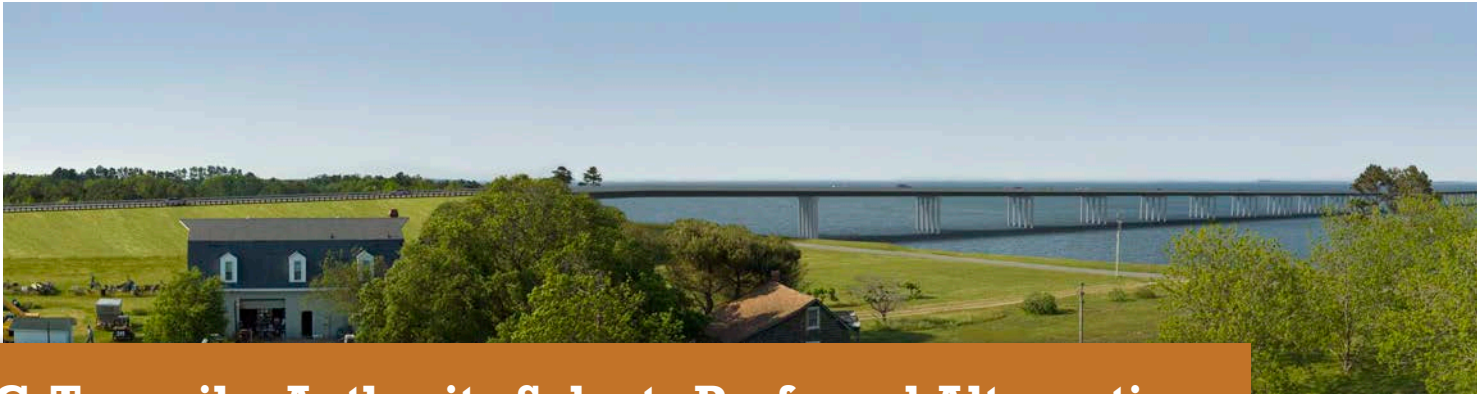


Mid-Currituck Bridge Project

Newsletter / Vol. 4, No. 1 / February 2011



N.C. Turnpike Authority Selects Preferred Alternative

The North Carolina Turnpike Authority (NCTA) has selected a Preferred Alternative for its Mid-Currituck Bridge project. The alignment for the Preferred Alternative, identified in the project's Draft Environmental Impact Statement (DEIS) as MCB4, places the bridge in the northern (C1) corridor with a second bridge across Maple Swamp (Option A). Aydlett Road would remain open to traffic and turning movements would not be restricted at Waterlily Road.

The Preferred Alternative was selected taking into account cost and design considerations, travel benefits, minimization of natural resource and community impacts, comments and suggestions from environmental regulatory and resource agencies, and input from you, the public.

The 7-mile-long project is expected to reduce travel time and congestion, as well as provide an alternative hurricane evacuation route for the northern Outer Banks. Preliminary project costs are estimated at \$660 million. The project is anticipated to be financed through a combination of state appropriation bonds, toll revenue bonds and private equity.

Since the close of the formal DEIS comment period in June 2010, NCTA has been working with environmental resource and regulatory agencies to resolve key concerns associated with the Mid-Currituck Bridge. Based on this feedback, the Preferred Alternative was revised to further minimize impacts to natural resources and the community. Detailed descriptions of these refinements are included inside this newsletter.

Timeline for the Project



Refinements to the Preferred Alternative

The Preferred Alternative selected by NCTA has been refined since it was included in the DEIS in order to address comments and concerns expressed by environmental resource and regulatory agencies, residents, homeowners and other stakeholders. These refinements include:

Widening only certain stretches of N.C. 12 to reduce community impacts. Four-lane widening would occur approximately from Devils Bay to North Harbor View Drive, Monterey Drive to Crown Point Circle and Sand Fiddler Circle to Marlin Way.

Constructing roundabouts on N.C. 12 at the bridge landing and Currituck Clubhouse Drive so N.C. 12 traffic does not have to stop. Keeping traffic moving through these intersections on summer weekends reduces the potential for back-ups and the need for additional four-lane widening on N.C. 12.

Relocating the northern (C1) corridor bridge landing on the Outer Banks to reduce community and wetland impacts.

