

STIP Project No. R-2576

Federal Aid Project No. BRSTP-000S(494)

Mid-Currituck Bridge
Study

Local Officials Meeting

Introductions

- NCTA
- NCDOT
- FHWA
- Others

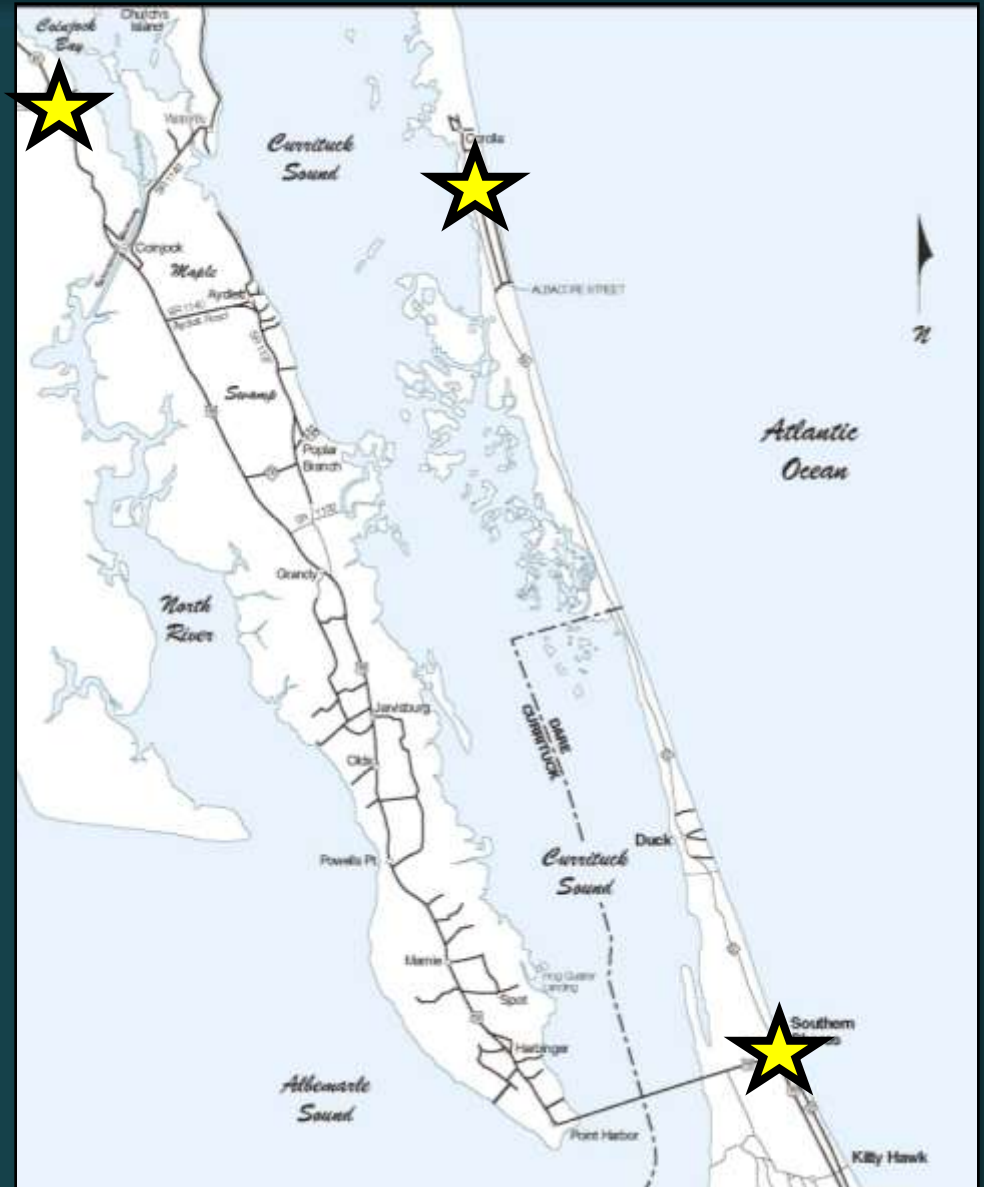
Agenda

- **Background Information**
- **Project Purpose and Need**
- **Description of Detailed Study Alternatives**
- **Project Funding**
- **Draft EIS**
- **Recommended Alternative**
- **Boating and Related Issues**



2005 – Mid-Currituck Bridge becomes candidate toll facility

Project Area



Project Purpose and Need

- To substantially improve traffic flow on the project area's thoroughfares (NC 12 and US 158)
- To substantially reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks
- To substantially reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation

With the proposed project in place, future travel time between the Currituck County mainland and Outer Banks is expected to be substantially shorter for many trips, and overall congestion throughout the project area also is predicted to be reduced.

