

# *Appendix B*

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**Citizens and  
Local Officials  
Involvement Materials**

## **B. Citizens and Local Officials Involvement Materials**

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<b>CITIZEN INVOLVEMENT .....</b>	<b>B-3</b>
<b>July 2004 Citizens Informational Workshops.....</b>	<b>B-3</b>
Summer 2004 Newsletter .....	B-3
Date Change Post Card.....	B-5
Agenda.....	B-5
Comment Form.....	B-6
Displays .....	B-7
Sign-in Sheets .....	B-12
<b>February 2008 Citizens Informational Workshops.....</b>	<b>B-22</b>
Press Release .....	B-22
Post Card Invitation .....	B-23
Handout.....	B-24
Comment Form.....	B-26
Displays .....	B-27
Sign-in Sheets .....	B-35
Public Comments Summary .....	B-53
<b>April 2008 Request for Comments on Draft Statement of Purpose         and Need and Alternatives Screening Report .....</b>	<b>B-58</b>
Post Card Announcement.....	B-58
Public Comments Summary .....	B-59
October 2008 Newsletter .....	B-60
<b>Small Group Meeting Minutes .....</b>	<b>B-62</b>
March 27, 2002 .....	B-62
July 18, 2002.....	B-63
March 31, 2004 .....	B-75
October 12, 2009.....	B-81
<b>LOCAL OFFICIALS INVOLVEMENT .....</b>	<b>B-94</b>
<b>July 2004 Local Officials Meetings .....</b>	<b>B-94</b>
Slide Show .....	B-94
Currituck County Meeting Summary .....	B-105
Dare County Meeting Summary .....	B-106
<b>June 2, 2005 Joint Agency-Local Officials Meeting Minutes .....</b>	<b>B-108</b>
<b>October 26 and 27, 2005 Local Officials Field Trip Summary .....</b>	<b>B-111</b>
<b>February 26 and 28, 2008 Local Officials Meetings.....</b>	<b>B-116</b>
Slide Show .....	B-116
Meeting Summary .....	B-127

**Local Government Resolutions and Comments .....B-129**  
Albemarle Commission.....B-129  
Currituck County .....B-130  
Town of Duck.....B-131  
Town of Nags Head .....B-133  
Town of Southern Shores .....B-134

# Currituck Light



Currituck Sound Area Transportation Study / North Carolina Department of Transportation

Currituck and Dare Counties, North Carolina / TIP Project No. R-2576

## Citizens Informational Workshops Scheduled



During the mid-1990s, a Mid-Currituck Sound Bridge in Currituck County was examined by the North Carolina Department of Transportation (NCDOT). A Draft Environmental Impact Statement, discussed at public hearings in 1998, found that a new bridge would not fully serve future travel demand in the northern Outer Banks.

Thus, the study was expanded to include US 158 from the US 158/NC 168 intersection at Barco to the US 158/NC 12 intersection at Kitty Hawk and NC 12 from the US 158/NC 12 intersection to the northern terminus of NC 12. The expanded study is named the Currituck Sound Area Transportation Study. A map of the study area is shown on page 2.

Three Citizens Informational Workshops are scheduled in July to provide the opportunity to talk with NCDOT representatives about the Currituck Sound Area Transportation Study. Citizens also will be introduced to a study of interchange options at the US 158/NC 12 intersection. The dates, times and places for the workshops are listed on the adjoining "bulletin board". The workshops will be conducted as informal open houses. The same information will be available at all three workshops. You are invited to attend the workshop most convenient for you.

This newsletter summarizes the information that will be available at the workshops. The workshop displays and handout will be posted on the project web site for citizens who cannot attend a workshop. Please write or call the study team if you have comments or questions.

## NCDOT/FHWA/Agencies Agree on Purpose and Need for Project

In November 2003, the NCDOT, the Federal Highway Administration (FHWA) and the state and federal environmental resource and regulatory agencies reached agreement on the purpose and need for the Currituck Sound Area Transportation Study. This marked the end of phase 1 of the study. In transportation project development, these primary measures are used to compare the merits of transportation improvement options:

- 1) how well do improvement options address the problem; 2) what are the potential community and environmental impacts of options; and 3) cost. The purpose and need statement defines the issues to be addressed by the transportation project. Stakeholder comment is considered when making decisions based on the three measures.

The purpose of the Currituck Sound Area Transportation Study is to:

- Improve traffic flow on the project area's thoroughfares during the summer weekday peak travel periods.
- Reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks.
- Facilitate coastal evacuation of the northern Outer Banks (provided this need is supported by empirical data).

The NCDOT will use the hurricane evacuation time prediction model for North Carolina to confirm whether the proposed improvements will aid coastal evacuation and how well proposed improvements will meet that need.

## Bulletin Board

- ✓ Citizens Informational Workshop on the Currituck County Outer Banks  
Date: Thursday, July 15, 2004  
Time: 4:30 p.m. - 7:30 p.m.  
Place: Hampton Inn
- ✓ Citizens Informational Workshop on the Mainland  
Date: Tuesday, July 20, 2004  
Time: 4:00 p.m. - 7:00 p.m.  
Place: Griggs Elementary, Poplar Branch
- ✓ Citizens Informational Workshop on the Dare County Outer Banks  
Date: Wednesday, July 21, 2004  
Time: 4:00 p.m. - 7:00 p.m.  
Place: Pitts Center, Southern Shores
- ✓ Visit [www.ncdot.org/projects/currituck](http://www.ncdot.org/projects/currituck) to stay up-to-date on project information.

## Inside This Issue

- 1 Workshops Scheduled
- 1 Statement of Purpose and Need
- 2 Traffic Study Findings for 2025 Travel
- 2 Project Study Area Map
- 3 Traffic Flow Information
- 4 Project Schedule
- 4 Get More Information

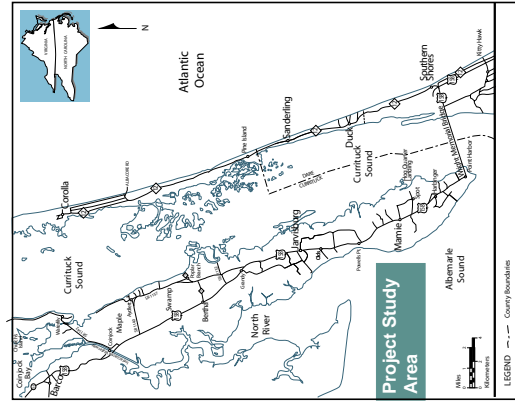
## Traffic Studies Show How Well Improvement Options Serve 2025 Travel Demand

Key observations related to summer weekday traffic flow are:

- In Currituck County, US 158 traffic would not be congested on summer weekdays in 2025.
- On the Outer Banks, travel demand associated with anticipated development levels exceeds the capacity of the existing road system.
- If a Mid-Currituck Sound Bridge were the only improvement made to the Currituck Sound area road system, travel demand would drop on parts of NC 12 and US 158, but congestion would remain. This finding does not indicate that the congested roads therefore must be widened, but rather it indicates that choosing only to build the bridge would be to accept that some roads will be congested in 2025.

The ball charts show peak hour traffic flow at different locations on US 158 and NC 12. Travel demand will be less at the other hours of the day but congestion will occur during more than the single peak hour. The congested hours per day shown in each column reflects the number of hours per day travel demand will create congested or heavily congested conditions. Traffic flow is shown assuming no transportation improvements are made, assuming a Mid-Currituck Sound Bridge is built, assuming existing roads are improved, and assuming both a bridge and other improvements. Green balls indicate a desirable traffic flow. Orange and red balls indicate congested flow. A red ball indicates more people want to use the road in the peak hour than the road can carry in an hour. The percents shown next to each red ball indicate the extent that peak hour demand exceeds hourly road capacity.

When demand exceeds capacity, four things can occur: 1) the length of backed-up traffic increases, 2) the number of congested hours in a day increases, 3) people seek alternative routes (if available), or 4) people choose not to make a planned trip. The traffic results reflected in the ball charts tell us that there are no easy answers to serving traffic demand on the Outer Banks.



- There would be some congestion on summer weekdays on a two-lane Mid-Currituck Sound Bridge.
- The next step in phase 2, is to:
  - Identify proposed road width and location options for potential widening alternatives. Bridge location options will be the same ones considered in the 1998 Draft Environmental Impact Statement.
  - Identify potential for community and natural resource impacts.
  - Prepare right-of-way and construction estimates.

This information will be paired with the traffic findings. Then a decision can be made on what alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement.

- A three-lane NC 12 would be less congested than a two-lane NC 12, but congestion would remain. On summer weekends, using the center lane in the morning for only northbound traffic, and in the afternoon for only southbound traffic would improve traffic flow.

Six Phase Project Schedule

The milestone schedule for the six phases of the Currituck Sound Area Transportation Study is shown below. These six phases reflect a process required by federal and state laws and regulations.

Phase and Anticipated Completion Dates

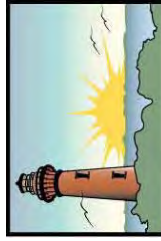
1. Determine the Purpose of and Need for Improvements - Complete
2. Select Alternatives to Evaluate in a Supplemental Draft Environmental Impact Statement - January 2005
3. Assess Alternatives and Prepare a Supplemental Draft Environmental Impact Statement - August 2006
4. Hold Public Hearings and Select the Least Environmentally Damaging Practicable Alternative (LEDPA) - March 2007
5. Prepare the Final Environmental Impact Statement - March 2008
6. Prepare the Record of Decision and Obtain the Authority to Proceed with Final Design and Construction - September 2008

Call or Write the Study Team

The NCDOT is committed to providing citizens with opportunities to participate in the Currituck Sound Area Transportation Study. The wide variety of information available on the study can help you become better informed about the strategies being evaluated and provide the background you need to effectively participate in the study. We encourage you to submit your comments/suggestions through the web site [www.ncdot.gov/projects/mid-currituck-bridge/](http://www.ncdot.gov/projects/mid-currituck-bridge/) or contact the study team via the toll-free telephone information line (1-800-961-5465).

You can write the study team at:  
 Ms. Jennifer H. Harris, PE  
 North Carolina Department of Transportation  
 Project Development and Environmental Analysis Branch  
 1548 Mail Service Center - Raleigh, NC 27699-1548  
 Phone: 919-733-7844 x268  
 E-mail: [jhharris@dot.state.nc.us](mailto:jhharris@dot.state.nc.us)

Mr. John Page, AICP, CEP  
 Parsons Brinckerhoff Quade & Douglas, Inc.  
 909 Aviation Parkway - Suite 1500 - Morrisville, NC 27560  
 Phone: 919-468-2130  
 E-mail: [page@pbworld.com](mailto:page@pbworld.com)



Parsons Brinckerhoff Quade & Douglas, Inc.  
 909 Aviation Parkway, Suite 1500  
 Morrisville, North Carolina 27560

Quality Of Traffic Flow Or Level Of Service During The Peak Hour (The Single Hour With The Greatest Travel Demand):

Table 1. Summer Traffic Flow on US 158 in Currituck County in 2025

Location	Existing 5-Lane US 158 Without a Mid-Currituck Sound Bridge		Existing 5-Lane US 158 With a Mid-Currituck Sound Bridge	
	Weekday	Weekend	Weekday	Weekend
South of Barco	●	●	●	●
Near Bertha	●	●	●	●
Near Jarvisburg	●	●	●	●
Near Marie	●	●	●	●
All Wright Memorial Bridge	●	●	●	●
Congested hours per day	—		10 hours	

Table 2. Summer Traffic Flow on US 158 in Dare County in 2025

Location	Existing 5-Lane US 158 Without a Mid-Currituck Sound Bridge		Existing 5-Lane US 158 With a Mid-Currituck Sound Bridge	
	Weekday	Weekend	Weekday	Weekend
East of Wright Memorial Bridge	●	●	●	●
West of NC 12 Intersection	●	●	●	●
South of NC 12 Intersection	●	●	●	●
Congested hours per day	10 hours		12 hours	
Location	6-Lane US 158 Without a Mid-Currituck Sound Bridge		6-Lane US 158 With a Mid-Currituck Sound Bridge	
East of Wright Memorial Bridge	●	●	●	●
West of NC 12 Intersection	●	●	●	●
South of NC 12 Intersection	●	●	●	●
Congested hours per day	8 hours		10 hours	

Table 3. Summer Traffic Flow on NC 12 in Dare County in 2025

Location	Existing 2-Lane NC 12 Without a Mid-Currituck Sound Bridge		Existing 2-Lane NC 12 With a Mid-Currituck Sound Bridge	
	Weekday	Weekend	Weekday	Weekend
Southern Shores	●	●	●	●
Duck	●	●	●	●
Sanderling	●	●	●	●
Congested hours per day	12 hours		10 hours	
Location	3-Lane NC 12 Without a Mid-Currituck Sound Bridge		3-Lane NC 12 With a Mid-Currituck Sound Bridge	
Southern Shores	●	●	●	●
Duck	●	●	●	●
Sanderling	●	●	●	●
Congested hours per day	10 hours		8 hours	
Location	4-Lane NC 12 Without a Mid-Currituck Sound Bridge		4-Lane NC 12 With a Mid-Currituck Sound Bridge	
Southern Shores	●	●	●	●
Duck	●	●	●	●
Sanderling	●	●	●	●
Congested hours per day	—		—	