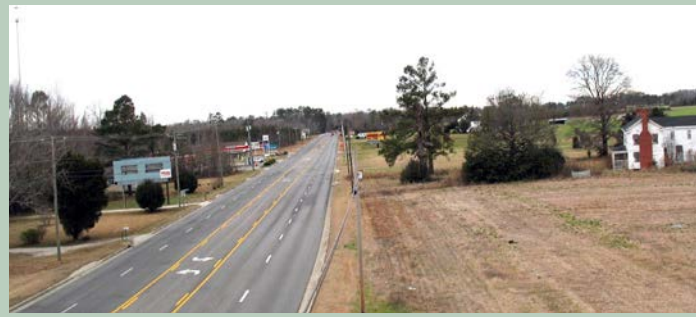
Next Steps

NCTA is continuing to work with environmental resource and regulatory agencies to minimize the impacts of in-water construction work, implement stormwater management efforts and mitigate the bridge's shading of submerged aquatic vegetation (an important fish habitat). These concerns will need to be resolved in order for the agencies to issue the environmental permits needed to build the bridge project.

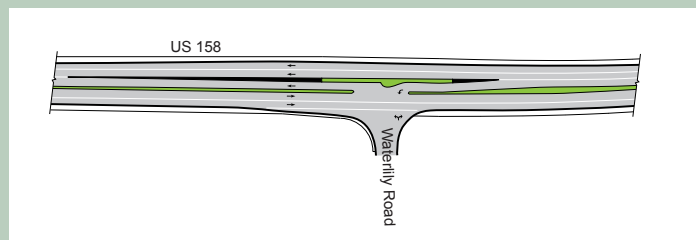
NCTA is also proceeding with completion of the Final Environmental Impact Statement, expected in Summer 2011. It would be followed by a Record of Decision, which is expected in Fall 2011. The project is scheduled to open to traffic in 2016.

The **refined northern (C1) corridor** would provide a straight bridge with a northern landing on the Outer Banks. The landing would pass between the first phase of the Corolla Bay subdivision and the northern end of the Monterey Shores subdivision. The bridge approach road would be at least 300 feet away from the homes and lots west of N.C. 12.

Reversing the center turn lane on U.S. 158 between the Mid-Currituck Bridge and N.C. 168 would help move additional traffic when needed during a hurricane evacuation.



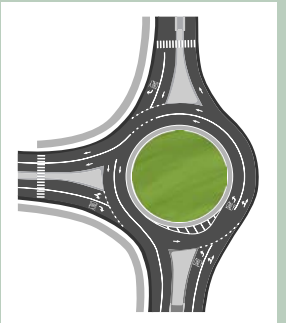
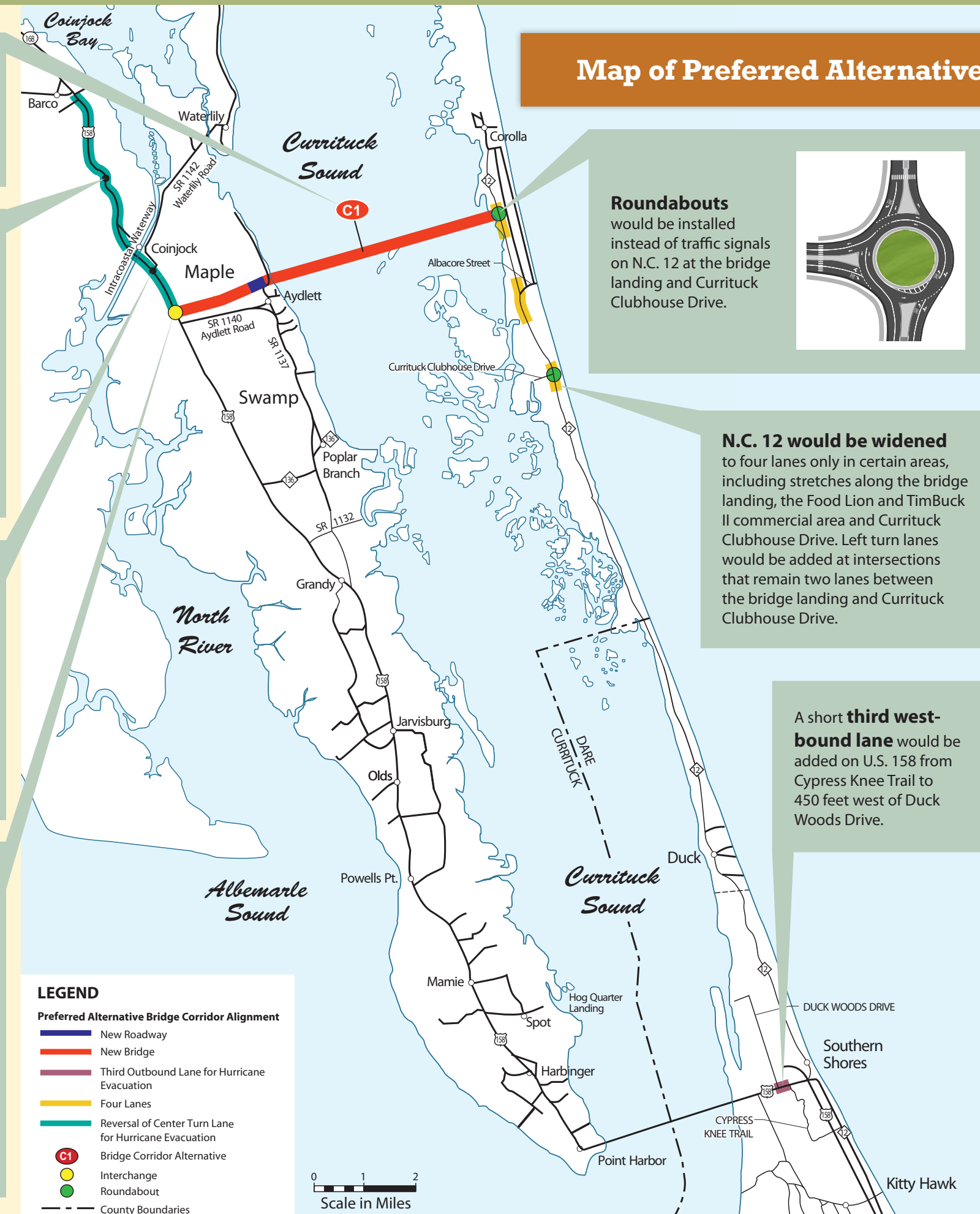
A **median acceleration lane** would aid safe left turns at Waterlily Road and U.S. 158. U-turn bulbs at nearby intersections would also provide additional flexibility for local traffic near the Mid-Currituck Bridge interchange.



