident safety in the event of hurricane evacuation.

Continuation of gap funding is vital to the successful completion of the Mid-Currituck Bridge project, and your support is most appreciated.

Sincerely,

*J. Owen Etheridge*

J. Owen Etheridge  
Commissioner

*Thanks Skip  
for all you do.  
Owen*

RESOLUTION  
SUPPORTING GAP FUNDING  
MID CURRITUCK BRIDGE

**WHEREAS**, almost twenty-five years, the Currituck County Board of Commissioners has recognized that a bridge across Currituck Sound from the mainland to Corolla is vitally important to the economic growth and general well being of Currituck County, Northeast North Carolina and North Carolina, by providing a undeniably better, safer access for residents, vacationers and business travelers to the Northern Outer Banks; and,

**WHEREAS**, the Board of Commissioners acknowledges that time is of the essence, if Currituck County and the State of North Carolina are to ensure the public's safety, the provision of adequate and quality electric power, water, wastewater, and schools and convenient and ready access of an adequate labor force to help meet the ever increasing needs of the Outer Banks; and,

**WHEREAS**, the Board of Commissioners has declared its intention to protect the county's natural and cultural resources, while moving forward with the construction of the Currituck Mid-County Bridge in a expeditious manner; and,

**WHEREAS**, the Board of Commissioners recognizes that although the North Carolina Turnpike Authority will ultimately determine the final construction alignment of the Currituck Mid-County Bridge, the county will seek to mitigate impacts on the residents of Currituck County; and,

**WHEREAS**, the last two State of North Carolina budgets authorized and implemented "Gap Funding" in support of the Currituck Mid-Currituck Bridge through the NC Department of Transportation, funding that without which would put the feasibility of the project in serious peril and cause immediate delays; and,

**WHEREAS**, the "Gap Funding" allocated to the Currituck Mid-Currituck Bridge does not impact the State of North Carolina's General Fund and its reallocation would not impact the state's budget but, rather, would irreparably harm over twenty-five years of hard work, support and progress on this most critical public safety and economic development infrastructure project for one of North Carolina's most prized tourist destinations.

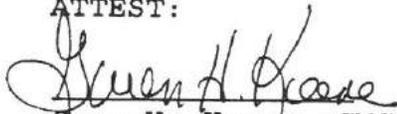
NOW, THERE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS FOR CURRITUCK COUNTY, NORTH CAROLINA THAT:

SECTION 1. Currituck County respectfully requests that the North Carolina General Assembly continue the "Gap Funding" for the Currituck Mid-County Bridge which has been authorized and included in the last two North Carolina Budgets.

SECTION 2. Currituck County requests that the final construction alignment for the Currituck Mid-County Bridge minimize the impact on Currituck County Mainland and Outer Banks citizens and their property while accomplishing the stated objectives and of this essential bridge.

ADOPTED this the 7<sup>th</sup> day of February, 2011

ATTEST:

  
Gwen H. Keene, CMC  
Clerk to the Board

  
O. Vance Aydlett  
Chairman



# Town of Southern Shores

5375 N. Virginia Dare Trail, Southern Shores, NC 27949

Phone 252-261-2394 / Fax 252-255-0876

info@southernshores-nc.gov

www.southernshores-nc.gov

Resolution 2010-05-01

**A RESOLUTION OF THE SOUTHERN SHORES TOWN COUNCIL APPROVING THE NORTH CAROLINA TURNPIKE AUTHORITY DRAFT ENVIRONMENTAL STUDY ALTERNATIVE MCB4 AS THE ONLY ALTERNATIVE FOR CONSTRUCTION OF THE MID-CURRITUCK BRIDGE ACCEPTABLE TO THE TOWN OF SOUTHERN SHORES AND REJECTING ANY FUTURE IMPLEMENTATION OF ALTERNATIVE MCB2'S FUTURE PLAN FOR ADDRESSING STORM WATER ISSUES ON NC 12 IN SOUTHERN SHORES**

**WHEREAS**, the Town of Southern Shores is a quiet, residential community maintaining a commitment to preserve the unique natural environment, and

**WHEREAS**, the North Carolina Turnpike Authority (NCTA) Mid-Currituck Bridge Study Draft Environmental Impact Statement (DEIS) of March 2010 proposes as the recommended alternative for construction of the Mid-Currituck Bridge to be Alternative MCB4, and

**WHEREAS**, this Alternative MCB4 does not recommend any alterations to NC 12 through the Town of Southern Shores,

**NOW THEREFORE, BE IT RESOLVED** that the Southern Shores Town Council is in total support of Alternative MCB4 as the only acceptable bridge construction alternative; and

**BE IT FURTHER RESOLVED** that the Southern Shores Town Council recognizes that NC 12 storm water drainage problems need to be addressed, but the Southern Shores Town Council opposes the plan proposed in Alternative MCB2 as a future means for remediating the storm water drainage issues, and

**BE IT FURTHER RESOLVED** that the Southern Shores Town Council will work with the North Carolina Department of Transportation (NCDOT) to develop an acceptable means of addressing storm water drainage on NC 12.

Adopted this 22<sup>nd</sup> day of May 2010.



*[Signature]* Town Clerk

*[Signature]* Mayor

**RESOLUTION OF THE BOARD OF COMMISSIONERS FOR CURRITUCK  
COUNTY, NORTH CAROLINA SUPPORTING THE COMMUNITIES OF  
AYDLETT AND WATERLILY IN OPPOSITION TO U.S. 158/MID-CURRITUCK  
BRIDGE INTERCHANGE (OPTION B) AND BARRIER WALL PREVENTING  
SAFE AND CONVENIENT TRAVEL FROM WATERLILY ROAD**

WHEREAS, since conceptualization of the Mid-Currituck Bridge in the 1970's the communities of Aydlett and Church's Island have requested, and the Board of Commissioners for Currituck County have agreed, that to the greatest extent possible there be minimal impact on quality of life and the safe movement within Aydlett and Church's Island; and

WHEREAS, there has been a community expectation that the Mid-Currituck Bridge toll plaza would be located near U.S. Highway 158, that Mid-Currituck Bridge traffic and Aydlett local traffic would not be merged and that the Church's Island community would be able to access U.S. Highway 158 from Waterlily Road in the same or similar manner as now accessed; and

WHEREAS, there is proposed an interchange design plan known as U.S. 158/Mid-Currituck Bridge Interchange (Option B) that if constructed will locate the Mid-Currituck Bridge toll plaza in the middle of the Aydlett community; a community of rural residential development and farmland, and require local Aydlett community traffic to merge with Mid-Currituck Bridge traffic increasing the possibility of traveling public traffic detrimentally impacting the serenity of the Aydlett community; and

WHEREAS, there is proposed as part of the Mid-Currituck Bridge design the location of barrier walls at the intersection of Waterlily Road and U.S. Highway 158 that will require south bound traffic from Waterlily Road to travel north on U.S. Highway 158 across the Coinjock Bridge before making a hazardous traffic movement into the south bound lanes of U.S. Highway 158 which will cause great inconvenience to the Church's Island community and unnecessarily expose the community to an unsafe condition; and

WHEREAS, plans for U.S. 158/Mid-County Bridge Interchange (Option B) and barrier wall at Waterlily Road fail to meet the expectation and requirement of the Aydlett and Church's Island communities and the Board of Commissioners for Currituck County.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners for Currituck County, North Carolina that:

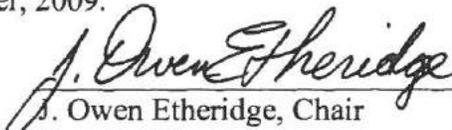
Section 1. Currituck County opposes an interchange design plan known as U.S. 158/Mid-Currituck Bridge Interchange (Option B) and supports an interchange design plan that locates the Mid-County Bridge toll plaza near U.S. Highway 158 and retains Aydlett Road (SR 1140) as the common and ordinary route for local traffic to and from the Aydlett community.

Section 2. Currituck County opposes the location of barrier walls at the intersection of Waterlily Road (SR 1142) and U.S. Highway 158 that will require south bound traffic from Waterlily Road to travel north on U.S. Highway 158 across the Coinjock Bridge before making a hazardous traffic movement into the south bound lanes of U.S. Highway 158 and requests consideration for the location of a service road extending underneath the Coinjock Bridge to allow southbound traffic from Waterlily Road to safely merge into the southbound lanes of U.S. Highway 158.

Section 3. The Clerk to the Board is directed to forward a certified copy of this resolution to Senator Marc Basnight, Representative Bill Owens, North Carolina Department of Transportation Secretary Eugene A. Conti, Jr., in his capacity as Chairman of the North Carolina Turnpike Authority, and David W. Joyner, Executive Director of the North Carolina Turnpike Authority.

Section 4. This resolution is effective upon its adoption.

ADOPTED the 19th day of October, 2009.