Table 4. Summer Traffic Flow on NC 12 in Currituck County in 2025

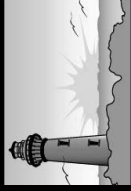
Location	Existing 2-Lane NC 12 Without a Mid-Currituck Sound Bridge		Existing 2-Lane NC 12 With a Mid-Currituck Sound Bridge	
	Weekday	Weekend	Weekday	Weekend
Dare/Currituck County Line	●	●	●	●
South of Albacore Road	●	●	●	●
Corolla	●	●	●	●
Congested hours per day	12 hours		10 hours	
Location	3-Lane NC 12 Without a Mid-Currituck Sound Bridge		3-Lane NC 12 With a Mid-Currituck Sound Bridge	
Dare/Currituck County Line	●	●	●	●
South of Albacore Road	●	●	●	●
Corolla	●	●	●	●
Congested hours per day	10 hours		8 hours	
Location	4-Lane NC 12 Without a Mid-Currituck Sound Bridge		4-Lane NC 12 With a Mid-Currituck Sound Bridge	
Dare/Currituck County Line	●	●	●	●
South of Albacore Road	●	●	●	●
Corolla	●	●	●	●
Congested hours per day	—		—	

Table 5. Summer Traffic Flow on a Mid-Currituck Sound Bridge in 2025

Location	2-Lane Mid-Currituck Sound Bridge		4-Lane Mid-Currituck Sound Bridge	
	Weekday	Weekend	Weekday	Weekend
Bridge	●	●	●	●
Congested hours per day	8 hours		12 hours	

**Key**

- Stable Traffic Flow
- Approaching Unstable Traffic Flow
- Congested
- Heavily Congested (percent indicates extent to which peak hour travel demand exceeds the capacity of the road)



## Agenda Citizens Informational Workshops July 15, 21, and 22, 2004

### Welcome

Welcome to the Currituck Sound Area Transportation Study Citizens Informational Workshops. These workshops are sponsored by the North Carolina Department of Transportation (NCDOT) as a part of its effort to improve the traffic flow on US 158 from the US 158/NC 168 intersection at Barco to the US 158/NC 12 intersection at Kitty Hawk, and on NC 12 from the US 158/NC 12 intersection to the northern terminus of NC 12. The purpose of the potential improvements is to:

- Improve traffic flow on the project area's thoroughfares during the summer weekday peak travel periods.
- Reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks.
- Facilitate coastal evacuation on the northern Outer Banks (provided this need is supported by empirical data).

NCDOT is currently in Phase 2 of its studies for the Currituck Sound Area Transportation Study, which involves the selection of alternatives for detailed evaluation in a Supplemental Draft Environmental Impact Statement (SDEIS).

### ***NCDOT's goals during this round of workshops are to:***

- Present and discuss study requirements, activities, and schedule.
- Present and discuss the new Statement of Purpose and Need.
- Present and discuss traffic service analysis findings and receive public comment on how these results might influence the selection of alternatives to evaluate in the SDEIS.

On display are several boards summarizing the history of the project, the new Statement of Purpose and Need, the study process and schedule, and the traffic study findings.

The first step in Phase 2 is to evaluate the merits of potential transportation improvement options in terms of how well they would reduce traffic congestion and improve travel time. The preliminary cost and community impacts of potential improvement options will be added to the traffic findings before any decision is made on what improvement alternatives will be evaluated in detail in the planned SDEIS. Your comments are also an important component of the selection of improvement alternatives to be evaluated in detail. If you want to give us your comments in writing, you may use the attached form. Please turn it in at the reception table or mail it to the address shown on the form.

### ***Our agenda is informal.***

Representatives from the study team are at the display boards. They are ready to discuss our findings to date, receive comments, and answer questions. Look for their name tags.

## CURRITUCK SOUND AREA TRANSPORTATION STUDY

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

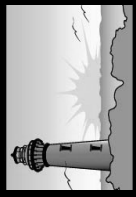


## IMPORTANT DATE CHANGE

To avoid election day, the Citizens Informational Workshop on the Mainland has MOVED from Tuesday, July 20th to:

**Date: Thursday, July 22nd**  
**Time: 4:00 p.m. - 7:00 p.m.**  
**Place: Griggs Elementary, Poplar Branch**

If you have any questions, contact the Study Team at 1-800-961-5465.  
 Visit <https://www.ncdot.gov/projects/mid-currituck-bridge/> to stay up-to-date on project information.



**Agenda**  
**Citizens Informational Workshops**  
**July 15, 21, and 22, 2004**

**Your comments are welcome throughout the study.**

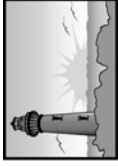
We are looking forward to your continued participation in the study's Public Involvement Program. You may also call or write the study team at any time during the study with concerns, comments or questions. We encourage you to submit your comments/suggestions through the web site (<https://www.ncdot.gov/projects/mid-currtruck-bridge/>) or contact the study team via the toll-free telephone information line (1-800-961-5465). You may send letters to:

Mr. John Page  
 Project Manager  
 Parsons Brinckerhoff Quade & Douglas, Inc.  
 909 Aviation Parkway – Suite 1500  
 Morrisville, NC 27560  
 E-mail: [pagej@pbworld.com](mailto:pagej@pbworld.com)

If you would like to write the NCDOT, address your letters to:

Ms. Jennifer H. Harris, PE  
 North Carolina Department of Transportation  
 Project Development and Environmental Analysis Branch  
 1548 Mail Service Center  
 Raleigh, NC 27699-1548  
 E-mail: [jhharris@dot.state.nc.us](mailto:jhharris@dot.state.nc.us)

If you would like to be added to our mailing list, please note your request on the attached public comment form and leave it at the reception table or mail it to the address shown on the form.



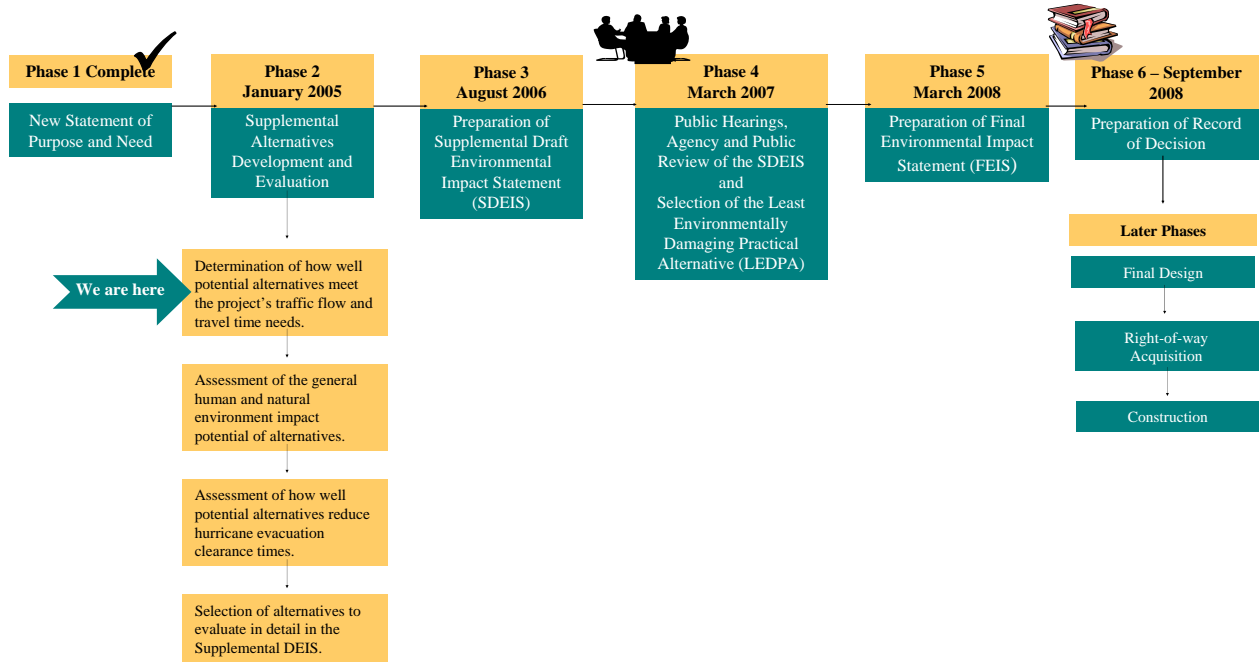
**Public Comment Form**  
**Citizens Informational Workshops**  
**July 15, 20, and 21, 2004**

Name: \_\_\_\_\_ Apt./Suite No: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_  
 E-mail: \_\_\_\_\_  
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 Please add me to your newsletter mailing list.  
 Comments: \_\_\_\_\_  
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Please leave your completed comment form at the reception table or mail it to:  
 Mr. John Page  
 Project Manager  
 Parsons Brinckerhoff Quade & Douglas, Inc.  
 909 Aviation Parkway – Suite 1500  
 Morrisville, NC 27560  
 E-mail: [pagej@pbworld.com](mailto:pagej@pbworld.com)

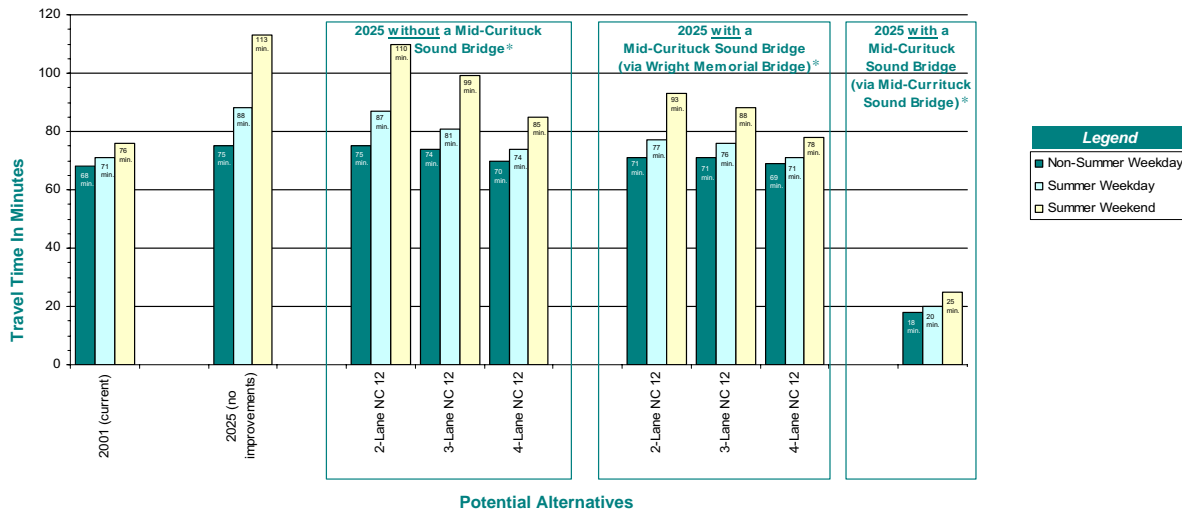


# Study Schedule



## Average Peak Period Travel Time from Barco to Corolla

- A Mid-Currituck Sound Bridge would offer substantial travel time reductions between Barco and Corolla because of reduced travel distance.
- Improving existing roads would offer some improvement in travel times because of reduced congestion.



\*Times also assume that US 158 between the Wright Memorial Bridge and NC 12 is widened to six lanes with a divided median.





## Project History

- **Draft Environmental Impact Statement (DEIS) approved evaluating a Mid-Currituck Sound Bridge in January 1998 and released for review.**
  - Concerns raised by state and federal environmental resource and regulatory agencies during their review of DEIS were:
    - The extent of the impact of the project on the human and natural environments
    - Widening existing roads (US 158 and NC 12) as an alternative to a Mid-Currituck Sound Bridge was not evaluated in detail
    - The proposed bridge did not appear to reduce hurricane evacuation times (although more evacuees were served during the same time period)
    - The omission of traffic congestion reduction as a purpose for the project
    - The finding that traffic congestion would remain on NC 12 even with the presence of the bridge
  - Public hearings for the project were conducted in May 1998. At that time, the majority of speakers opposed the bridge.
- **Issues raised during the public and agency review were considered by the NCDOT. In response, the study area was expanded to encompass the existing road system so the issues raised could be addressed.**



## Project History (Continued)

- **New statement of purpose and need prepared for Supplemental DEIS (Phase 1) – 2001 to 2003**
  - New traffic forecasts, traffic flow analyses, hurricane evacuation clearance time estimates, and accident trend analyses prepared for the existing road system
  - New draft statement of purpose and need prepared for discussion with environmental resource and regulatory agencies
  - New statement of purpose and need approved by the NCDOT, Federal Highway Administration, and environmental resource and regulatory agencies in November 2003
- **Supplemental alternatives analysis for Supplemental DEIS initiated in 2003 (Phase 2)**
  - Traffic forecasts, traffic flow, and travel time analysis prepared for various road improvement alternatives
  - Results presented at Citizen Informational Workshops this month for discussion



## NEW Statement of Purpose and Need

The purpose of the Currituck Sound Area Transportation Study is to address the following needs:

- To improve traffic flow on the project area's thoroughfares during the summer weekday peak travel periods.
- To reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks.
- To facilitate coastal evacuation of the northern Outer Banks (provided this need is supported by empirical data\*).