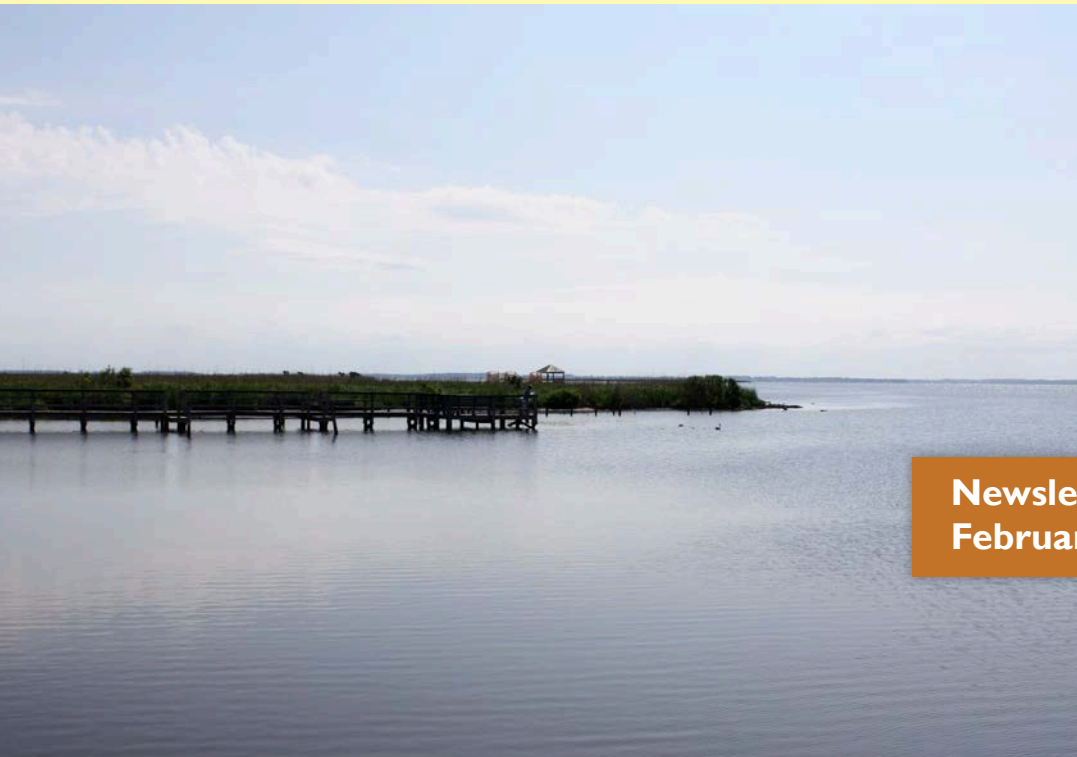
As detailed in Option A of the DEIS, a **toll plaza** would be located within the U.S. 158 interchange and a two-lane bridge would be constructed over Maple Swamp and the community of Aydlett. In Aydlett, the approach road would continue on fill, and Aydlett Road would remain open to local traffic.



Map of Preferred Alternative



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

Questions or Comments?

We look forward to your continued participation in this project. You may contact the project team at any time with questions, comments or concerns at the information below:

Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
midcurrituck@ncturnpike.org
919-571-3000

Project Hotline: (800) 961-5465

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