  
J. Owen Etheridge, Chair  
Board of Commissioners

ATTEST:

  
Mary Gilbert,  
Deputy Clerk to the Board





## COUNTY OF CURRITUCK

### RESOLUTION SUPPORTING THE MID-CURRITUCK BRIDGE AND NORTH CAROLINA TURNPIKE AUTHORITY

WHEREAS, the Currituck Outer Banks of North Carolina is growing rapidly, resulting in an ever increasing number of residents and visitors to the Currituck Outer Banks; and

WHEREAS, the only means of ingress and egress to the Currituck Outer Banks is along the two lane highway designated as Highway 12; and

WHEREAS, during the summer months, thousands of vehicles use Highway 12 along the northern Outer Banks, resulting in increased traffic congestion and significant traffic delays, especially on Saturdays and Sundays when visitors are coming to and leaving the northern Outer Banks; and

WHEREAS, these traffic congestion conditions along Highway 12 are greatly exacerbated during hurricane evacuations; and

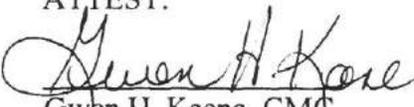
WHEREAS, in order to insure the safety of visitors and residents of the northern Outer Banks, the Mid-Currituck bridge will be considered as a means of hurricane evacuation; and

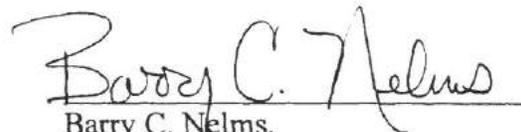
WHEREAS, the construction of the Mid-Currituck bridge will encourage and induce increased commerce on the Currituck County Mainland; and

NOW, THEREFORE, BE IT RESOLVED that the Currituck County Board of Commissioners strongly support the construction of the Mid-County bridge and the presentation made by the North Carolina Turnpike Authority on February 26, 2008.

ADOPTED this the 3<sup>rd</sup> day of March, 2008

ATTEST:

  
Gwen H. Keene, CMC  
Clerk to the Board

  
Barry C. Nelms,  
Chairman

**RESOLUTION IN SUPPORT OF GRANT REQUEST FOR TWO MILLION  
DOLLARS OF FEDERAL HIGHWAY TRANSPORTATION FUNDS TO  
CONDUCT A FEASIBILITY STUDY FOR  
THE MID-CURRITUCK SOUND BRIDGE**

**WHEREAS**, the Mid Currituck Sound Bridge has been proposed for a number of years to, among other things, alleviate the traffic problems that have plagued the Currituck County Beaches, Southern Currituck County, Northern Dare County and the Northern Dare County Beaches; and

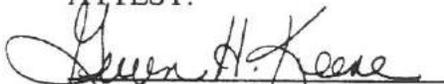
**WHEREAS**, the traffic congestion and other traffic related problems in the aforementioned areas have increased each year and will continue to increase as the Outer Banks grows; and

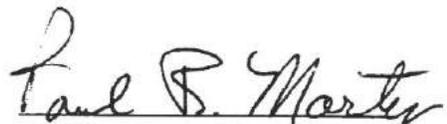
**WHEREAS**, the Currituck County Commissioners recognize the need for the expeditious construction of the Mid Currituck Sound Bridge and to facilitate such construction supports the Build the Bridge Coalition's January 13, 2005 grant request for two million dollars in federal highway transportation funds to conduct the necessary feasibility study for the Mid Currituck Sound Bridge.

**NOW, THEREFORE, BE IT RESOLVED** that the Currituck County Board of Commissioners at its April 18, 2005 regular meeting, voted to adopt this resolution supporting the Build the Bridge Coalition's January 13, 2005, grant request for two million dollars in federal highway transportation funds to conduct the necessary feasibility study for the Mid Currituck Sound Bridge.

ADOPTED this the 18<sup>th</sup> day of April, 2005.

ATTEST:

  
Gwen H. Keene, CMC  
Clerk to the Board

  
Paul R. Martin  
Chairman

BK0041PG0322

**Resolution in Support of Grant Request for Two Million Dollars of Federal Highway Transportation Funds to conduct feasibility study for the Mid-Currituck Sound Bridge.**

**WITNESSETH:**

**WHEREAS**, the Mid Currituck Sound Bridge has been proposed for a number of years to, among other things, alleviate the traffic problems that have plagued the Currituck County Beaches, Southern Currituck County, Northern Dare County and the Northern Dare County Beaches; and

**WHEREAS**, the traffic congestion and other traffic related problems in the aforementioned areas have increased each year and will continue to increase as the Outer Banks grows; and

**WHEREAS**, the Dare County Commissioners recognize the need for the expeditious construction of the Mid Currituck Sound Bridge and to facilitate such construction supports the Build the Bridge Coalition's January 13, 2005 grant request for two million dollars in federal highway transportation funds to conduct the necessary feasibility study for the Mid Currituck Sound Bridge.

**NOW, THEREFORE, BE IT RESOLVED** that the Dare County Board of Commissioners at its March 21, 2005 regular meeting, voted to adopt this resolution supporting the Build the Bridge Coalition's January 13, 2005 grant request for two million dollars in federal highway transportation funds to conduct the necessary feasibility study for the Mid Currituck Sound Bridge.

Adopted this the 21st day of March, 2005



**DARE COUNTY BOARD OF COMMISSIONERS**

BY: *[Signature]*  
CHAIRMAN

ATTEST: *Frances W. Harris*  
CLERK



## COUNTY OF CURRITUCK

### RESOLUTION SUPPORTING WIDENING OF NC 12 AND FLY-OVER AT THE INTERSECTION OF US 158-NC 12

WHEREAS, the North Carolina Department of Transportation is currently conducting a study of the transportation needs for the intersection NC 12 and US 158 in Dare County and the widening of NC 12; and

WHEREAS, the current study indicates the widening of NC 12 to a multi-lane highway through Corolla and the Towns of Duck and Southern Shores and the construction of a fly-over at the intersection of US 158 and NC 12 to keep the traffic moving; and

WHEREAS, the Currituck County Board of Commissioners have gone on record and has unanimously adopted several resolutions supporting the Mid-County Bridge; and

WHEREAS, the demands on US 158 at the Wright Memorial Bridge and NC 12 have become greater resulting in increased traffic congestion and significant traffic delays; and

WHEREAS, the traffic delays have negatively impacted the businesses in the southern end of Currituck County as well our citizens cannot leave their homes on weekends due to traffic; and

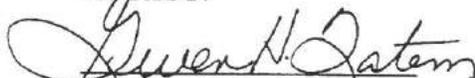
WHEREAS, the widening of NC 12 and a fly-over at the intersection of US 158 and NC 12 has become a priority and this critical project needs to be constructed.

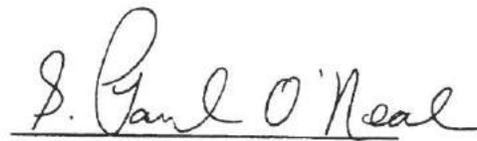
NOW, THEREFORE, BE IT RESOLVED, the Currituck County Board of Commissioners strongly supports the widening of NC 12, a fly-over and the construction of the Mid-County Bridge.

FURTHER, BE IT RESOLVED, a certified copy of this resolution be forwarded to Governor Mike Easley, Secretary of Transportation, Lyndo Tippett, Senator Marc Basnight, Representative Bill Owens, Board of Transportation Member, Stan White, Mayor of Southern Shores and Mayor of Duck.

ADOPTED this the 7<sup>th</sup> day of September, 2004.

ATTEST:

  
Gwen H. Tatem, CMC

  
S. Paul O'Neal, Chairman

**RESOLUTION OF SUPPORT FOR IMMEDIATE CONSTRUCTION  
OF THE MID-CURRITUCK COUNTY BRIDGE AND SUPPORT OF  
LOCAL GOVERNMENT JURISDICTION**

**WHEREAS**, the Outer Banks of North Carolina is a major tourism destination and increased development and popularity has increased number of visitors to the Outer Banks beaches, and,

**WHEREAS**, 92% of Outer Banks visitors arrive via automobile resulting in high volumes of traffic heading to and from Southern Shores, Duck and Corolla via the only access corridor to the northern beaches, bringing visitors through mainland Currituck County on US 158, to US 158 and NC 12 north to beach destinations, and,

**WHEREAS**, the Towns of Kitty Hawk, Southern Shores and Duck continue to play host to rapidly expanding traffic congestion resulting in extreme commuter travel times, and,

**WHEREAS**, the current traffic counts taken by the North Carolina Department of Transportation in 2001 indicate that a significant amount of this traffic using this route is destined for Duck and Corolla, Currituck County of the Outer Banks, and

**WHEREAS**, construction of a Mid-Currituck County Bridge would most significantly lessen this traffic on the aforementioned roads, save energy resources consumed by traffic gridlock, and provide an alternative route for both safety and hurricane evacuation, and

**WHEREAS**, the current Department of Transportation Currituck Sound Area Transportation Study (TIP Project R-2576) is examining alternatives to alleviate the current traffic problems and manage safe and efficient traffic flows, and,

**WHEREAS**, alternative solutions should be studied to improve transportation infrastructure and keeping pace with development, and the focus should remain upon the expedient construction of a Mid-Currituck County Bridge, and,

**WHEREAS**, local governments within the impacted area are the primary stakeholder and maintain valuable knowledge of transportation needs, preservation of community and sustaining economic viability, and,

**WHEREAS**, the North Carolina Department of Transportation should support the opinions of the local governments impacted by transportation needs and improvement projects within their local jurisdictions.