Detailed Study Alternatives



Alternative Concepts Considered in the Draft EIS

- **Additional road and/or bridge alternatives**
- **Low cost alternatives**
- **Ferry alternatives**
- **Additional Mid-Currituck Bridge corridor alternatives**

Project Funding

- Revenue Bonds
- TIFIA Loans
- Gap Appropriation
- Public Private Partnership

Public Private Partnership

- **Private concessionaire will:**
 - Design
 - Finance
 - Build
 - Operate
 - Maintain
- **Done under a contract with NCTA**
- **NCTA will own the bridge**

How much would tolls cost?

- 2007 preliminary traffic and revenue study indicated a one-way toll of \$6 to \$12
- Initial toll rates ultimately will be based on Investment Grade Traffic and Revenue Study
- All toll revenue is used to finance, construct, operate, and maintain the bridge
- Legislation requires that when the bridge is paid for, the toll be removed

How will tolls be collected?



What is a Draft EIS?



National Archives and
Records Administration

code of
federal regulations

PART 1500—PURPOSE, POLICY, AND MANDATE

- Sec.
1500.1 Purpose.
1500.2 Policy.
1500.3 Mandate.
1500.4 Reducing paperwork.
1500.5 Reducing delay.
1500.6 Agency authority.

AUTHORITY: NEPA, the Environmental Quality Improvement Act of 1970, as amended (42 U.S.C. 4371 *et seq.*), sec. 309 of the Clean Air Act, as amended (42 U.S.C. 7609) and E.O. 11514, Mar. 5, 1970, as amended by E.O. 11991, May 24, 1977).

SOURCE: 43 FR 55990, Nov. 28, 1978, unless otherwise noted.

§1500.1 Purpose.

(a) The National Environmental Policy Act (NEPA) is our basic national charter for protection of the environment. It establishes policy, sets goals (section 101), and provides means (section 102) for carrying out the policy

environmental consequences, and take actions that protect, restore, and enhance the environment. These regulations provide the direction to achieve this purpose.

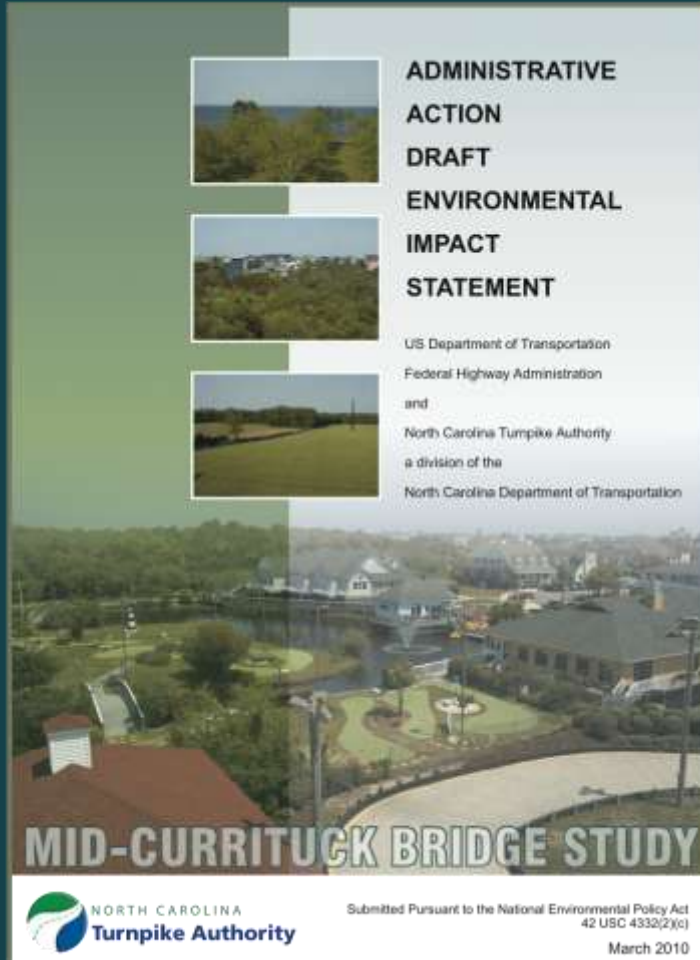
§1500.2 Policy.