\*The NCDOT will use the hurricane evacuation time prediction model for North Carolina to confirm whether the proposed improvements will aid coastal evacuation and how well improvements will meet that need.



## Workshop Goals

The goals of this round of workshops for the Currituck Sound Area Transportation Study are to:

- Present and discuss study requirements, activities, and schedule
- Present and discuss the statement of purpose and need
- Present and discuss traffic service analysis findings and receive public comment on how these results might influence the selection of alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement
- Answer other questions and receive public comment on any other aspect of the project



## Stakeholder Involvement Program

- **Website**  
(<https://www.ncdot.gov/projects/mid-currituck-bridge/>)
- **Toll-free telephone number**  
(1-800-961-5465)
- **Periodic newsletters**
- **E-mail or write the study team:**  

Mr. John Page, AICP, CEP  
Parsons, Brinckerhoff Quade & Douglas, Inc.  
909 Aviation Parkway - Suite 1500  
Morrisville, NC 27560  
Phone: 919-468-2130  
E-mail: [pagej@pbworld.com](mailto:pagej@pbworld.com)

Ms. Jennifer H. Harris, PE  
North Carolina Department of Transportation  
Project Development and Environmental  
Analysis Branch  
1548 Mail Service Center  
Raleigh, NC 27699-1548  
Phone: 919-733-7844 x268  
E-mail: [jhharris@dot.state.nc.us](mailto:jhharris@dot.state.nc.us)
- **Additional future Citizens Informational Workshops to obtain public comment prior to key project decisions.**
- **Citizen groups can request to meet with study team staff to discuss any aspect of the project.**



## Traffic Study Conclusions

- **Assuming no changes to the road system:**
  - In Currituck County, US 158 traffic would not be congested on summer weekdays in 2025.
  - On the Outer Banks, NC 12 and US 158 would be congested on summer weekdays in 2025
- **A Mid-Currituck Sound Bridge alone would not eliminate congestion in 2025.**
- **Widening existing roads would eliminate congestion.**
- **Any decision on future transportation improvements must:**
  - Consider quality of life and environmental quality issues.
  - Keep in mind that eliminating congestion may not be worth the social and environmental cost.
  - Consider context-sensitive options.
  - Be done in collaboration with local officials and state and federal environmental resource and regulatory agencies.



## Next Steps

1. Agree upon and implement a collaborative study process with local officials and state and federal environmental resource and regulatory agencies.
2. Assessment of the general human and natural environment impact potential of alternatives.
3. Assessment of potential alternatives in terms of how well they would reduce hurricane evacuation clearance times.
4. Citizens Informational Workshops to discuss assessment findings.
5. Selection of alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement.



## Study Requirements

1. **New Statement of Purpose and Need**  
In transportation project development, three primary measures are used to compare the merits of transportation impact options: 1) how well do implementation options address the problem; 2) what are the potential community and environmental impacts of the options; and 3) cost. The statement of purpose and need defines the issues to be addressed by a proposed transportation project. The statement of purpose and need is the first chapter in an Environmental Impact Statement. Concurrence on the statement of purpose and need by the Federal Highway Administration (FHWA) and nine state and federal environmental resource and regulatory agencies is required before Phase 2 can begin.
2. **Supplemental Alternatives Development and Evaluation**  
This work will be completed in four steps. The results of the first step are presented here tonight:
  - A. Determination of how well potential alternatives meet the project's traffic flow and travel time needs.
  - B. Assessment of the general human and natural environment impact potential of alternatives that warrant further consideration based on the results of the first step.
  - C. Assessment of potential alternatives in terms of how well they reduce hurricane evacuation clearance times.
  - D. Selection of alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement (SDEIS). Concurrence by the FHWA and nine environmental resource and regulatory agencies is required before Phase 3 can begin.
3. **Preparation of Supplemental Draft Environmental Impact Statement (SDEIS)**  
By federal and state law, an Environmental Impact Statement must be prepared for all transportation projects that could have a significant impact on the environment, including community, cultural, and natural resources. In addition, the separate requirements of environmental protection laws related to air quality, floodplains, farmland, threatened and endangered species, water quality, wetland and stream protection, historic and archaeological resources, environmental justice, coastal resources, parks, and hazardous materials identification must be met. Not only must the direct impacts of each alternative studied in detail be addressed, the potential indirect and cumulative impacts of all the reasonably foreseeable future private and public development that may be undertaken in the project area must also be addressed. The schedule for the preparation of the SDEIS, the schedule includes time for preparation of a preliminary design for the alternatives evaluated in detail in the SDEIS and reviews by NCDOT and FHWA environmental experts and legal staff.
4. **Public Hearings, Agency and Public Review of the SDEIS, and Selection of the Least Environmentally Damaging Practicable Alternative (LEDPA)**  
A public hearing is required by federal and state law. A hearing cannot be held until at least 30 days after the SDEIS is made available. In addition, the public, interest groups, local government officials, and state and federal environmental resource and regulatory agencies are granted 45 to 60 days to submit written comments on the SDEIS. Once comments are received, the NCDOT must prepare responses to those comments and, if warranted, conduct additional studies in response to comments. Concurrence by the FHWA and nine environmental resource and regulatory agencies on the LEDPA, as well as concurrence that impact to water resources are avoided or minimized to the extent practicable, is required before Phase 5 can begin. Agreements must be negotiated with environmental resource and regulatory agencies on the approach to mitigating natural and cultural resource impacts. Agreements also are sometimes negotiated with local government on how to mitigate community impacts.
5. **Preparation of Final Environmental Impact Statement (FEIS)**  
The results of Phase 4 are combined with the contents of the SDEIS to create a Final Environmental Impact Statement. The preferred alternative for implementation also is presented. In addition to the preparation of the FEIS, the schedule again includes time for reviews by NCDOT and FHWA environmental experts and legal staff.
6. **Preparation of Record of Decision**  
This report is issued by the FHWA and documents the reasons for recommending a particular transportation improvement for implementation. It affirms that the preferred alternative presented in the FEIS is the alternative that will be implemented. It includes responses to substantive comments on the FEIS. Final design, right-of-way acquisition, and construction (depending on the availability of funds) follow this document.

Currituck Sound Area Transportation Study - Citizens Informational Workshop

July 15, 2004

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FOR IMMEDIATE RELEASE  
Feb. 13, 2007

**NCTA AND NCDOT TO HOLD PUBLIC WORKSHOPS FEB. 26-28 FOR PROPOSED MID-CURRITUCK BRIDGE IN CURRITUCK AND DARE COUNTIES**

**RALEIGH** — The N.C. Turnpike Authority and the N.C. Department of Transportation will hold three citizens' informational workshops Feb. 26-28 for the proposed Mid-Currituck Bridge in Currituck and Dare counties.

Meetings will be held from 4 to 8 p.m. and are scheduled for:

- Tuesday, Feb. 26, at the Hampton Inn and Suites, 333 Audubon Drive, Corolla;
- Wednesday, Feb. 27, at Griggs Elementary School, 261 Poplar Branch Road, Poplar Branch; and
- Thursday, Feb. 28, at the Pitt Center, 5375 N. Virginia Dare Trail, Southern Shores.

Citizens are invited to drop in during the workshops and speak individually with agency representatives about the project plans. Representatives will present information, answer questions and receive comments regarding the proposed project. Citizens may also provide comments or questions about the project by calling NCTA at (919) 571-3000, sending an e-mail to [midcurrituck@ncturnpike.org](mailto:midcurrituck@ncturnpike.org) or by mail to:

Jennifer Harris  
NCTA  
1578 Mail Service Center  
Raleigh, N.C. 27699

NCTA proposes to make transportation improvements in the Currituck Sound area between U.S. 158 near Barco and N.C. 12 near Corolla. Several alternatives are being considered, including improving the existing U.S. 158/N.C. 12 corridor and constructing a new bridge across Currituck Sound. Several alternative corridor locations for the new bridge are part of the study. As part of the project, NCTA will study the feasibility and impacts of developing the proposed project as a toll road.

A study area map and other project-related information can be viewed on the project Web site at <https://www.ncdot.gov/projects/mid-currituck-bridge/>.

NCTA will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the workshop. Anyone requiring special services should contact NCTA at (919) 571-3000.

###

**Currituck Sound Area Transportation Study - Citizens Informational Workshop**

July 22, 2004

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Joe Covington		44 Ocean Blvd South Shores	252-2618165	JRC 2410 @ AOL Com
Guerra Condit/shank	BB- PR Inc			
Steve H. Hitt	OUT	P.O. Drawer 1447 Myrtle	252-441-5115	
Jerry Wright		P.O. Box 252 Jarvisburg	252-491-8303	
Colon Spang		P.O. Box 7 Poplar Branch	453-2769	
Thomas White		5574 Caratake Hwy Poplar Branch	453-0640	
Andrew H. Harrison	Resident	127 Seady Lane Aydlett	453-3603	huddle@ur@mchsi.com

The North Carolina Turnpike Authority (NCTA) proposes to make improvements in the Currituck Sound area between US 158 near Barco to NC 12 near Corolla. Several alternatives, including improving the existing US 158/NC 12 corridor and constructing a new bridge across Currituck Sound, have been considered. Several alternative corridors for a new bridge are being studied. As part of the project, NCTA will study the feasibility and impacts of developing the proposed project as a toll road. The project is intended to ease congestion, reduce travel times, and provide enhanced evacuation and emergency access. These workshops will present the project purposes, needs, and study alternatives that will be considered in the upcoming Draft Environmental Impact Statement.

NCTA will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the workshops. Anyone requiring special services should contact Ms. Jennifer Harris by February 18, 2008 so that arrangements can be made. If you are unable to attend the workshop, please submit your comments to either:

Ms. Jennifer Harris, PE North Carolina Turnpike Authority 1578 Mail Service Center Raleigh, NC 27699-1578 midcurrituck@ncturnpike.org Ph: 919-571-3000	Mr. John Page PB 909 Aviation Parkway, Suite 500 Morrisville, NC 27560 pagej@pbworld.com Ph: 800-961-3165
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*Please visit the project website:  
<https://www.ncdot.gov/projects/mid-currituck-bridge/>*

## Citizens Informational Workshops

*Citizens may attend the workshops at any time between the hours of 4:00 p.m. and 8:00 p.m.*

### **February 26, 2008**

Hampton Inn and Suites  
333 Audubon Drive  
Corolla, NC 27927

### **February 27, 2008**

Griggs Elementary School  
261 Poplar Branch Road  
Poplar Branch, NC 27965

### **February 28, 2008**

Southern Shores Town Hall  
5375 North Virginia Dare Trail  
Southern Shores, NC 27949

**You're invited to attend the upcoming Citizens Informational Workshops for the Mid-Currituck Bridge Study.**

By attending a workshop, you will have the opportunity to learn about the project,



ask questions, and provide your input to the study team.

*There will be no formal presentation.*



## Mid-Currituck Bridge



# Mid-Currituck Bridge Project



**February 26, 27, & 28, 2008**

## Welcome to the Mid-Currituck Bridge Project Citizens Informational Workshop

During tonight's workshop, the North Carolina Turnpike Authority (NCTA), in coordination with the North Carolina Department of Transportation (NCDOT), will provide you with information regarding the proposed project.

Tonight's agenda is informal. Please:

### Sign In and Pick Up a Handout.

Please sign in at the registration table and provide your address to help us maintain a current project mailing list and document public participation in the workshop.

### Learn About the Project.

Project displays and other project materials are available to help you learn about the project.

### Ask Questions.

Project team members are available to answer your questions about the proposed project.

### Provide Your Input.

This information packet includes a comment sheet. We look forward to receiving your input.

Please submit your comments tonight or mail your comments to the address on the comment sheet by March 28, 2008.

### About the Project

NCTA is proposing to make improvements to the Currituck Sound area between US 158 near Hatteras to NC 12 near Currituck. Several alternatives, including improving the existing US 158/NC 12 corridor and constructing a new bridge across Currituck Sound, have been considered. Several alternatives consider locations for a new bridge as part of this study. As part of this project, NCTA will study the feasibility and impacts of developing the proposed project as a toll road. The project is intended to ease congestion, reduce travel times, and provide enhanced transportation and emergency access. The project is included in the 2007-2012 NCDOT State Transportation Improvement Program (STIP) as Project No. B-2574.