**NOW, THEREFORE, BE IT RESOLVED**, the Dare County Board of Commissioners acknowledges transportation routes to the Northern Beaches has not kept pace with development and visitation and immediate construction of the Mid-Currituck County Bridge is requested, and,

**BE IT FUTHER RESOLVED**, the Dare County Board of Commissioners acknowledges the importance of local municipalities in impacted areas and the local jurisdiction should be highly regarded and supported where transportation projects or programs impact their communities.

**BE IT FURTHER RESOLVED**, a copy of this resolution be forwarded to the Secretary of Transportation, Lyndo Tippett, Senator Marc Basnight and Representative Bill Culpepper.

This 4<sup>h</sup> day of November, 2002.



DARE COUNTY BOARD OF COMMISSIONERS

By: Warrick D. Bell  
Chairman

ATTESTED: Francis W. Harris  
Clerk



## Town of Southern Shores

### "A Town of Volunteers"

6 Skyline Road, Southern Shores, NC 27949

Telephone: (252) 261-2394 Fax: (252) 261-0452

Web Site: southernshores.org

E-mail: info@southernshores.org

Resolution 02-09-016

#### RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTHERN SHORES IN SUPPORT OF A MID-CURRITUCK BRIDGE AND OPPOSITION TO WIDENING NC 12

WHEREAS, the Currituck County beaches have become extremely popular and the traffic load heading there through mainland Currituck County, the NC 12 and US 158 intersection, the Towns of Kitty Hawk, Southern Shores and Duck continues to rapidly increase; and

WHEREAS, there is only one current access corridor to these beaches as described above;

WHEREAS, the current traffic counts taken by the NC Department of Transportation in 2001 indicate that the vast majority of the traffic load (70% on a summer weekend, 60% on a summer weekday and 66% on a non Summer weekday) using this route have a destination in the Currituck County Outer Banks; and

WHEREAS, construction of a Mid-Currituck Bridge would most significantly lessen this traffic load on the aforementioned roads, alleviate the current traffic back-up, save energy resources now consumed by traffic gridlock and provide an alternative route for both safety and hurricane evacuation; and

WHEREAS, the current DOT Currituck Sound Area Transportation Study (TIP Project R-2576) is examining alternatives to alleviate the current problem; and

WHEREAS, the focus of the current study effort is not directed at alleviating the current and growing problem primarily through the construction of the Mid-Currituck Bridge; and

WHEREAS, some focus has been placed upon widening NC 12 through the towns of Southern Shores and Duck to solve traffic problems with attendant destruction of the environment and character of both towns.

NOW, THEREFORE BE IT RESOLVED, the Town of Southern Shores Town Council once again reiterates that the construction of the Mid-Currituck Bridge as soon as possible is imperative for traffic, safety and public service reasons. Construction in 2009 as is presently planned is unacceptable.

FURTHER BE IT RESOLVED, the Town of Southern Shores Council is strongly opposed to widening of NC 12 through the town of Southern Shores because it would destroy both the environment and character of our town.

FURTHER BE IT RESOLVED, a copy of this resolution be forwarded to Secretary of Transportation, Lyndo Tippet, Senator Marc Basnight, Representative Bill Culpepper and Commissioner Stan White, Board of Transportation Member.

Adopted this the 3<sup>rd</sup> day of September 2002.

ATTEST:

  
Town Clerk

  
Mayor

Res #R02-07-34

**RESOLUTION SUPPORTING THE EFFORTS OF  
NCDOT TO INCLUDE HURRICANE EVACUATION AS  
A PART OF THE PURPOSE AND NEED STUDY FOR  
THE MID-CURRITUCK SOUND BRIDGE**

**WHEREAS**, the northern Outer Banks of North Carolina is growing at a rapid pace, resulting in an ever increasing number of residents and visitors to the Currituck County and the Northern Dare County Outer Banks; and

**WHEREAS**, the only means of ingress and egress to the northern Outer Banks is along the two lane highway designated as Highway 12; and

**WHEREAS**, during the summer months, thousands of vehicles use Highway 12 along the northern Outer Banks, resulting in increased traffic congestion and significant traffic delays, especially on Saturdays and Sundays when visitors are coming to and leaving the northern Outer Banks, which conditions are greatly exacerbated during hurricane evacuations; and

**WHEREAS**, in order to insure the safety of visitors and residents of the northern Outer Banks, a mid Currituck Sound bridge should be considered as a means of hurricane evacuation; and

**WHEREAS**, notwithstanding the potential risk to public safety, the Army Corp of Engineers at the May 8, 2002 meeting of the Currituck Sound Area Transportation Study Merger Team opposed the inclusion of hurricane evacuation as one of the purposes and needs of the mid Currituck Sound bridge project; and

**WHEREAS**, in order to protect the health and safety of the visitors and residents of the northern Outer Banks during a hurricane, the Dare County Board of Commissioners supports the efforts of NCDOT to include hurricane evacuation as a purpose and need for the mid Currituck Sound bridge.

**NOW, THEREFORE, BE IT RESOLVED** that the Dare County Board of Commissioners at its July 1, 2002 meeting adopted this resolution in support of the efforts of NCDOT to include hurricane evacuation as a purpose and need for the mid Currituck Sound bridge project.

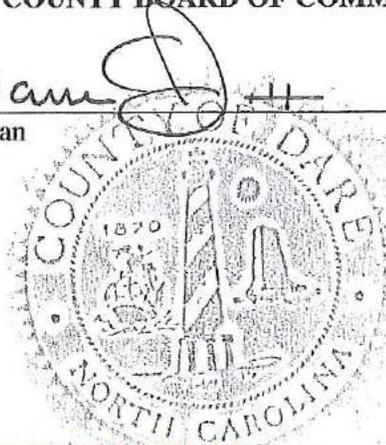
Adopted this the 1<sup>st</sup> day of July, 2002.

**DARE COUNTY BOARD OF COMMISSIONERS**

  
Chairman

Attest

  
Clerk



LAND OF BEGINNINGS

PRINTED ON RECYCLED PAPER

## RESOLUTION

WHEREAS, the Currituck Outer Banks of North Carolina is growing at a rapid pace, resulting in an ever increasing number of residents and visitors to the Currituck Outer Banks; and

WHEREAS, the only means of ingress and egress to the Currituck Outer Banks is along the two lane highway designated as Highway 12; and

WHEREAS, during the summer months, thousands of vehicles use Highway 12 along the northern Outer Banks, resulting in increased traffic congestion and significant traffic delays, especially on Saturdays and Sundays when visitors are coming to and leaving the northern Outer Banks, which conditions are greatly exacerbated during hurricane evacuations; and

WHEREAS, in order to insure the safety of visitors and residents of the northern Outer Banks, a Currituck mid-county bridge should be considered as a means of hurricane evacuation; and

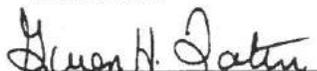
WHEREAS, notwithstanding the potential risk to public safety, the Army Corp of Engineers at the May 8, 2002 meeting of the Currituck Sound Area Transportation Study Merger Team opposed the inclusion of hurricane evacuation as one of the purposes and needs of the Currituck mid-county bridge project; and

WHEREAS, in order to protect the health and safety of the visitors and residents of the Currituck Outer Banks during a hurricane, Currituck County Board of Commissioners strongly supports the efforts of NCDOT to include hurricane evacuation as a purpose and need for the Currituck mid-county bridge.

NOW, THEREFORE, BE IT RESOLVED that the Currituck County Board of Commissioners at its July 22, 2002 meeting adopted this resolution in support of the efforts of NCDOT to include hurricane evacuation as a purpose and need for the Currituck mid-county bridge project.

ADOPTED this the 22<sup>nd</sup> day of July, 2002.