Federal agencies shall to the fullest extent possible:

(a) Interpret and administer the policies, regulations, and public laws of the United States in accordance with the policies set forth in the Act and in these regulations.

(b) Implement procedures to make the NEPA process more useful to decisionmakers and the public; to reduce paperwork and the accumulation of extraneous background data; and to emphasize real environmental issues and alternatives. Environmental impact statements shall be concise, clear, and to the point, and shall be supported by evidence that agencies have made the necessary environmental analyses.


What is a Draft EIS?



**ADMINISTRATIVE
ACTION
DRAFT
ENVIRONMENTAL
IMPACT
STATEMENT**

US Department of Transportation
Federal Highway Administration
and
North Carolina Turnpike Authority
a division of the
North Carolina Department of Transportation

MID-CURRITUCK BRIDGE STUDY

 NORTH CAROLINA
Turnpike Authority

Submitted Pursuant to the National Environmental Policy Act
42 USC 4332(2)(c)
March 2010


- Why is the project needed?
- What are the reasonable alternatives?
- What are the impacts?
- How can impacts be mitigated?
- Summarizes public and agency coordination

Who is involved in the project?




U.S. Department of Transportation
Federal Highway Administration






ADMINISTRATIVE ACTION DRAFT ENVIRONMENTAL IMPACT STATEMENT

US Department of Transportation
Federal Highway Administration
and
North Carolina Turnpike Authority
a division of the
North Carolina Department of Transportation



MID-CURRITUCK BRIDGE STUDY



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US Army Corps of Engineers.







NORTH CAROLINA DEPARTMENT OF CULTURAL RESOURCES
WWW.NCCULTURE.COM

Who Else Is Involved?

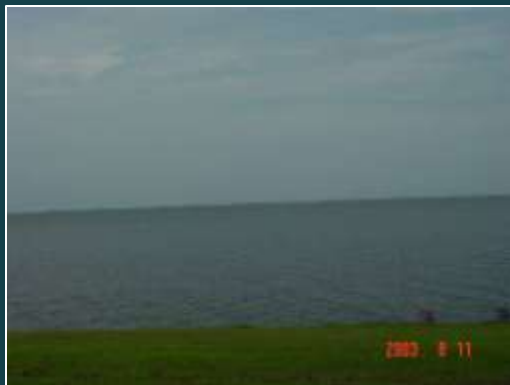
Local Stakeholders

- Residents
- Property owners
- Traveling public
- Local governments
 - RPO
 - Towns
 - Counties
- Elected officials



Alternatives Evaluated by Project Impacts

- Human Environment
- Physical Environment
- Cultural Environment
- Natural Environment



Technical Evaluation of...



- Wetlands and Streams
- Water Quality
- Endangered Species
- Floodplains

- Historic and Archaeological Resources
- Noise
- Community Resources
- Relocations
- Air Quality
- Hazardous Materials
- Farmlands



The Alternative Selection Process

- Recommendation made in Draft EIS based on technical evaluation of all factors
- Public Hearing/Comment process provides affirmation -- or -- sufficient justification for changing the recommendation

The Alternative Selection Process

- Not a “vote of the people”
- Not a political decision
- Based on sound, defensible, repeatable technical evidence with consideration of all public comments
- Process dictated by federal law (NEPA)

Recommended Alternative is MCB4



Boating and Related Issues

- Boating activity study underway
- Will determine need for a navigation span with added height
- If you are a boater or rent boats please provide vessel information on your comment form



Participate in the Hearing



Speak at the Public Hearings



Drop your comments in the box



Mail your comments



E-mail your comments

June 2010

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
Father's Day						
27	28	29	30			

Comments Due

Flag Day

Father's Day

What happens next?

- Review and evaluate comments
- August 2010 – Identify the Preferred Alternative
- September 2010 – Final EIS
- December 2010 – Record of Decision (ROD)
- Early 2011 – Begin Construction
- Late 2014 – Open to traffic

QUESTIONS