**NORTH CAROLINA  
Turnpike Authority**

## Project History

### Project Conception

During the 1990's, the North Carolina Department of Transportation (NCDOT) became aware of the effects of substantially increased traffic in the northern Outer Banks as a result of rapid urbanization. Recognizing the need for increased system capacity and traffic reduction, the NCDOT determined that a bridge over Currituck Sound could best serve the area's increasing transportation needs. Studies began in the mid 1990's, culminating in the Federal Highway Administration (FHWA) approval of a Draft Environmental Impact Statement (DEIS) for alternative bridge corridors in January 1998.

### Expanded Study

During the review of the DEIS, there was a pause in the assessment process so that issues raised by various parties could be considered. The project was reactivated in October 2000. A new work plan was developed in 2001 that included an enlarged project area, revised Statement of Purpose and Need, and an expansion in the number of alternatives considered.

### Stakeholder Involvement

In 2002, the project's stakeholder involvement program was initiated. It included the NCDOT's launch of a web site to disseminate project information. In November 2003, the NCDOT, FHWA and resource/regulatory agencies reached an agreement on the new Statement of Purpose and Need and additional project studies ensued. Citizens Informational Workshops were held in July 2004.

**Recent Progress**  
In 2006, the North Carolina Turnpike Authority (NCTA) adopted planning and administration of the project. In 2007, the Draft Statement of Purpose and Need and project alternatives were re-evaluated and modified to address the concerns of FHWA and other agencies. As of January 2008, the project DEIS is being updated to address the environmental impacts of the revised alternatives, and address additional agency and public concerns.



## Project Location

Visit Us On The Web For Additional Project Information

[www.ncturnpike.org/jprv](http://www.ncturnpike.org/jprv)

## Description of the DEIS

Due to revisions to the Mid-Currituck Bridge project since the Draft Environmental Impact Statement (DEIS) was approved in 1998, and changes recommended by environmental regulatory and resource agencies and the public, the NCTA is in the process of developing a new DEIS. The DEIS will include:

- Updated statistical and analytical information reflecting changes to the project area since the last DEIS;
- New traffic modeling data that reflects changes in the project and supplies other recent local transportation projects;
- Updated assessments of direct, indirect, and cumulative impacts on the natural and human environment.

### Project Schedule\*

Financial Feasibility Study	January 2007
Draft Environmental Impact Statement	Summer 2008
Final Environmental Impact Statement	May 2009
Record of Decision	August 2009
Begin Construction	October 2009
Open Project to Traffic	Fall 2013

\*Subject to change.

## Frequently Asked Questions

### Will Tollers Pay for the Entire Project Cost?

Tollers generally pay for a portion of the total capital cost. Bonds are sold to raise money so that construction can begin sooner and tolls are required to pay off those bonds. However, funding from the sale of bonds will pay only part of the capital cost. NCTA is considering a public-private partnership to help deliver this project.

### How Much Will the Tollers Cost Drivers?

Specific tolls have not yet been determined. Tolls will be based on a number of factors, including the cost of the project, type of toll collection system, distance traveled, vehicle type (e.g., motorcycle, car, bus, large truck) and other factors. All revenue from tolls will be used to cover the cost of financing, operating, and maintaining the road.

### How Will Tollers Be Collected?

The NCTA is evaluating different options available for toll collection. NCTA will likely utilize an open road (free flowing speed) transponder-based system as the primary means of collection. This would allow drivers to open an account, then drive through the toll collection points unobstructed at posted speeds. Cash lanes will also be provided for the project for occasional users or those that choose not to open an account.

## Mission

### North Carolina Turnpike Authority

In October 2002, the North Carolina General Assembly established a law creating the North Carolina Turnpike Authority (NCTA). The NCTA is authorized to study, develop, construct, operate, and maintain up to nine toll roads in the state. The Mid-Currituck Bridge is one of the NCTA's candidate toll facilities. Current law prohibits the NCTA from tolling existing roads. Toll revenue may be used by NCTA for: administrative costs, project development, right-of-way, construction, operation, maintenance, debt service on revenue bonds, and related purposes.

## Why Toll Roads?

Historically, North Carolina highways were not built until the necessary funding was available. The major source of funding came from taxes on motor fuels and lubricants, in addition to vehicle registration fees. Over the years, however, this conventional method of financing projects has become a less viable option due to the significant increase in our state's population and the ever increasing burden on the state's transportation infrastructure.

North Carolina's rapid growth has placed increasing demands on our already stressed transportation infrastructure. By 2030, our state's population is estimated to increase by 42 percent. Meanwhile, a projected \$65 billion gap between transportation needs and revenues during the next 25 years means the state will be able to meet less than half of the state's transportation needs.

North Carolina faces an important choice: find new sources of funding that could speed the construction of our critical highway projects or wait years, perhaps even decades, until traditional funds are available to build non-toll roads. The reality is North Carolina no longer has the funding to construct and maintain all the roads needed to meet the demands of the increasing number of citizens and businesses. Use of innovative financing, such as tolling, is necessary to construct the Mid-Currituck Bridge in the foreseeable future.



## Questions? Comments?

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

For project-specific information, please contact:

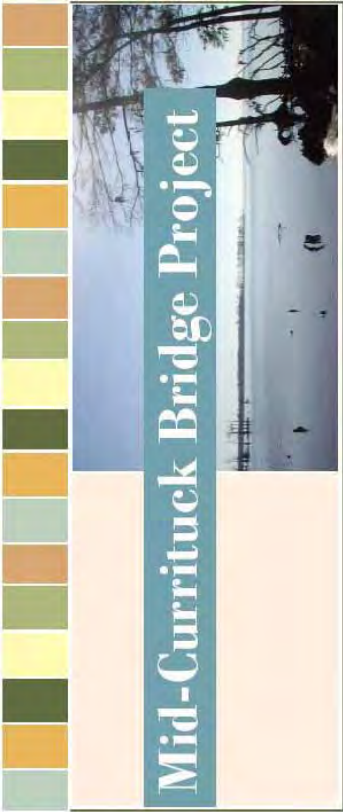
Joanifer Harris, PE  
North Carolina Turnpike Authority  
1378 Mott Services Center  
Raleigh, NC 27609-1378  
midcurrituck@nctaturnpike.org  
919-871-3600

--OF--

Ms. John Page, AICP  
PE  
909 Aviation Parkway, Suite 1300  
Morrisville, NC 27560  
pagej@phworld.com  
800-561-5465

Visit the project web site at:  
[nctaturnpike.org/projects/Mid\\_Currituck](http://nctaturnpike.org/projects/Mid_Currituck)





February 26, 27, and 28, 2008

**Contact Information**

[-Please Print-]

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard  Newspaper  Friend/Family  Other: \_\_\_\_\_

**Comments**

Your opinions are important to this project. Please use the space below to write your questions or comments. If you need additional room to write, please use additional paper or take additional comment sheets.

What transportation related needs do you feel this project might address? Does the stated purpose of this project address those needs?

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Are there specific alternatives that you feel better meet the need than others? (Bridge, Improve Existing Roads, Ferries, No-Build) Are there additional alternatives that should be considered?

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How would you benefit from improvements to the transportation network in the project area? How often do you travel in the project area?

What is your opinion on tolls as a source of funding an improvement? If tolls were the only feasible way that a new improvement could be built, would that change your opinion?

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Can you identify one or two important and sensitive community, historical, or natural resources in the area that you would not want disturbed by a new transportation improvement?

Additional comments:

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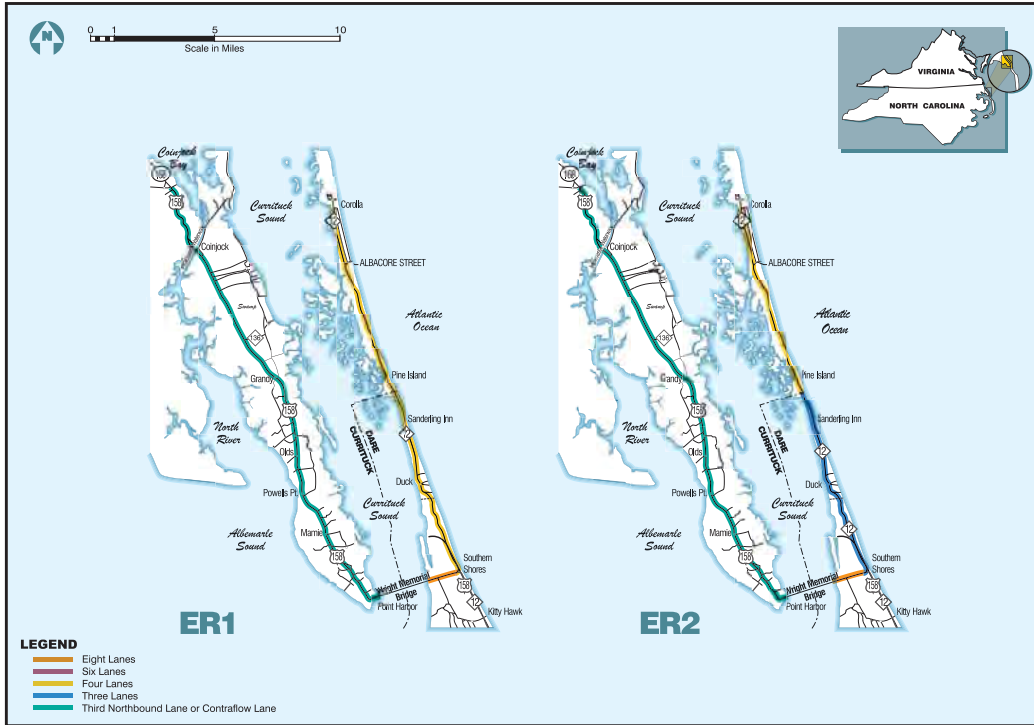
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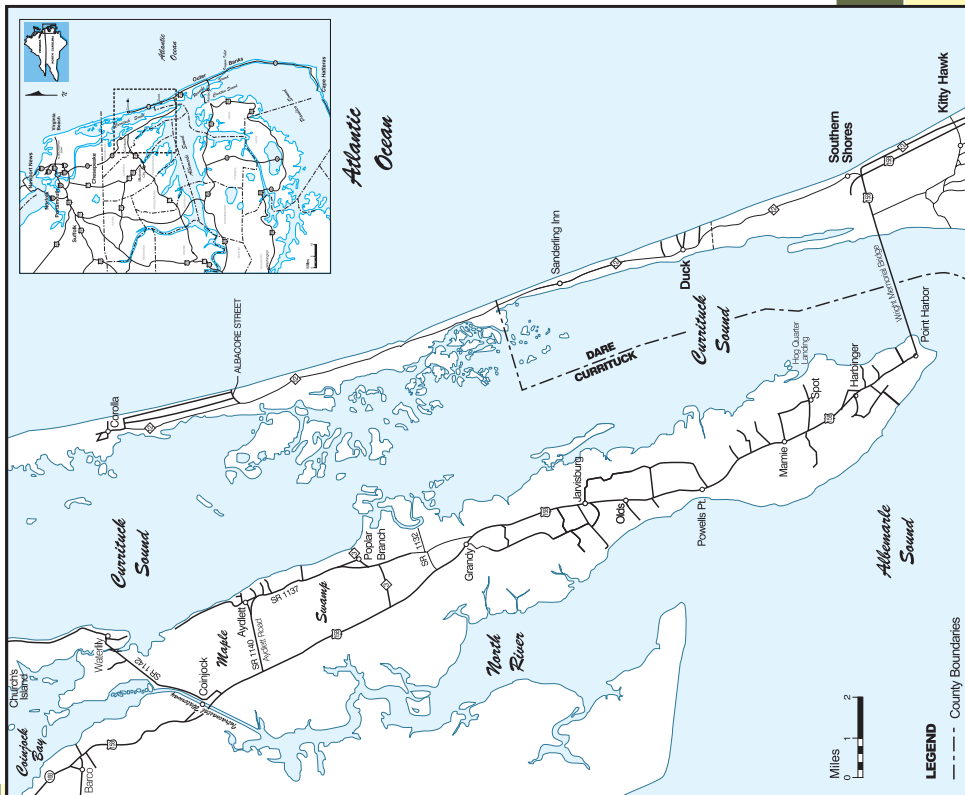
Ms. Jennifer Harris, PE  
 North Carolina Turnpike Authority  
 1578 Mail Service Center  
 Raleigh, NC 27699-1578  
 midcurrituck@ncturnpike.org  
 Ph: 919-571-3000

-or-  
 Mr. John Page, AICP  
 PB  
 909 Aviation Parkway, Suite 1500  
 Morrisville, NC 27560  
 pagej@pbworld.com  
 Ph: 800-961-5465