ATTEST:

  
Gwen H. Tatem, CMC  
Clerk to the Board

  
Gene A. Gregory,  
Chairman



## COUNTY OF CURRITUCK

### RESOLUTION

**WHEREAS**, Currituck County continues to be the gateway into northeastern North Carolina and Outer Banks for over 7 million visitors every year; and

**WHEREAS**, this number continues to grow, and a responsive transportation system is critical for safety and the county's future development; and

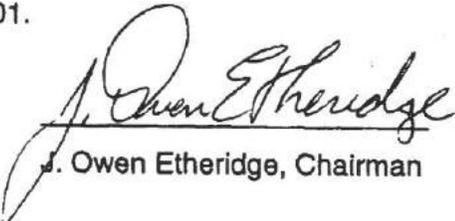
**WHEREAS**, the Currituck County Board of Commissioners has reviewed the County's priorities for inclusion in the 2004-2010 Transportation Improvement Program during its regular meeting on November 19, 2001; and

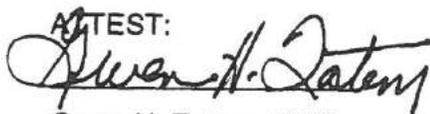
**NOW, THEREFORE, BE IT RESOLVED** that the Currituck County Board of Commissioners respectfully requests that the North Carolina Department of Transportation include the following projects in the 2004-2010 Transportation Improvement Program:

1. Construction of the Currituck Mid-County Bridge and intersection with improvements at US 158/NC 168 and NC 12 that will minimize impacts to residents as well as to the natural and built environment while still accomplishing the transportation and services objectives of the County.
2. Upgrade the Dare County intersection at US 158 and NC 12, and four lane NC 12 from the Dare County line north to its terminus.
3. Construction of turning lanes at the intersection of NC 168 and US 158. Design and construction should minimize the impacts to the Barco community to the greatest extent possible while addressing traffic flow and safety issues.
4. Four lane US 158 from Barco to US 17 as part of the plan to four lane this corridor to I-95 in Roanoke Rapids.

5. Funding for stabilizing the canal bank/shoreline along, and repairs to, Waterlily Road (SR 1142).
6. Widening of Tulls Creek Road (SR 1222) through Moyock to NC 168.
7. At the Currituck County Airport, provide funding for the environmental assessment for the improvements defined in the Airport Master Plan, a 1,500-foot runway extension, a terminal building, and an Automated Weather Observation System.
8. Fund necessary improvements on Survey Road (SR 1215) to accommodate the new middle school at Moyock.
9. Funding to support public mass transit for the Currituck Outer Banks.
10. Cooperate with the County in the construction of a new visitor center and rest stop complex south of Barco but north of proposed Mid-County Bridge.
11. Utilize Special Events funding to Landscape US 158 for the First Flight Centennial.

ADOPTED this 19<sup>th</sup> day of November 2001.

  
J. Owen Etheridge, Chairman

ATTEST:  
  
Gwen H. Tatem, CMC  
Clerk to the Board



## COUNTY OF CURRITUCK

### RESOLUTION WIDENING OF NC 12

WHEREAS, the Currituck County beaches have become increasingly popular and seasons grow longer, the demands on NC 12 have become greater; and

WHEREAS, our beaches will become more accessible when the Highway 168 widening projects in Virginia are completed, which will compound the problems we are currently experiencing on NC 12; and

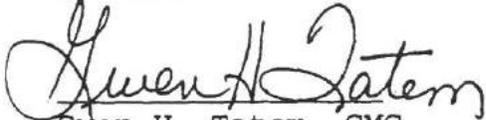
WHEREAS, the Currituck County Board of Commissioners has gone on record and has unanimously adopted several resolutions supporting the Mid-County Bridge and widening of NC 12.

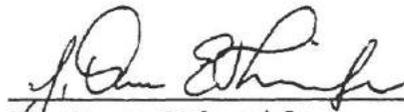
NOW, THEREFORE, BE IT RESOLVED, the Currituck County Board of Commissioners feels it very imperative that the Currituck Mid-County Bridge and the widening of NC 12 are a priority with the Department of Transportation and that these critical projects be planned and constructed.

FURTHER, BE IT RESOLVED, a certified copy of this resolution be forwarded to Secretary of Transportation, Lyndo Tippett, Senator Marc Basnight, and Paul Waff, Board of Transportation Member.

ADOPTED on the 5<sup>th</sup> day of February, 2001.

ATTEST:

  
Gwen H. Tatem, CMC  
Clerk to the Board

  
Owen Etheridge  
Chairman



## COUNTY OF CURRITUCK

### RESOLUTION

**WHEREAS**, Currituck County continues to be the gateway into northeastern North Carolina for millions of visitors very year; and

**WHEREAS**, this number continues to grow and a responsive transportation system is critical for safety and the county's future development; and

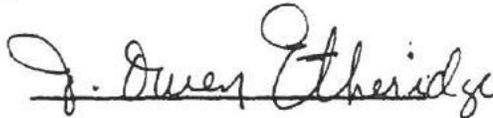
**WHEREAS**, the Currituck County Board of Commissioners reviewed the County's priorities for inclusion in the 2001 Transportation Improvement Program during its regular meeting on December 4, 2000.

**NOW, THEREFOR BE IT RESOLVED** that the Currituck County Board of Commissioners respectfully requests that the North Carolina Department of Transportation include the following projects in the 2001 Transportation Improvement Program:

1. Construction of the Currituck Mid-County Bridge along an alignment that will minimize impacts on mainland and outer banks residents while still accomplishing the objectives of the bridge. Include a fly-over at the new Currituck Mid-County Bridge to US 158/NC 168.
2. Construction of turning lanes at the intersection of NC 168 and US 158. Design and construction should minimize the impacts to the Barco community to the greatest extent possible while addressing traffic flow and safety issues.
3. At the Currituck County Airport provide funding for environmental studies and for the improvements defined in the Airport Master Plan including apron expansion, 1,000-foot runway extension, parallel taxiway, terminal building, additional hangars, and non-directional radio beacon.
4. Four laning US 158 from Barco to Elizabeth City.

5. Four laning NC 12 from the Dare County line north to its terminus.
6. Funding for stabilizing the canal bank/shoreline along and repairs to Waterlily Road (SR 1142).
7. Utilize Special Events funding to Landscape US 158 for the First Flight Centennial.
8. Widening of Tulls Creek Road (SR 1222) through Moyock to NC 168.
9. Funding to support public mass transit for the Currituck Outer Banks.
10. Funding to improve traffic flow on the southern mainland by upgrading the intersection at US 158 and NC 12 in Dare County.
11. Fund necessary improvements on Survey Road (SR 1215) to accommodate the new middle school at Moyock.

ADOPTED this 4<sup>th</sup> day of December, 2000.

  
J. Owen Etheridge, Chairman

ATTEST:

  
Gwen H. Tatem, CMC  
Clerk to the Board



## Town of Southern Shores

"A Town of Volunteers"

6 Skyline Road, Southern Shores, NC 27949

Telephone: (252) 261-2394 Fax: (252) 261-0452

Web Site: southernshores.org

E-mail: [toss@beachlink.com](mailto:toss@beachlink.com)

*Resolution 00.04.08*

### RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTHERN SHORES IN SUPPORT OF A MID-CURRITUCK SOUND BRIDGE

WHEREAS, the construction of a Mid-Currituck Sound Bridge between Mainland Currituck County and the Northern Outer Banks has been studied and discussed for many years as to need an appropriateness; and

WHEREAS, the increasing pace of construction and the growing density of completed homes on the northern end of the Outer Banks in Currituck County accentuate the need for such a northern bridge connection to the mainland; and

WHEREAS, the aforementioned residential construction strains our resources as it brings an ever increasing tide of Northern Outer Banks traffic through Dare County to and from the Wright Memorial Bridge crossing; and

WHEREAS, the lack of a northern bridge connection to the mainland severely hampers the ability of Currituck County to provide various types of emergency and educational services in a timely and cost effective manner; and

WHEREAS, the only emergency evacuation route from the beaches of Currituck County is NC Route 12 which not only poses a serious safety problem for the residents and vacationers in that area but is also a complicating factor in an emergency evacuation of Dare County and the affected Towns in Dare County; and

WHEREAS, previously ordered evacuations have caused delays of up to four (4) hours to depart the northern beaches of Currituck County because there is only one way out.

NOW, THEREFORE BE IT RESOLVED THAT, the Town Council of the Town of Southern Shores strongly urges the State of North Carolina, through the Department of Transportation, to move forward as rapidly as possible and with high priority, for the planning and construction of a Mid-Currituck Sound Bridge from Mainland Currituck County to the Northern Outer Banks.

Adopted this the 4<sup>th</sup> day of April 2000.

ATTEST:

  
Town Clerk

  
Mayor

## **Attachment 2: Benefit Cost Analysis**

Benefit Cost Analysis Excel spreadsheet is included in online application.

## **Attachment 3: Preliminary Plan of Finance**

**North Carolina Turnpike Authority  
Mid-Currituck Bridge**

*As of 10/31/2017*

**Preliminary Plan of Finance**

**\$192.1M TIFIA Loan, \$225.1M Toll Revenue Bonds and \$171.6M INFRA Grant**

**A. Assumptions**

**Project Data**

T&R	SDG Lenders' Low Case, inflated to date @ 2.5%
O&M	Data used in 2012 planning; inflated to date @ 2.5%
R&R	Data used in 2012 planning; inflated to date @ 2.5%
Construction Costs	Construction Cost Estimates provided by HNTB (10/24/17)
Open to Traffic	April 2023

**Interest Rate**

TIFIA Loan	TIFIA Rate as of 10/13/2017 plus 50 bps
Toll Revenue Bonds	Current market rates as of 10/13/2017 plus 50 bps

**Series 2018 Toll Revenue Bonds**

Dated/Delivery Date	7/1/2018
Capitalized Interest Thru	1/1/2024
Final Maturity	7/1/2058
Revenue Pledge	Gross pledge

**Fund Earning Rates**

Construction Fund	0.50%
Capitalized Interest Fund	0.50%
Debt Service Reserve Fund	2.00%

**B. Annual Funding Allocation**

Sources		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
TIFIA Loan	192,065,234	-	-	-	89,755,287	87,350,644	14,959,303
<b>Toll Revenue Bonds</b>							
TE CIBS Par Amount	225,058,375	170,972,538	54,085,837	-	-	-	-
TE CCABS Par Amount	0	-	-	-	-	-	-
TE CABS Par Amount	0	-	-	-	-	-	-
+Premium/-Discount	2,948,398	2,239,841	708,556	-	-	-	-
Bond Proceeds	228,006,773	173,212,379	54,794,394	-	-	-	-
INFRA Grant	171,578,707	-	56,143,674	108,488,955	6,946,077	-	-
<b>Total Sources</b>	<b>591,650,713</b>	173,212,379	110,938,068	108,488,955	96,701,365	87,350,644	14,959,303
Uses		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Construction Cost							
Funded by TR Bonds	142,632,753	87,838,359	54,794,394	-	-	-	-
Funded by TIFIA Loan	192,065,234	-	-	-	89,755,287	87,350,644	14,959,303
Funded by INFRA Grant	163,408,044	-	56,143,674	100,318,293	6,946,077	-	-
Sub-total	498,103,300	87,838,359	110,938,068	100,318,293	96,698,634	87,350,644	14,959,303
Toll Revenue Bonds DSRF	22,505,838	22,505,838					
Toll Revenue Bonds CAPI	60,362,931	60,362,931					
Toll Revenue Bonds Underwriter's Dis	1,462,879	1,462,879					
Toll Revenue Bonds Cost of Issuance	1,042,372	1,042,372					
TIFIA DSRF	8,170,663	-	-	8,170,663	-	-	-
Contingency	2,731	-	-	-	2,731	-	-
<b>Total Uses</b>	<b>591,650,713</b>	173,212,379	110,938,068	108,488,955	96,701,365	87,350,644	14,959,303

Mid-Currituck TIFIA Loan Size Calculation	
Construction Cost	498,103,300
Financing Cost	
Project Toll Revenue Bonds DSRF	22,505,838
Project Toll Revenue Bonds CAPI	60,362,931
Project Toll Revenue Bonds COI	1,042,372
<b>Sub-Total</b>	<b>83,911,141</b>
<b>Eligible Cost</b>	<b>582,014,441</b>
<b>Constraint - 33% Eligible Cost</b>	192,064,765
<i>TIFIA Constraint</i>	192,064,765
<b>Estimated TIFIA Loan</b>	<b>192,065,234</b>
<b>% of Eligible Costs</b>	<b>33.0%</b>

	FY	Construction Schedule	
	2018	0	
	2019	87,838,359	
	2020	110,938,068	
	2021	100,318,293	
	2022	96,698,634	
	2023	87,350,644	
	2024	14,959,303	
	<b>Total</b>	<b>498,103,300</b>	
Toll Revenue Backed	334,697,986		67.2%
Other	163,405,314		32.8%
	<b>498,103,300</b>		<b>100.0%</b>

**C. Sources and Uses**

	<b>TIFIA Loan</b>	<b>Toll Revenue Bonds</b>	<b>INFRA Grant</b>	<b>Total</b>
<b>Sources</b>				
TIFIA Loan	192,065,234			192,065,234
Toll Revenue Bonds		228,006,773		228,006,773
INFRA Grant			171,578,707	171,578,707
<b>Total</b>	<b>192,065,234</b>	<b>228,006,773</b>	<b>171,578,707</b>	<b>591,650,713</b>
<b>Uses</b>				
Construction Costs	192,065,234	142,632,753	163,408,044	498,106,031
Toll Revenue Bonds CAPI		60,362,931		60,362,931
TIFIA DSRF			8,170,663	8,170,663
Toll Revenue Bonds DSRF		22,505,838		22,505,838
Toll Revenue Bonds Issuance Costs		2,505,252		2,505,252
<b>Total</b>	<b>192,065,234</b>	<b>228,006,773</b>	<b>171,578,707</b>	<b>591,650,713</b>

**E. Debt Service - Toll Revenue Bonds (TE)**

Fiscal Year	Series 2018				System DSRF Interest Earnings	Toll Revenue Bonds Aggregate Net Debt Service	Total Project TR Bond Net Debt Service (TE and PABs)	
	Current Interest Bonds			Total Gross Debt Service				Capitalized Interest
	Principal	Interest	DS					
2018								
2019		11,252,919	11,252,919	11,252,919	(11,252,919)	0	0	
2020		11,252,919	11,252,919	11,252,919	(11,252,919)	0	0	
2021		11,252,919	11,252,919	11,252,919	(11,252,919)	0	0	
2022		11,252,919	11,252,919	11,252,919	(11,252,919)	0	0	
2023		11,252,919	11,252,919	11,252,919	(11,252,919)	0	0	
2024		11,252,919	11,252,919	11,252,919	(5,626,459)	5,176,343	5,176,343	
2025		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2026		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2027		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2028		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2029		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2030		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2031		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2032		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2033		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2034		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2035		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2036		11,252,919	11,252,919	11,252,919	(450,117)	10,802,802	10,802,802	
2037	248,375	11,252,919	11,501,294	11,501,294	(450,117)	11,051,177	11,051,177	
2038	810,000	11,240,500	12,050,500	12,050,500	(450,117)	11,600,383	11,600,383	
2039	1,425,000	11,200,000	12,625,000	12,625,000	(450,117)	12,174,883	12,174,883	
2040	2,100,000	11,128,750	13,228,750	13,228,750	(450,117)	12,778,633	12,778,633	
2041	2,840,000	11,023,750	13,863,750	13,863,750	(450,117)	13,413,633	13,413,633	
2042	3,650,000	10,881,750	14,531,750	14,531,750	(450,117)	14,081,633	14,081,633	
2043	4,450,000	10,699,250	15,149,250	15,149,250	(450,117)	14,699,133	14,699,133	
2044	5,320,000	10,476,750	15,796,750	15,796,750	(450,117)	15,346,633	15,346,633	
2045	6,260,000	10,210,750	16,470,750	16,470,750	(450,117)	16,020,633	16,020,633	
2046	7,275,000	9,897,750	17,172,750	17,172,750	(450,117)	16,722,633	16,722,633	
2047	8,370,000	9,534,000	17,904,000	17,904,000	(450,117)	17,453,883	17,453,883	
2048	9,460,000	9,115,500	18,575,500	18,575,500	(450,117)	18,125,383	18,125,383	
2049	10,625,000	8,642,500	19,267,500	19,267,500	(450,117)	18,817,383	18,817,383	
2050	11,870,000	8,111,250	19,981,250	19,981,250	(455,161)	19,526,089	19,526,089	
2051	13,205,000	7,517,750	20,722,750	20,722,750	(468,210)	20,254,540	20,254,540	
2052	14,635,000	6,857,500	21,492,500	21,492,500	(484,528)	21,007,973	21,007,973	
2053	16,110,000	6,125,750	22,235,750	22,235,750	(501,403)	21,734,348	21,734,348	
2054	17,690,000	5,320,250	23,010,250	23,010,250	(518,270)	22,491,980	22,491,980	
2055	19,375,000	4,435,750	23,810,750	23,810,750	(526,575)	23,284,175	23,284,175	
2056	21,175,000	3,467,000	24,642,000	24,642,000	(526,575)	24,115,425	24,115,425	
2057	23,090,000	2,408,250	25,498,250	25,498,250	(526,575)	24,971,675	24,971,675	
2058	25,075,000	1,253,750	26,328,750	26,328,750	(526,575)	25,802,175	25,802,175	
Total	225,058,375	383,353,956	608,412,331	608,412,331	(61,891,053)	530,284,372	530,284,372	