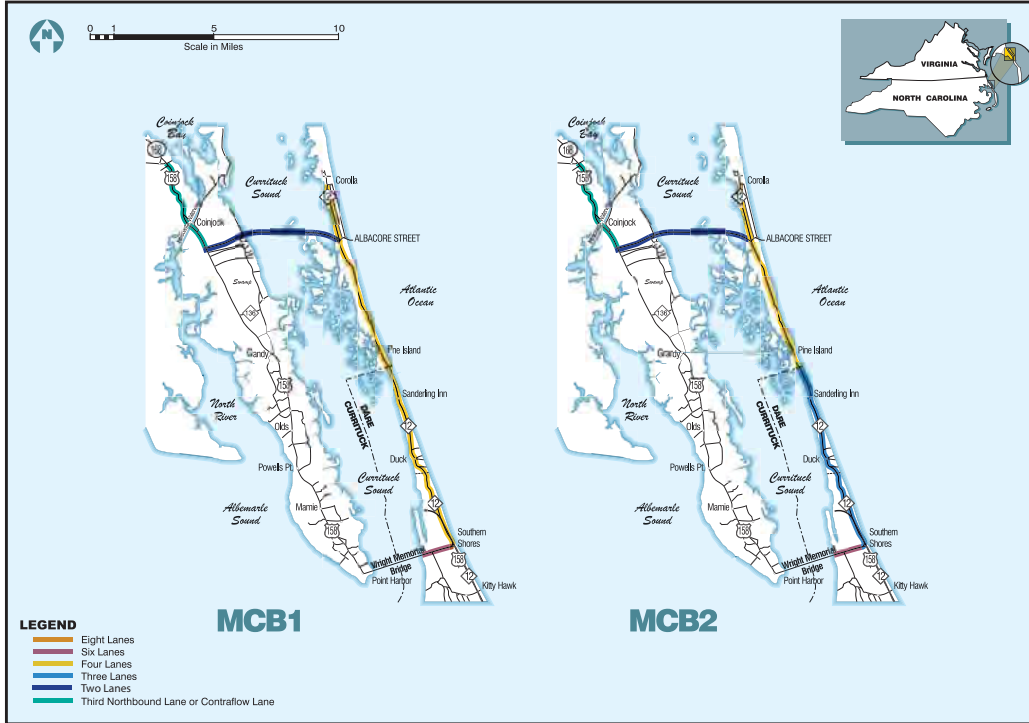
# Widen Existing Roads Only Alternatives (ER1 & ER2)



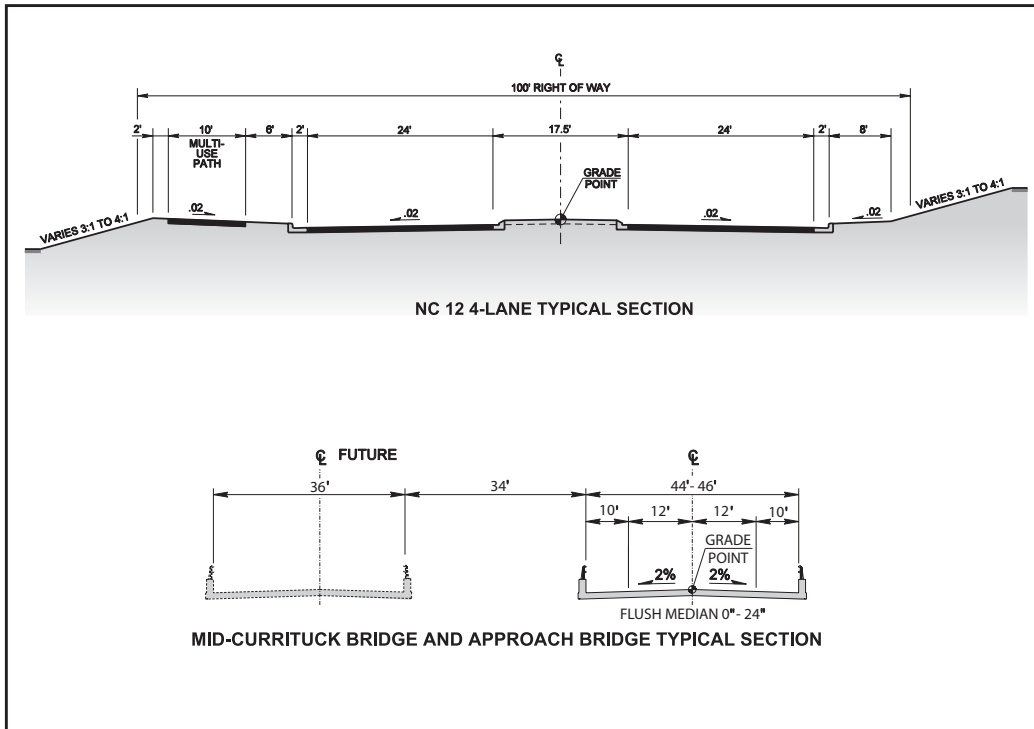
## Project Area



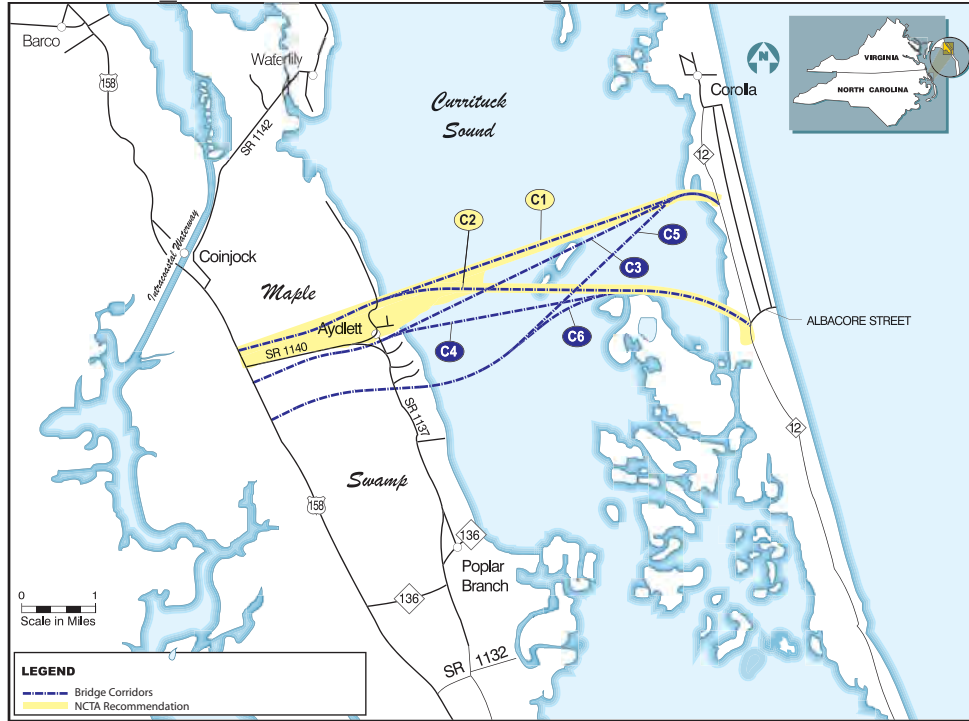
# Mid-Currituck Bridge Alternatives (MCB1 & MCB2)



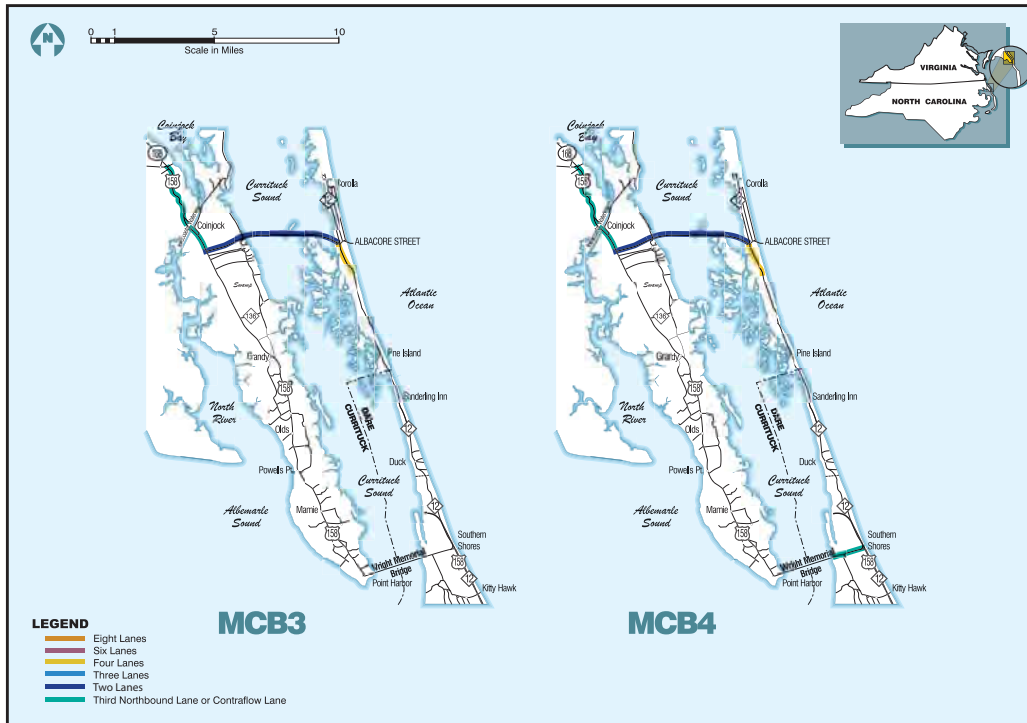
# NC 12 Four-Lane Typical Roadway & Bridge Sections



# Bridge Corridors C1 to C6



# Mid-Currituck Bridge Alternatives (MCB3 & MCB4)



## Range Of Alternatives

- No-Build (“Do-Nothing”)
- Improve Efficiency of Existing Roads
  - *Shifting Rental Times*  
(spread out over more days of the week)
  - *Transportation Systems Management*  
(traffic signal and intersection improvements)
  - *Bus Transit*
- Ferry
- Widen Existing Roads Only (NC 12 and US 158)
  - *ER1*
  - *ER2*
- Mid-Currituck Bridge (with various combinations of existing road widening on NC 12 and US 158)
  - *MCB1*
  - *MCB2*
  - *MCB3*
  - *MCB4*

### **NCTA RECOMMENDATION:**

- Select MCB3 and MCB4 for detailed evaluation in a Draft Environmental Impact Statement.
- Eliminate all other alternatives from further consideration.

## US 158 Interchange Concepts



## Widening & Bridge Alternatives Comparison

	ER1	ER2	MCB1	MCB2	MCB3	MCB4
Reduction in Annual Million Vehicle-Miles (VMT) Traveled on NC 12 and US 158 in 2035	-0%	-0%	-13%	-13%	-13%	-13%
Reduction in Annual Congested VMT in 2035	-59%	-23%	-64%	-50%	-43%	-43%
Reduction in Average Summer Travel Time Via Wright Memorial Bridge in 2035	-48%	-19%	-53% +MCB time benefit	-44% +MCB time benefit	-31% +MCB time benefit	-31% +MCB time benefit
Hurricane Evacuation Clearance Time	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	26.2 to 27 hrs	21.4 to 27 hrs
Relocations	227	47	201	21	11	11
Wetlands Filled/Bridged in acres	27.5/ 0.0	27.0/ 0.0	38.8/ 7.2	38.8/ 7.2	30.8/ 7.2	30.8/ 7.2
Cost (millions)	\$656	\$313	\$938	\$631	\$469	\$476
Toll Financing of Cost	No	No	Bridge	Bridge	Yes	Yes
NCTA Recommendation	DROP				SELECT	

## Project Purpose & Need / Schedule

### Purpose & Need

- Improve Traffic Flow on NC 12 and US 158
- Reduce Travel Time Between Currituck County Mainland and Currituck County Outer Banks
- Reduce Hurricane Evacuation Time via US 158 : NC 168
- Improve System Efficiency