**E. Debt Service - TIFIA Loan (Toll Revenue Backed)**

TIFIA Toll Revenue Loan Repayment								
Fiscal Year	Loan Draw Amount	Loan Beginning Balance	Interest Due	Annual Payment	Interest Paid	Principal Paid	Unpaid Interest	Loan Ending Balance
2018								
2019								
2020								
2021	89,755,287							89,755,287
2022	87,350,644	91,261,996	3,013,732				3,013,732	180,119,663
2023	14,959,303	183,143,305	6,047,915				6,047,915	201,126,880
2024		204,503,167	6,762,658				6,762,658	207,889,538
2025		211,369,813	6,970,657				6,970,657	214,860,195
2026		218,069,664	7,207,843	794,714	794,714		6,413,129	221,273,324
2027		224,007,210	7,413,547	1,961,193	1,961,193		5,452,354	226,725,678
2028		229,172,786	7,600,886	2,717,804	2,717,804		4,883,082	231,608,760
2029		233,727,207	7,736,931	3,517,824	3,517,824		4,219,107	235,827,867
2030		237,604,800	7,882,411	4,363,748	4,363,748		3,518,663	239,346,530
2031		240,735,298	7,993,172	5,258,212	5,258,212		2,734,961	242,081,491
2032		243,043,274	8,088,343	6,204,005	6,204,005		1,884,338	243,965,829
2033		244,448,020	8,120,835	7,204,075	7,204,075		916,760	244,882,589
2034		245,155,179	8,159,092	7,676,435	7,676,435		482,657	245,365,246
2035		245,365,246	8,170,663	8,761,050	8,170,663	590,387		244,774,859
2036		244,774,859	8,162,230	9,907,923	8,162,230	1,745,693		243,029,166
2037		243,029,166	8,081,725	10,875,628	8,081,725	2,793,904		240,235,262
2038		240,235,262	7,999,834	11,345,378	7,999,834	3,345,543		236,889,719
2039		236,889,719	7,888,428	11,829,423	7,888,428	3,940,996		232,948,723
2040		232,948,723	7,767,877	12,337,872	7,767,877	4,569,995		228,378,728
2041		228,378,728	7,594,537	12,865,676	7,594,537	5,271,139		223,107,589
2042		223,107,589	7,429,483	13,418,387	7,429,483	5,988,904		217,118,685
2043		217,118,685	7,230,052	13,928,497	7,230,052	6,698,445		210,420,240
2044		210,420,240	7,016,645	14,454,145	7,016,645	7,437,500		202,982,739
2045		202,982,739	6,750,015	15,000,670	6,750,015	8,250,655		194,732,084
2046		194,732,084	6,484,578	15,568,483	6,484,578	9,083,904		185,648,180
2047		185,648,180	6,182,084	16,158,326	6,182,084	9,976,241		175,671,939
2048		175,671,939	5,857,933	16,686,770	5,857,933	10,828,837		164,843,102
2049		164,843,102	5,481,715	17,225,999	5,481,715	11,744,285		153,098,817
2050		153,098,817	5,098,191	17,781,061	5,098,191	12,682,870		140,415,947
2051		140,415,947	4,675,851	18,357,704	4,675,851	13,681,853		126,734,094
2052		126,734,094	4,226,058	18,946,735	4,226,058	14,720,676		112,013,417
2053		112,013,417	3,724,909	19,510,608	3,724,909	15,785,699		96,227,718
2054		96,227,718	3,204,383	20,090,652	3,204,383	16,886,269		79,341,449
2055		79,341,449	2,642,070	20,683,243	2,642,070	18,041,173		61,300,277
2056		61,300,277	2,044,111	21,295,305	2,044,111	19,251,194		42,049,082
2057		42,049,082	1,398,306	21,918,809	1,398,306	20,520,503		21,528,579
2058		21,528,579	716,902	22,245,481	716,902	21,528,579		
Total	192,065,234		228,826,599	420,891,833	175,526,586	245,365,246	53,300,012	

## **D. Toll Financing Results**

	<b>100% Revenue</b>
<b><u>Coverage</u></b>	
Minimum Senior Lien Coverage Ratio	1.66x
Average Senior Lien Coverage Ratio	3.04x
Minimum TIFIA Coverage Ratio	1.74x
Average TIFIA Coverage Ratio	1.76x
<b><u>Interest Cost</u></b>	
Series 2018 TIC	4.9594%
Series 2018 All-in TIC	6.0562%
TIFIA Rate	3.3300%
Series 2018 and TIFIA Combined TIC	4.2291%
<b><u>TIFIA Repayment</u></b>	
Substantial Completion	7/1/2023
Final Repayment	7/1/2058
Repayment Period	35.0 yrs
Average Life	29.6 yrs
<b><u>System General Reserve</u></b>	
Minimum Ending Balance	7,664,530

**F. Toll Revenue Debt - Debt Service Coverage**

Fiscal Year	Pledged Revenues (1)	Toll Revenue Bonds Aggregate Net Debt Service (2)	TIFIA Loan Repayment (3)			Project Toll Revenue Bonds Coverage (4)=(1)/(2)	TIFIA Coverage (5)=(1)/[(2)+(3)]
			Repayment	Reserve Earnings	Aggregate Repayment (3)		
2023							
2024	12,840,873	5,176,343		(163,413)		2.48x	
2025	17,976,632	10,802,802		(163,413)		1.66x	
2026	20,599,993	10,802,802	794,714	(163,413)	631,301	1.91x	1.80x
2027	22,596,340	10,802,802	1,961,193	(163,413)	1,797,779	2.09x	1.79x
2028	23,891,227	10,802,802	2,717,804	(163,413)	2,554,390	2.21x	1.79x
2029	25,260,406	10,802,802	3,517,824	(163,413)	3,354,411	2.34x	1.78x
2030	26,708,145	10,802,802	4,363,748	(166,365)	4,197,383	2.47x	1.78x
2031	28,238,957	10,802,802	5,258,212	(180,955)	5,077,256	2.61x	1.78x
2032	29,857,616	10,802,802	6,204,005	(202,997)	6,001,008	2.76x	1.78x
2033	31,569,166	10,802,802	7,204,075	(219,861)	6,984,213	2.92x	1.77x
2034	32,377,576	10,802,802	7,676,435	(229,328)	7,447,107	3.00x	1.77x
2035	34,233,819	10,802,802	8,761,050	(239,131)	8,521,919	3.17x	1.77x
2036	36,196,612	10,802,802	9,907,923	(249,396)	9,658,526	3.35x	1.77x
2037	38,272,073	11,051,177	10,875,628	(260,077)	10,615,551	3.46x	1.77x
2038	40,013,452	11,600,383	11,345,378	(270,918)	11,074,459	3.45x	1.76x
2039	41,834,064	12,174,883	11,829,423	(281,198)	11,548,225	3.44x	1.76x
2040	43,737,514	12,778,633	12,337,872	(291,816)	12,046,057	3.42x	1.76x
2041	45,727,572	13,413,633	12,865,676	(302,852)	12,562,824	3.41x	1.76x
2042	47,808,175	14,081,633	13,418,387	(314,319)	13,104,068	3.40x	1.76x
2043	49,738,430	14,699,133	13,928,497	(325,809)	13,602,689	3.38x	1.76x
2044	51,746,618	15,346,633	14,454,145	(336,432)	14,117,714	3.37x	1.76x
2045	53,835,889	16,020,633	15,000,670	(347,295)	14,653,375	3.36x	1.76x
2046	56,009,512	16,722,633	15,568,483	(358,504)	15,209,978	3.35x	1.75x
2047	58,270,898	17,453,883	16,158,326	(367,154)	15,791,172	3.34x	1.75x
2048	60,324,946	18,125,383	16,686,770	(367,154)	16,319,616	3.33x	1.75x
2049	62,423,980	18,817,383	17,225,999	(367,154)	16,858,845	3.32x	1.75x
2050	64,596,318	19,526,089	17,781,061	(367,154)	17,413,907	3.31x	1.75x
2051	66,844,527	20,254,540	18,357,704	(367,154)	17,990,550	3.30x	1.75x
2052	69,171,268	21,007,973	18,946,735	(367,154)	18,579,580	3.29x	1.75x
2053	71,409,601	21,734,348	19,510,608	(367,154)	19,143,454	3.29x	1.75x
2054	73,720,535	22,491,980	20,090,652	(367,154)	19,723,498	3.28x	1.75x
2055	76,106,425	23,284,175	20,683,243	(367,154)	20,316,089	3.27x	1.75x
2056	78,569,706	24,115,425	21,295,305	(367,154)	20,928,151	3.26x	1.74x
2057	81,112,897	24,971,675	21,918,809	(367,154)	21,551,654	3.25x	1.74x
2058	83,539,298	25,802,175	22,245,481		22,245,481	3.24x	1.74x
2059	86,038,369						
2060	88,612,286						
2061	91,263,294						
<b>Total</b>	1,923,075,011	530,284,372	398,646,351	(9,596,429)	389,376,749		

**G. Toll Revenue Flow of Funds**

Fiscal Year	Debt Service and DSRF Deposits					Available Revenues after Debt Service
	Pledged Revenue	Aggregate Net TR Bonds Debt Service	System TR Bonds DSRF Deposit/Release	Aggregate TIFIA Repayment	System TIFIA DSRF Deposit/Release	
2018						
2019						
2020						
2021						
2022						
2023		0				0
2024	12,840,873	(5,176,343)				7,664,530
2025	17,976,632	(10,802,802)				7,173,830
2026	20,599,993	(10,802,802)		(631,301)		9,165,891
2027	22,596,340	(10,802,802)		(1,797,779)		9,995,759
2028	23,891,227	(10,802,802)		(2,554,390)		10,534,034
2029	25,260,406	(10,802,802)		(3,354,411)		11,103,193
2030	26,708,145	(10,802,802)		(4,197,383)	(590,387)	11,117,573
2031	28,238,957	(10,802,802)		(5,077,256)	(1,146,873)	11,212,026
2032	29,857,616	(10,802,802)		(6,001,008)	(967,706)	12,086,100
2033	31,569,166	(10,802,802)		(6,984,213)	(469,749)	13,312,401
2034	32,377,576	(10,802,802)		(7,447,107)	(484,046)	13,643,622
2035	34,233,819	(10,802,802)		(8,521,919)	(508,449)	14,400,650
2036	36,196,612	(10,802,802)		(9,658,526)	(527,804)	15,207,480
2037	38,272,073	(11,051,177)		(10,615,551)	(552,711)	16,052,634
2038	40,013,452	(11,600,383)		(11,074,459)	(510,111)	16,828,498
2039	41,834,064	(12,174,883)		(11,548,225)	(525,648)	17,585,307
2040	43,737,514	(12,778,633)		(12,046,057)	(546,525)	18,366,300
2041	45,727,572	(13,413,633)		(12,562,824)	(567,813)	19,183,302
2042	47,808,175	(14,081,633)		(13,104,068)	(589,843)	20,032,631
2043	49,738,430	(14,699,133)		(13,602,689)	(528,444)	20,908,164
2044	51,746,618	(15,346,633)		(14,117,714)	(539,230)	21,743,042
2045	53,835,889	(16,020,633)		(14,653,375)	(555,061)	22,606,820
2046	56,009,512	(16,722,633)		(15,209,978)	(576,644)	23,500,257
2047	58,270,898	(17,453,883)		(15,791,172)		25,025,843
2048	60,324,946	(18,125,383)		(16,319,616)		25,879,947
2049	62,423,980	(18,817,383)		(16,858,845)		26,747,752
2050	64,596,318	(19,526,089)		(17,413,907)		27,656,322
2051	66,844,527	(20,254,540)	(504,413)	(17,990,550)		28,095,024
2052	69,171,268	(21,007,973)	(800,500)	(18,579,580)		28,783,215
2053	71,409,601	(21,734,348)	(831,250)	(19,143,454)		29,700,550
2054	73,720,535	(22,491,980)		(19,723,498)		31,505,057
2055	76,106,425	(23,284,175)		(20,316,089)		32,506,161
2056	78,569,706	(24,115,425)		(20,928,151)		33,526,130
2057	81,112,897	(24,971,675)		(21,551,654)		34,589,568
2058	83,539,298	(25,802,175)	26,328,750	(22,245,481)		61,820,392
2059	86,038,369					86,038,369
<b>Total</b>	1,743,199,432	(530,284,372)	24,192,588	(411,622,230)	(10,187,042)	815,298,375

**G. Flow of Funds**

Fiscal Year	Available Revenues after Debt Service	O&M Expenses	O&M Reserve	R&R	Residual Revenues	General Reserve Fund
2018						
2019						
2020						
2021						
2022						
2023	0				0	0
2024	7,664,530				7,664,530	7,664,530
2025	7,173,830	(3,172,866)	(793,217)	(1,262,133)	1,945,614	9,610,144
2026	9,165,891	(2,981,301)		(1,262,133)	4,922,456	14,532,601
2027	9,995,759	(3,333,557)	(32,240)	(1,262,133)	5,367,829	19,900,430
2028	10,534,034	(3,089,192)		(1,323,210)	6,121,632	26,022,061
2029	11,103,193	(3,487,010)	(21,938)	(1,323,210)	6,271,035	32,293,096
2030	11,117,573	(3,230,560)		(1,323,210)	6,563,803	38,856,899
2031	11,212,026	(3,648,549)	(23,084)	(1,323,210)	6,217,183	45,074,082
2032	12,086,100	(3,379,664)		(1,323,210)	7,383,226	52,457,308
2033	13,312,401	(3,848,283)	(31,833)	(1,740,584)	7,691,702	60,149,010
2034	13,643,622	(3,544,496)		(1,740,584)	8,358,542	68,507,553
2035	14,400,650	(4,015,516)	(22,792)	(1,740,584)	8,621,758	77,129,310
2036	15,207,480	(3,727,135)		(1,740,584)	9,739,762	86,869,072
2037	16,052,634	(4,221,293)	(31,497)	(1,740,584)	10,059,261	96,928,333
2038	16,828,498	(3,916,072)		(1,740,584)	11,171,842	108,100,175
2039	17,585,307	(4,431,756)	(31,722)	(1,740,584)	11,381,246	119,481,420
2040	18,366,300	(4,140,643)		(1,740,584)	12,485,073	131,966,493
2041	19,183,302	(4,653,741)	(33,547)	(1,740,584)	12,755,430	144,721,923
2042	20,032,631	(4,316,787)		(1,740,584)	13,975,260	158,697,183
2043	20,908,164	(4,887,067)	(35,285)	(3,938,203)	12,047,608	170,744,791
2044	21,743,042	(4,531,038)		(3,938,203)	13,273,800	184,018,592
2045	22,606,820	(5,129,415)	(36,386)	(3,938,203)	13,502,815	197,521,407
2046	23,500,257	(4,755,593)		(3,938,203)	14,806,461	212,327,868
2047	25,025,843	(5,411,837)	(45,198)	(3,938,203)	15,630,606	227,958,474
2048	25,879,947	(4,988,301)		(3,938,203)	16,953,444	244,911,917
2049	26,747,752	(5,646,891)	(32,025)	(3,938,203)	17,130,633	262,042,550
2050	27,656,322	(5,232,645)		(3,938,203)	18,485,475	280,528,025
2051	28,095,024	(5,923,684)	(41,146)	(3,938,203)	18,191,991	298,720,016
2052	28,783,215	(5,490,773)		(3,938,203)	19,354,239	318,074,255
2053	29,700,550	(6,215,654)	(43,642)	(18,665,382)	4,775,873	322,850,128
2054	31,505,057	(5,785,454)		(18,665,382)	7,054,222	329,904,350
2055	32,506,161	(6,519,367)	(45,135)	(18,665,382)	7,276,276	337,180,626
2056	33,526,130	(6,039,288)		(18,665,382)	8,821,461	346,002,087
2057	34,589,568	(6,839,770)	(47,797)	(18,665,382)	9,036,620	355,038,707
2058	61,820,392	(6,332,777)		(18,665,382)	36,822,234	391,860,941
2059	86,038,369	(7,173,933)	(49,654)	(18,665,382)	60,149,401	452,010,341
<b>Total</b>	815,298,375	(164,041,909)	(1,398,137)	(197,847,988)	452,010,341	

## **Attachment 4: Project Request Letter Sent to US Coast Guard and Response Letter**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

August 23, 2017

Mr. Hal R. Pitts  
Chief, Bridge Branch  
Fifth Coast Guard District  
431 Crawford Street  
Portsmouth, VA 23704

Subject: Bridge Project Initiation Request  
Mid-Currituck Bridge (R-2576)  
Currituck County, NC

Dear Mr. Pitts:

In accordance with Section 2 of the Bridge Permit Application Guide (USCG BPAG COMDTPUB P16591.3D, July 2016), the North Carolina Turnpike Authority (NCTA) of the North Carolina Department of Transportation (NCDOT) requests initiation of the bridge permitting process with the US Coast Guard for the Mid-Currituck Bridge (R-2576) in Currituck County, North Carolina. A project location map is enclosed as a reference. Please note that the US Coast Guard has assisted previously on this project as described herein.

**Description of the Mid-Currituck Bridge Project**

The Mid-Currituck Bridge Study evaluated various transportation improvements in the vicinity of Currituck Sound. The Preferred Alternative, as identified in the Final Environmental Impact Statement (EIS), involves construction of a new bridge across Currituck Sound from the mainland to the Outer Banks. The proposed project is about 7 miles long and begins at US 158 near Coinjock and extends to NC 12 in Corolla. The facility is planned to carry one-lane of traffic in each direction. An interchange is proposed at US 158. There are two longer bridges included in the project. The first is about 1.5 miles in length and crosses Maple Swamp on the mainland between US 158 and Aydlett on the western shore of Currituck Sound. The second bridge is about 4.7 miles long and crosses Currituck Sound. This second bridge is the portion of the project under consideration for US Coast Guard bridge permitting.

**Purpose and Need for the Project**

The Mid-Currituck Bridge project has been developed to meet three purposes: 1) to substantially improve traffic flow on the project area's thoroughfares; 2) to substantially reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks; and 3) to reduce substantially hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
NC TURNPIKE AUTHORITY  
1578 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1578

*Telephone:* (919) 707-2715  
*Fax:* (919) 715-5511  
*Customer Service:* 1-877-368-4968

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601

### **Proposed Schedule and Status**

The NCDOT's 2018-2027 State Transportation Improvement Program shows the Mid-Currituck Bridge project scheduled for start of right of way acquisition and construction in Fiscal Year 2018. These dates are subject to change as project development activities are completed, including the required filing and obtaining the necessary Federal and State permits. The project is complying with the National Environmental Policy Act (NEPA). The Draft EIS and Final EIS have been issued. A Reevaluation of the Final EIS is anticipated late this fall and a Record of Decision is expected to follow shortly thereafter in the spring of 2018.

At this time, we would anticipate letting a Design-Build project as early as late 2018, shortly after issuance of the US Coast Guard permit, with construction to begin in 2019 and the facility would be open to traffic three to four years later.