### Schedule

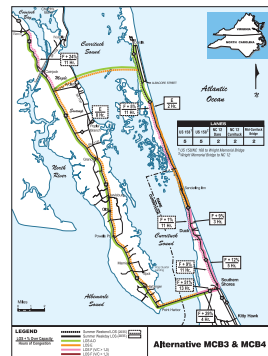
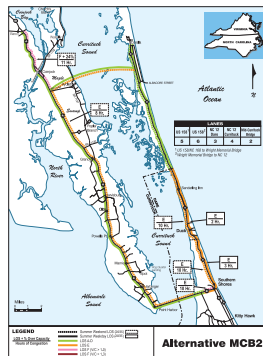
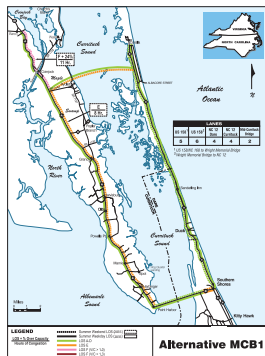
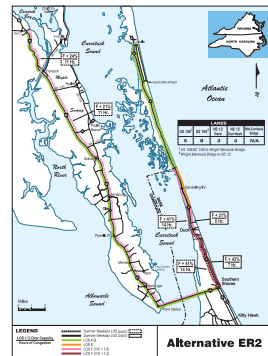
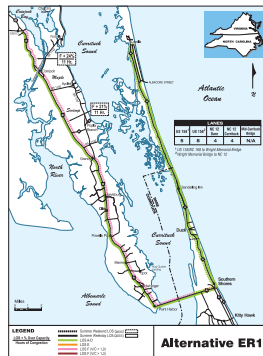
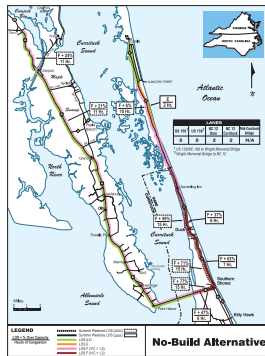
- Financial Feasibility Study *January 2007*
- Draft Environmental Impact Statement *Summer 2008*
- Final Environmental Impact Statement *May 2009*
- Record of Decision *August 2009*
- Begin Construction *October 2009*
- Open Project to Traffic *Fall 2013*



**US 158 Interchange**



**2035 Level of Service Corridor Analysis**



**C2 Terminus at NC 12 South of TimBuckII**



**Bridge Location at Aydlett**



**C1 Terminus at NC 12**

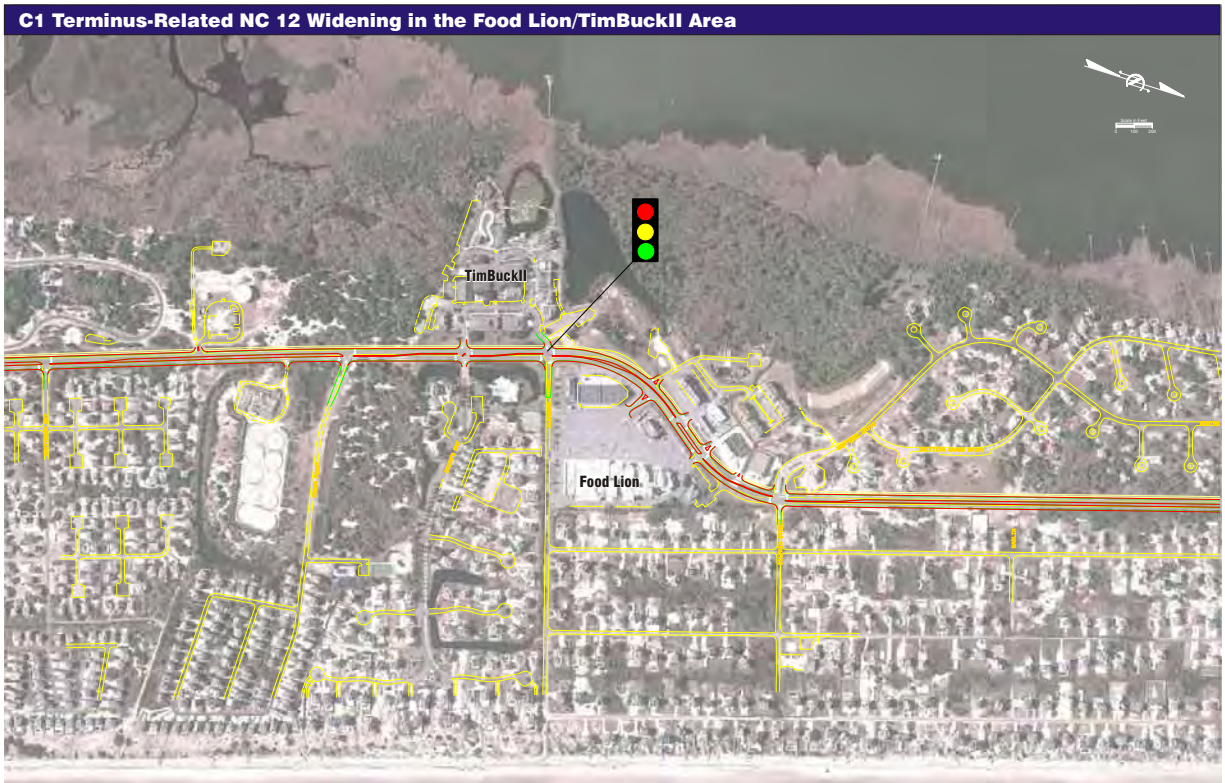


**C2 Terminus at NC 12 North of TimBuckII**



North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. STEWART PASTERNAK	1017 Lighthouse DR.	252-453-8250	No
2. JAY HEYMAN	130 OAKWOOD #2 WATKINS N.J. 07069	908-561-2423	<del>NO</del> YES
3. Phyllis Cole	1200 P.O. Box 131, Corolla NC	252-202-7168	yes
4. Glenn Yarbrough	PO Box 2422 Kitty Hawk	252 202 3201	NO
5. Amy Hill	510 Magnolia Way, Corolla	252-453-2400	YES
6. ROGER FALARDISAU	50 W 12th AVE S. SH	252 255-2484	
7. ED COX	532 OCEAN TRAIL COROLLA	252-453-8606	YES
8. Kathy Seaborn	#392 Sea Oats Tr. So. Shores		no
9. Kim + Michael Ross	114 Station Bay Dr. Duck, NC	252-261-7570	yes
10. CATHERINE A. MAYS	639 STAYSAIL Crescent Corolla	252-453-4545	YES
11. Edie Lynch	232 W. S. DeLame Potts Pt	252-491-2788	yes
12. ANDREA POWERS	586 Marshbanking Corolla NC	252 455 0495	YES
13. John Brattan	740 Mariner Drive Corolla, NC 27927	252 453 0924	yes
14. MARGAREE DYER	862 Lighthouse DR COROLLA	252-453-4693	yes
15. Jim Perkinson	PO Box 5066 Suffolk, VA 23435	757-538-1536	yes
16. Brent Faye Lee	7114 wagon Trail Way, Springfield, VA 22153	703-451-8149	✓
17. Hattie Mann	535 Magnolia Way Corolla NC 27927	252-453-0435	Y



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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Robert Sanborn	392 Sea Cats Trail Southern Shores	261-2712	
2. Alicia McDermott	945 Sunset Cres. P. O. Box 105 Corolla	453-4968	
3. Shannon Kinser	115 Catherine Dr. Harbinger NC	252-453-9497	yes
4. Mike Painter	209 Fogle Creek Rd. Wepeck, NC	252-435-4871	yes
5. Bennie Spantu	886 Marsh Landing	252-455-0518	yes
6. Karen Clark	11 Ruddy Duck Lane Duck, NC	252-305-5057	yes
7. Mike + Nancy Kondash	522 Sandbucket Arch Corolla	252-457-0924	yes.
8. Polly Tucker	1152 Dunton Dr. Corolla	252-453-9199	yes
9. Randy Dyer	862 Light Haven	453-4693	yes
10. Jim & Carol Straley	504 Magnolia Way Corolla	453-0083	yes
11. Wile Cox	212 Poplar Branch Poplar, NC	252-6175-4691	yes
12. JAN RIGGS ASMEY	908 WHALEHEAD DR Corolla	757-650-1682	yes
13. Wayne Darrington	89 LEES MILL RD <sup>GATES RD</sup> <sub>27937</sub>	757-636-0863	YES
14. Joseph D. Wesley	741 Dottie's Walk Corolla, NC	252-453-2915	yes
15. Kathleen M. Wesley	"	"	"
16. Karen K. Becker	1100 Persimmon Dr. Corolla	252-457-0007	<del>yes</del> no
17.	11995 Johnson Rd. Petersburg, VA 23805		yes

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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Dick & Vicki Garvey	1131 Austin St.	252-453-3026	✓
2. Mack & Karen Pierce	5067 Caradette Way Cameroke		✓
3. Gary McGee	1123 Village Lane P.O. Box 508 Corolla, NC 27927	252-453-4470	✓
4. Pam Geyer	PO Box 54 Corolla, NC 27927		✓
5. Tessa Shuh	576 Hunt Club Dr Corolla, NC 27927	252-453-9914	✓
6. Dave Hogg	1048 Hampton St " "	252-453-6551	✓
7. Gary M. Kovich	848 Seamount Ct. Corolla, NC 27922	252-453-0262	
8. LARRY LOMBARDO	863 Drifting Sands Dr. Corolla, NC 27927	252-453-0067	✓
9.			
10.			
11.			
12.			
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16.			
17.			

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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. JOSIE VON SUSKIL	RESORT BEACH, P.O. BOX 545 COROLLA	(252) 207-1088	YES
2. LUCY M. GRAY	1065 Whalehead Drive Corolla, NC	252-619-7166	yes
3. DONALD MACKENZIE	PO BOX 418 COROLLA, NC	27927-0418 252-453-4335	Yes
4. DENNIS L. UMBERGER	PO Box 552 Corolla, NC	27927 252-453-9875	YES
5. JOHN CECILE	1367 US 17 SOUTH E CITY	27904 252-264-3901	YES
6. JOAN GREEN	1057 Mirage Corolla NC. (11	mail Ave New Paltz, NY)	YES
7. HARRY ELAM	772 EAST MEETING ST COROLLA	252-453-8499	YES
8. Sam Tandon	111 Skimmer Way Duck	252 261-8217	yes
9. Lydia Taylor	" " " "	"	
10. Rosette Wardrop	9203 Groundhog Ln, Richmond VA	23235 804-272-5538	yes
11. Ed Godley	PO Box 1362, W. NC	27949 202 1167	yes
12. Cleaud Collins	1024 Lighthouse Ave	453-4060	YES
13. Dick Collins	Corolla		
14. Allan Beres	146 Dunc Rd, Duck NC	27949 252 261-8743	Y
15. Gail Sullivan	31 Teal Ave, NC	27949 252-261-8874	NO
16. Gary Springer	1246 Lakeside Dr, Corolla NC	27927 252-453-3414	yes
17. Martha Springer	1246 Lakeside Dr. Corolla NC	27927 252-453-3414	yes

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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. W. B. KERKAM, III	313 OAK LN, Richmond,	804-282-9175	YES
2. JACQUELINE MACKENZIE	VA. 23226		
3. JACQUELINE MACKENZIE	1265 N. BEACH ACCESS RD P.O. Box 418 COROLLA	252-453-4355	YES.
4.			
5. Guern Carroll	110 Green Lane, Ft Harbor	52/911-8075	YES
6. Jessica Herbach	Manteo		N
7. ROBERT PALOMBO	159 DUCK ROAD	255-0792	N
8. Richard K. Queen	461 N. COM RD Corolla NC	252-453-6552	Y
9. JAMES S. Galick	1045 Whalehead Dr. Corolla, NC	252-453-3051	Y
10. JOHN A WUNDER	119 Sandcastle Cir. Duck	252 261 9282	N
11. Roy + Fran Hamilton	1244 Fairwinds Lane Corolla	252 453 0646	Y
12. Wayne + Carol Seber	538 Ocean Trail Corolla	252 453-8314	X
13. Ed McALPIN	145 BARBERRY TARS - 27749	252 256 0601	X
14. Wayne Avery	744 Sea Horse Ct		X
15. RON MASON	1252 LAKESIDE DRIVE, COROLLA NC	252 457-0157	Y
16. Bill Billecome	P.O. Box 1000, Washington, NC	27877 (252) 975-1616	No
17. Carolyn + Louis Swiders	P.O. Box 104 Corolla, NC.	(252) 453-8235	YES

North Carolina Turnpike Authority  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Werner Scherer	884 Sea Ridge Dr. Corolla	252 452 4552	Yes
2. Jason Summerton	1127A Schoolhouse Ln Corolla NC	252-457-1136	yes
3. Gary M. Smith	PO Box 427, Corolla NC 27927	252-202-2465	Yes.
4. Jack McWaters	917 Cedar Dr Kill Devil Hills NC 27949	252-210-7100	YES
5. Andy Garman	PO Box 8639 Duck, NC 27949	252. 255.1234	Yes
6. CINDY WARD	100 N. Snow Goose Dr Duck	252 261 2733	Yes
7. Roberta Coody	721 Spinnaker Duck Corolla	252 4639373	yes
8. Cong Kung	1176 Duck Rd Duck, NC 27949	252 261 2987	yes
9. Richard Bleier	644 Surf Song Ln Corolla 27927	252-453-2045	yes
10. Henry LoGrasso	1107 Carotank Rd. Corolla	252 453 6060	yes
11. Bill + Veronica Marsh	112 Quail Way Duck	252-261-4441	Yes
12. Doug Godfrey	1147 <sup>102 Montrose Way VA 22187</sup> <del>Montrose Dr.</del> Corolla	757-220-3003	Yes
13. L. Ray Barden	PO Box 337 <sup>27949 0337</sup> 187 <del>Highway</del> Duck Loop So. Shores	804-698-6509	Yes
14.			
15. C. P. Houston	545 Rosewood Ct (MS)	252 453 2303	11
16. M. Kelly Barnett	PO Box 177 Corolla NC	252 457 1211	11
17. Meghan Agresto	1124 Carotank/PO Box 65 Corolla	619-0015	yes!