Substantial prior coordination with the US Coast Guard has taken place on this project from 1994 through the present. As part of the prior coordination efforts, a Preliminary Public Notice (PPN 5-1163) was published on September 28, 2009 to identify existing and potential future navigational needs relative to the vessels that regularly use or are reasonably expected to use the area of Currituck Sound in the vicinity of the proposed bridge. Also, the US Coast Guard is a cooperating agency in the NEPA process.

### **Potentially Affected Federal and Non-Federal Entities**

The following entities have participated in the Mid-Currituck Bridge Study:

- US Coast Guard
- US Army Corps of Engineers
- US Environmental Protection Agency
- US Fish & Wildlife Service
- US Department of Commerce – National Marine Fisheries
- US Department of Agriculture – Natural Resource Conservation Service
- NC Department of Environmental Quality – Division of Coastal Management
- NC Department of Environmental Quality – Division of Water Resources
- NC Department of Environmental Quality – Division of Marine Fisheries
- NC Natural Heritage Program
- NC Wildlife Resources Commission
- NC Department of Cultural Resources – State Historic Preservation Office
- Currituck County

### **Site Conditions**

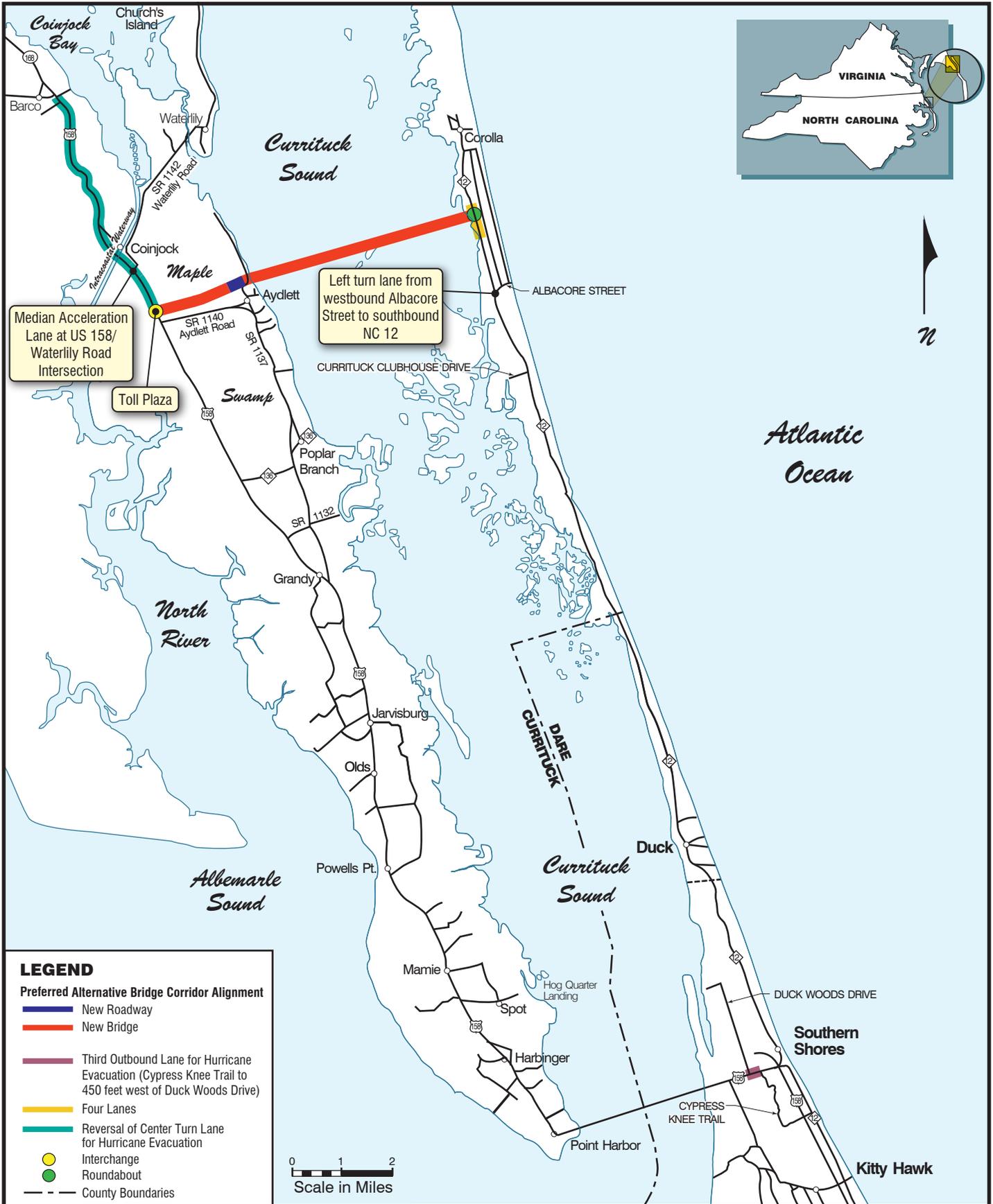
Currituck Sound is a shallow protected inlet of the Atlantic Ocean, approximately 30 miles in length and 3 to 8 miles in width with numerous islands. Water depths in Currituck Sound are generally shallow (less than 7 feet). Immediately south of the planned crossing is the Big Narrows area that has a series of islands, very shallow water (about 3 feet of depth), and a constriction in the width of the waterway. This area tends to limit boat traffic through the sound. The Mid-Currituck Bridge does not cross the Atlantic Intracoastal Waterway. Currituck Sound historically has supported populations of submerged aquatic vegetation in area with water depths typically 4 feet or less.

We enjoyed meeting you last week and we look forward to working with you on this project. Please do not hesitate to contact me at (919) 707-2710 or Jennifer Harris at (919) 707-2704.

Sincerely,

A handwritten signature in black ink, appearing to read 'RR', is positioned above the typed name.

Rodger Rochelle, PE  
North Carolina Turnpike Authority  
Chief Engineer – Innovative Delivery



**Proposed Revised Preferred Alternative (1/12/17)**

**Figure 1**

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
United States Coast Guard  
Fifth Coast Guard District

431 Crawford Street  
Portsmouth, VA 23704-5004  
Staff Symbol: dpb  
Phone: (757) 398-6422  
Fax: (757) 398-6334  
Email: [Martin.A.Bridges@uscg.mil](mailto:Martin.A.Bridges@uscg.mil)  
or [CGDFiveBridges@uscg.mil](mailto:CGDFiveBridges@uscg.mil)

16591  
30 AUG 2017

Mr. Rodger Rochelle  
North Carolina Department of Transportation  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Dear Mr. Walus:

Coast Guard review of your bridge Project Initiation Request (PIR), as provided in your letter dated August 23, 2017, is complete.

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Based on the documentation provided and our research, the Coast Guard has established a new bridge permitting project for the proposed highway fixed bridge from US 158 to NC 12 across Currituck Sound, between Coinjock to Corolla, NC.

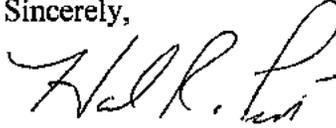
The Bridge Permit Application Guide (BPAG) should be used in preparing a Navigation Impact Report (NIR) and Coast Guard Bridge Permit Application (CGBPA) as described below:

- a. Navigation Impact Report (NIR): A Navigation Impact Report (NIR), as outlined in appendix A in the BPAG, should be submitted early in the project scoping and planning phase in order for the Coast Guard to provide a preliminary navigation clearance determination (PNCD). A PNCD provides the preliminary navigational clearances (vertical and horizontal) to be used in the development of alternatives within the project planning and environmental review processes. A PNCD is not binding, does not constitute an approval or final agency action, and normally expires three (3) years from the date of the correspondence in which the determination is provided.
- b. Coast Guard Bridge Permit Application (CGBPA): A complete Coast Guard Bridge Permit Application (CGBPA) should be submitted at least 180 days prior to the date in which a Coast Guard Bridge Permit or Permit Amendment is needed. The enclosed BPAG Applicant Template may be completed and attached to a cover letter, or incorporated into a letterhead, and submitted along with all required bridge permit application documents, as outlined in the BPAG.

16591  
30 AUG 2017

Mr. Marty Bridges, at the above listed address or telephone number, has been assigned as the Coast Guard's Bridge Permit project officer. Please maintain frequent and regular contact with the project officer to ensure efficient and effective project administration.

Sincerely,



HAL R. PITTS  
Bridge Program Manager  
By direction of the Commander  
Fifth Coast Guard District

Encl: Bridge Permit Application Guide, COMDTPUB P16195.3D and BPAG Applicant  
Template (located at [http://www.dco.uscg.mil/Our-Organization/Assistant-  
Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-  
5PW/Office-of-Bridge-Programs/](http://www.dco.uscg.mil/Our-Organization/Assistant-<br/>Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-<br/>5PW/Office-of-Bridge-Programs/))

Copy: CG Sector North Carolina, Waterways Management  
US Army Corps of Engineers, Norfolk District  
Federal Highway Administration, North Carolina Division