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. BARRY S. RICHMAN	860 WELK CT, COROLLA, NC <sup>27927</sup>	252-453-0626	Yes
2. John MARMANN	888 INDIGO CT, COROLLA, NC	252-453-4261	YES
3. Cleodora Brezlik	588 INDIGO CT, Corolla NC 27927	252-453-4261	yes
4. Michael Theresa Cunningham	920 Corolla Dr. Corolla, NC <sup>27927</sup>	252-453-0455	yes.
5. John Burns	760 Sunrise Ct, Corolla 27927	252-457-0484	Yes
6. Eric Eden	<del>1925</del> 10405 Sweepstakes Ed Damours	MO 20872 301-641-0088	Yes
7. JERRY JEWINGS	113 ARBAT DR, SUITE 40, COROLLA, NC	252/452-7977	Yes
8. Bob + Betty Larson	430 S 45th St. Philadelphia PA	610 426 3820 6632	Yes
9. JANE NEIDER	1023 Corolla, N.C. 27927	252-453-3000	YES
10. Petrina Ramey	575 Corolla, NC 27927	252-457-1200	yes
11. Mary Lynch	958 W Lakeside Dr. Corolla, NC 27927	252-453-6552	yes
12. DENNIS LIMLEY	1470 DUCK RD, KH, NC 27949	261.1883	1
13. Susie Snow	610 SALTSPRAY CT Corolla NC	453 456 2	No.
14. JAMES STRAWS	101 STARBUCK DR Duck NC	252-2219	YES
15. Lynne Wilson	PO BOX 325, Corolla, NC 27927	453-9536	Yes
16. Paul HARRISON	PO BOX 430 Corolla NC 27927	453 4796	YES
17. David Robinson	102 Anna's Way Grandy NC 27937	252 548-5113	YOS

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. LAWRENCE WATERS	2211 BANGOR RD. MID COTHAM, VA 23113 [412 DEEP NECK RD COROLLA]	804-774-6499/252-453-9113	YES
2. EDWARD J. BROOKS JR.	124 SHIPS WATCH DR. DUCK, N.C. 27949	252-207-7710	YES
3. TOMMY HAZENOS	109 SKIMMEL WAY Duck NC	919-622-4240	yes
4. Leslie B. Gilham	530 couch crescent Corolla	252-453-0584	yes
5. Sherry Mollenhauer	<del>33 Sandstone</del>		
6. Hank Mollenhauer	983 Ocean Forest Ct. Corolla	252-453-0917	yes
7. Douglas Brindley	1070 c Ocean Trail Corolla, NC	252-453-3335	on it
8. Andrew Grossman	76 Lakeview Ct. Corolla, NC. 27927	644-557-5872	yes
9. Andrew Tucker	1152 Duntan Dr. Corolla, NC 27927	252-202-7823	Y
10. Rossanna Winn	579 Fishermans Ct Corolla	252-453-8269	yes
11. Lucille Worley	112 Acorn Oak Ave., Duck	252-261-8968	
12. Murren Hudson	112 Acorn Oak Ave., Duck	252-261-8968	yes
13. Jon Summerta	3845 Ivy Ln Kitty Hawk	252-457-0489	yes
14. Hal Beard	117 Susanwan Way, Duck	252-261-4601	"
15. Rob LADD	5228 BIRCH LN KITTY HAWK	252 202-8311	YES
16. Morgan Hapeman	8078 Porter Court Mt. Ledy, NY	607-592-0693	Yes
17. Wayne Hapeman			Yes

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Stephanie Smith	295 Bendix Rd Ste 400 Virginia Beach, VA	757 420 4140	Y
2. Sheila Davis		425 765 8961	N
3. Tami Meheled	PO Box 277 1229 Atlantic Ave Corolla	252-453-3484	
4. PEGGY B. BROTHERS	PO Box 642 762 Crown Point Cir. Corolla	252-453-8866	-
5. Joel V. Brothers	"	"	-
6. Mita Broderick	984 Ocean Forest Ct Corolla	(203) 312-9981	-
7. AL GLATKOWSKI	100 N. Snow Geese Dr. Duck, NC 27949	252-261-2733	Y
8.			
9. Benin Brubaker		Co. Commissioner	
10. Bob Stoneking	P.O. Box 490 Corolla, NC 27927	252-453-2455	N
11. Gary Mann	535 Magnolia Way Corolla, NC 27927	252-453-0435	Y
12. Vince Gross	814 Caroline St Corolla NC 27917	252-453-5323	Y
13. GREG COX	19441 GOLF VISTA PLAZA SUITE 250 LEESBURG, VA 20176	703 723 8733	Y
14. John Fricker	POB 8052 DUCK 27949	252-261-3367	Y
15. JEFF LOCKHART	4712 PEBBLE BEACH CIR. WILSON NC 27996	252-291-2494	Y
16. ARLENE PRICE	7911 Sunset Blvd. Corolla NC	252-453-3700	
17. Jack Riggie	985 Whalehead Dr Corolla NC PO Box 550 27927	252 453-8806	Y



North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. JACK HUGHES	PO BOX 2025, Kitty Hawk NC 27949	252-261-1794	YES
2. Eddie White	2501 N. Highway, Kitty Hawk NC 27949	252-207-4403	YES
3. DAVID LUNDANK	PO BOX 1881 KITTY HAWK 27949	252-255-5954	YES
4. DAN FILLMORE	612 SANS SPRING CT	252-453-4340	YES
5. Robert DeFazio	576 Trailing Lane Corolla NC	252-453-6357	YES
6. DAVID HECKSCHER	825 Windswept Ct.	252-453-2057	yes
7. Robert L. Brown	672 High Sand Dune Ct	252-453-3925	yes
8. Edwin McCarty	1346 Caroll Lane - Corolla -	252-457-4230	YES
9. Rose Kavanagh	813 Ocean Trail, Corolla	252-453-2051	yes
10. Norman Bibben	986 Oceanfront - Corolla	252-267-7916	YES
11. Michael Cherry	580 Ocean Trail Corolla, NC	252-453-6232	YES
12. Michael Roberts	16897 Oceanfront - Duck	703-952-3317	YES
13. Krista Templeton	PO BOX 3077 RDH, NC 27948	252-490-0902	yes
14. Susan Spencer	501 Hunter Club Dr. Corolla NC	252-202-3352	yes
15. WILL TAYLOR	PO Box 1000 (Beulah) 27927	252-453-8997	yes
16. Ed Gibson	100280 Corolla 27927	252-457-0074	YES
17. Alex Ross	114 Stratton Bay Dr Duck 27949	252-261-7510	YES

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Dave Holton	PO 2185 Kitty Hawk 27949	252-449-7580	yes
2. Bruce Biggers	627 Gannet Ct Corolla NC 27927	904-559-9657	yes
3.	mailing → 7135 Forbernie Dr, Mechanicsville VA 23111		
4. Bonny McARTHY	PO Box 248 Corolla, NC 27927	252-453-4230	yes
5. Karen Brown	672 High Sand Dune 27927 Corolla NC	252-453-3925	No
6. Glenn Jungen	PO 415 Kitty Hawk NC 27949	252-457-1133	yes
7. Morgan Jethro	PO 646 Heithold NC 27944	426-5753	yes
8. Charles Cantrell	1456 Duck Rd Duck NC 27949	252-255-1941	yes
9. Charlan Owers	1367 U.S. 17 South, Elizabeth City, NC 27809	252-264-3901	yes
10. Greg DANTIE	1577 AuPONhN S.S	255-5858	yes
11. Rosemary Dante	157 Yaupon Ln So. Shores	" "	-
12. Jane Serman			
13. Linc Serman	738 Matines Dr O'Sande "P"	703-830-2484	No
14. David Williams	651 Sand Run Ct	252-453-3458	Yes
15. ROBYN FULFORD	749 CORMORANT TR COROLLA, NC	845-325-8534	YES
16. MARY FULFORD	749 CORMORANT TR COROLLA, NC	845-325-8534	YES
17. GEORGE GRINNAN	106 QUAILWAY DUCK, N.C.	252 261 1921	YES

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. JENNIFER SYMONDS	110 Windy Hill Ct Aydelett NC		No
2. WANDA SAUCE	1281 WATER LILY RD CURRITUCK		YES
3. GUYON COWDEN	110 GUYON Lane, Apt Harbor		NO
4. K. E. Mathew	184 Canal Lane		YES
5. Linda Cain	The Coastland Times PO Box 187 Poplar Branch		YES
6. MICHAEL A. BARCLAY	900 106 Aydelett NC 27916		YES
7. Maria Fulkner	178 Simpson St. Currituck Co. NC 27917		
8. Ann Hauptman	105 Annetts Ct	252-453-2204	YES
9. Mary Ellen Longue	358 Nelson Street Aydelett NC	252-453-2230	
10. Robert Wainwright	388 Wainwright Lane Aydelett	252-453-0747	YES
11. Jane M. Blaylock	P.O. Box 16, 308 Nansons Shore Rd	252-453-6763	YES
12. William D. Blaylock	308 Nansons Shore Rd, P.O. Box 16	252-453-6763	YES
13. Jeanette Knotts	324 Reggie Owens Dr. Newby	252-491-2712	YES
14. Brenda Leonard	203 Waterside Dr. Hatteras	252-491-2607	YES
15. Robert Walker	5015 Caraboke Hwy. Corapeake	252-453-2015	YES
16. Murrell Walker	100 Waterline Dr. Currituck NC	252-453-4019	YES
17. Nat Sinton	174 Deerfield Ln, Aydelett, NC 27916	752-453-8226	

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. DDRIS GRIFFIN	650 POPLAR BRANCH RD		
2. CAROLYN DAVIS	197 Courthouse Rd Currituck NC	252-332-3201	
3. WALLACE DAVIS	197 Courthouse Rd Currituck NC	252-332-3201	
4. John Appleton	103 PROSPECT DR 640 LOTS	252-463-8457	
5. WARREN F. AUSTIN	4054 CARABOKE HWY BARCO	252-453-2252	Y
6. Donna Collie	518 Aydelett Rd	453-4858	N
7. Steve Browde	2840 Plaza Pl., Suite 202, Raleigh NC 27612	(919) 571-7111	Y
8. John Hoyle	Deaf Voice page	335-8169	
9. Linda Meurer	PO Box 11 Aydelett 27916	202-8629	✓
10. John Meurer	" " " "	" "	
11. Jim Gibbons	468 Nansons Shore Aydelett	453-2004	✓
12. Peter Graf	8212 Mountain View Rd, Raleigh 27615	919-754-1244	Y
13. Tommy & Nancy White	5574 Caraboke Hwy Poplar Br	252-453-2141	✓
14. M. B. Bull	729 Poplar Branch Rd	252-453-2724	
15. Michele Phillips	PO Box 134 Corapeake NC 27923	252-457-0056	✓
16. John H. Snowden	PO Box 752 Maple, NC 2786	252-722-2172	✓
17. Jim OWENS	PO Box 44 Maple, NC 27956	252/435-0535	✓

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North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Connie Warren	102 CHRISTIN LN Aydllett	453-6445	NO
2. Ned Markert	POB 56 Coingock NC	202 9141	YES
3. DAVID WEBBER	P.O. Box 49 Jarvisburg NC	491-2494	YES
4. Shirley Webber	P.O. Box 49 Jarvisburg NC	491-2494	YES
5. Linda Sheppard	103 CAROLINA RD	435-2881	NO
6. TIM AOOD	285 WATERLILY Rd	453 2201	YES
7. DOROTHY "	" "	"	"
8. Paula Lipman	7112 Carstoke Hwy. Jones N.C	491-2415	yes
9. Barry Lipman	7112 Carstoke Hwy Jones NC	491-2415	yes
10. Pat & Rogn Daman	170 Narrow Shore Rd Aydllett NC	453-6280	yes
11. Joa Bea Saunders	162 Bayman Dr. Camden	333-415	
12. Mr + Mrs JEFF DUNN	106 CHRISTIN LANE, Aydllett	453-2713	yes
13. Members of	56 Aydllett NC	453 3416	
14. Club of	171 Jeff Rd	453 2060	yes
15. Oporn Taylor	107 Waterway Aydllett	453 9055	yes
16.			
17. Leslie Jones	507 Narrow Shore Rd	453-2581	

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Nancy D. Wright	PO Box 252 Jarvisburg	491-8303	No
2. Susan Collie	168 Scott Lane, Aydllett	453-2154	No
3. Barbara Barclay	P.O. Box 106 Aydllett	453 4184	NO
4. PATRICK SELGEMAN	111 WINDY HILL AYDLTT		NO
5. DONIA "	" "		NO
6. Tony Long	105 Cygnet Ct. Currituck		YES
7. Linda Long	" " " "		No
8. Dorothy Grandy	167 Barnard Rd Grandy	453-2769	
9. Carol Grandy	" " " "	" "	Yes
10. TAB GOODWIN	400 WOODS Mill Run, Saw N	314-341-4861	YES
11. Mary Young	57. CURRUCK MO 62017 PO Box 60 Aydllett, NC	453-9239	yes
12. Molly Lynde	1359 Waterlily Rd Coingock NC	262 202 5025	yes
13. Yvonne Cherry	318 NARROW SHORE RD AYDLTT, NC 27916	453.9219	YES
14. Robert Venham	284 Narrow Shore Rd Aydllett N.C. 27916	252-457-0632	YES
15. CATHERINE GUY-KOLEZ	1126 LONGSTREET NANE SURFICK VA 23437	757-657-2069	Yes
16. Linda Pasquet	101 Wakefield Dr Harborhcr 27941	252-491-9946	yes
17. Phil Kruger	968 Aydllett Rd	453-2364	NO

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. L G Newberry	122 N River Bank Ln DPAK	252-491-8433	✓
2. Mike Doney	501A Andrew Stone Rd	252-202-8295	✓
3. KEITH HALL	308 POINTE GOLF CLUB DRIVE	252-491-8311	✓
4. Ken Green	167 Worth Guard Rd	252-453-4540	✓
5. BOB STEWART	225 OUTRIGGER DR. KPH, NC 27948	252 4410270	✓
6. COLON GRANDY, JR	PO BOX 673, GRANDY, NC	252-453-2658	-
7. Carol P. Butler	150 Charleston Dr. Grandy NC	453-4922	-
8. Steven J. Butler	" " " " "	" "	✓
9. Lisa Ray	176 Radio Road, Poyells Point	491 2414	✓
10. Sheila Davis		425 765 8961	
11. Kevin O'Connell	111 Scaff Ln. Aydlott, NC	453-6633	
12. Ernest Brickhouse	230 Poplar Branch Rd	453-8430	
13. Martin Powers	355 NARROW SHOES RD	453-2330	
14. Richard Campbell	160 Poplar Branch Rd	945-8896	✓
15. Monica Cape	4951 Caratoke Hwy Comack NC	453-5171	
16. BOB GLIDDEN	127 ALBANY LANE	982-6467	
17. John Coupe	114 Deerfield Ln	252-453-3545	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Theresa Barnes	114 Lighthouse View	252-453-4799	
2. E. Minton	Aydlott Soundside	252-453-8457	NO
3. PAUL MURPHY	103 WINDY HILL CT AYDLETT	252-453-4348	YES
4. Ernest Brickhouse	PO Box 673 Poplar Branch	252 453 8430	yes
5. Stan Stewart	122 Marcus Street Rd Aydlott	453 0632	yes
6. Cameron Lewis	619 Aydlott Rd Aydlott	453-6789	yes
7. John MADDEN	PO Box 100 AYDLETT 27916	202-8841	YES
8. George Basnett	132 Elizabeth Cir Moyock 27958	232-0112	YES
9. Phil Ingraham	102 CRISTINA Ln	453-6495	YES
10. Charlotte Bremer Bunch	112 Poplar Branch Rd 27965	453-3455	no
11. Mildred Markert	4924 Caratoke Hwy	453-2441	no
12. James L. Markert	398 Daisy Isl Rd	453-2877	NO
13. James E. Shyngal	103 Carolina Rd Moyak	435-2881	yes
14. DAN MAZUCCI	East Carolina University	-	-
15. Sharon Tunnell	209 Ainsky Rd. Hertford, NC	252-426-8323	Yes
16. Grant Sharp	116 Anna's Way Grandy	252-305-7771	yes
17. Jerry Wright	PO Box 252 Jarvisburg	252 491 8303	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

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1. SCOTT HORSFIELD	136 OLD BOATYARD RD AYDLETT	252-457-0343	Y
2. Tim Cape	4954 Carotake Hwy	252 453 3171	Y
3. JOHN RORER	102 N. COMPASS DR. <sup>Grandy</sup> 27989	252 438 1680	Y
4. AMOS HENLEY	189 TABERNACLE L		
5. Tameron Kuyler	103 Charleston Drive, Grandy	252-453-0282	Y
6. Charles S. Montagna	600 Schommer Rd, O.S.	757-580-9666	X
7. Garnett Montagna	600 Schommer Rd, Kedge <sup>Ocean</sup> Grandy	252- <del>453-2952</del>	
8. Rodney Kroeber	851 Aydlott Rd Aydlott	252-453-4205	Yes
9. Russell Pasch	100 Mallard Dr Currituck, NC 27929	252-232-6632	yes
10. SIM + GINA Ridman	385 NARROW SHORE RD	252 453 3436	yes
11. Dorothy Patterson	1166 Woodcock Ln via Beck VA 23454	757-422-3337	Y
12. JOHN F. LODDEN	109 WATERWAY CT	252-453-6432	YES
13. Caldea Tuttle	752 Aydlott Rd	252 453-4450	Yes
14. Darlene Merrell	117 Bunch Rd Aydlott		yes
15. WALTER MORSE	117 Bunch Rd Aydlott	252-453-2020	yes
16. Wally Davis	143 SANDY LN Aydlott	252 339-7632	Yes
17. Jim Kreckberg	ECU, Greenville	252 737 1441	NO

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Carl Talley	PO Box 27 Poplar Branch NC 27965	(252) 453-4584	NO
2. Phyllis Forbes	PO Box 116 Coinjock NC 27923	(252) 453-2331	Yes
Rev. Benjamin E. Parnum	1830 Sun Lane Aydlott N.C. 27916	(252) 453-3487	yes
4. ALLEN JORDAN	1127 NARROW SHORE RD	453-3338	YES
5. KATY MARCHELLO	112 GARFINKL LN Grandy 27931	453-9218	yes
6. James Mack Peice	5007 Carotake Hwy Coinjock 27923		
7. John + Jan Ols	101 Margins Ct. Pt. Harbor 27964	491-4201	Yes
8. Jim Hoadley	301 Long Lane E.C. 27909	264-3901	NO
9. Phillip Hummel	P.O. Box 200 Clinton, NC 27929	252 335-0871	YES
10. MARK DONALD	109 Carotake Dr. Currituck 27929	252-232-0400	yes
11. FRANK JENNINGS	104 SMALL ORCH, Elizabeth City,	252-330-4516	Yes
12. TOMMY HARNELSON	701 Cornelia Court, Suite 401 Raleigh, NC 27608	919-856-6209	Yes
13. HORACE BETH	122 Carotake Dr. Currituck 27929		YES
14. Diane Newbern	PO Box 301 Powell's Point NC 27966	252-491-9433	yes
15. Stacey Smith	PO Box 36 Aydlott NC 27916	252-453-6895	Yes
16. KEVIN BALL	920 NEW MILL DR CHESTERVALE, VA 23822	(757) 622-2820	YES
17. STEVE HAUSER	165 Currituck Ridge Dr. Currituck NE 27929	(707) 627-2760	Yes

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

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1. Brady Wells	2204 Charlotte Ct. Raleigh NC	919 863-8715	Y
2. Linda Buff	729 Poplar Branch Rd. Grandy NC	252 453 2729	Y
3. OV NYDETT	120 Litchfield Ln KNOX TN	252 429 3142	N
4.			
5. Clarine Dofey	495 Aydlott Rd. Aydlott NC	252-453-3338	N
6. Kathy Gitten	468 Newland Sh Rd Aydlott	453-2004	Y
7. RONALD BARRETT	ONE GIP AVE SO SHORES NC	252-453-3000	Y
8. Clyde & Sise Spruill	190 Tabernacle Lane Aydlott, NC 27916	252-453-2084	Y
9. Wiley Grandey	460 Poplar Branch Rd	453 2418	N
10. Amanda Carroll	465 Poplar Branch Rd	453-4328	N
11. Cynthia Hampton	105 Annettes Ct Aydlott	453-2264	Y
12. Janice Edgar	1335 Waterlily Rd. Chesapeake VA	453-7560	Y
13. Beth Childers	1375 Waterlily Rd Chesapeake VA	453-6265	Y
14. Newton Hampton	P.O. Box 64 Chesapeake N.C.	453-2242	X
15. Edgar O'Neal	P.O. Bx 345 Maple N.C. 27956	252-453-0833	Y
16. RICHARD PERKINS	P.O. B. 1006 KDH N.C 27948	252-441-4569	Y
17. John Robinson	PO Box 182 Nythall NC 27916	252-453-4029	Y

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

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1. Keith Christiansen	166 Sunrise trl Eliz city, NC	(852) 330-5625	Yes
2. WILL RODGERS	387 NARRROWS AMERON. AYDLETT	252 453 9019	YES
3. Edmund Ruthannouse	100 Sundown Ct, Grandy, N.C.	252-453-2777	yes
4. Louis DAVIS	N/A		NO
5. DAVID BARDWIN	4981 CARATIKE Hwy Curriwick	252-453-5854	NO
6. Faye Matthews	438 Aydlott Rd. Aydlott, N.C.	252-453-2576	yes
7. William Matthews	438 Aydlott Rd. Aydlott, NC 27916	252-453-2576	yes
8. Rose Kelly	140 Tabernacle Lane Aydlott NC 27916	252 453 8756	yes
9. JOHN J. GROSS	122 SHORE DRIVE, JARVISBURG	27947	Y
10. Shuey Dubay	106 Lighthouse View Aydlott	252-722-3224	yes
11. Steven Barlow	505 Calumet St Chesapeake VA 23322	757-482-3466	yes
12. WILLIAM ENNIS	162 YOUNG RD 47923	252 453 8151	YES
13. Brenda Ennis	P.O. Box 92, COMWICK NC 27923 162 Jones Rd 27923	✓ ✓ ✓	YES
14. Charles E. BERRY	109 BAY VIEW DR AYDLETT	252-6655	YES
15. Lynne Tuttle	752 Aydlott Rd Aydlott 27916	453-4450	yes
16. AL GRIFFIN	P.O. Box 1115 Grandy 27939	453-9360	YES
17. NORMAN T. WHITEHEAD	3616 PINE RD. PORTSMOUTH, VA.	757-288-2176	YES

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

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1. RUTH WALKER CRAN	8023 CARRTOKE HWY	252/453-2978	✓
2. PL Carey	194 Shann Church Rd. southville	252-333-8596	✓
3. Nancy Jean Smith	289 North Hwy 343 Camden NC 27921	252-338-3534	✓
4. Gayla Stone	204 Poplar Branch Rd - 27965		✓
5. Gayla Stone	14675 W. 58 Pl. Arvada, CO 80004		✓
6. Lynn Davis	100 BAYVIEW DR Aydtlett	252-453-6096	✓
7. Jeff Floberg	209 Nancy Shore Rd 27916	757-679-7873	✓
8. CHARLES AUGUS	358 NARROW SHORE RD	415-323-330	✓
9. Brenda P. Simon	P.O. Box 116 Bards NC 27917	207 5100	✓
10. Nancy Jones	118 Poplar Branch Rd, Aydtlett, NC 27965	919-875-0024	✓
11.			
12.			
13.			
14.			
15.			
16.			
17.			

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Don Mealy	155 GARDNER Rd / 5252 VESPERA DR Aydtlett, NC 27965	117 477 5111	Y
2. [unclear]	PO Box 107 Aydtlett	453-6315	✓
3. P. White	209 Riverlane Rd Jarvisburg	252-491-5041	✓
4. Chris Mann	P.O. Box 66 Gungah 27923	252-333-5814	✓
5. Bernard Evans Jr.	P.O. Box 276 Grandy, N.C. 27935	252-619-6006	✓
6.			
7. OTEY DEIGGS	958 Aydtlett Rd, Aydtlett NC 27916	252-453-8104	YES
8. MARION H. WHITAKER	219 MARINERS way	252 331-2018	✓
9. Don Roberts	209-750 N. SHORE RD	757-599-1322	YES
10. Susan Linnell	100 Air Saver Dr Grandy	252-619-2600	YES
11. Ryland Payne	4166 Carrtoke Hwy, Arden, NC 27917	252-455-5448	YES
12. Ben Pittman	119 Lighthouse Way Aydtlett	453-0338	YES
13. Susan Jones	136 21st St, Grandy		
14. Ronnie J. Cooper	P.O. Box 149, POPLAR BRANCH, NC 27965	252-453-2669	Y
15. Thomas Wright	P.O. Box 13 Jarvisburg NC 27947	252-207-2387	Y
16. Stanley D. Briggs	428 Poplar Branch Rd, Poplar Branch	252-453-8533	Y
17.			

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Kathy Neal	30 Porpoise Pkwn South St.	252-261-3555	✓
2. LARRY LOWMAN	134 DOCK TREE TRL	252-255-0733	✓
3. BART SMITH	121 SEAHAWK W DUCK	252-255-1055	✓
4. BILL CLONK	3135 STERLING WAY, #0013, VA 25703	(850) 488-8179	YES
5. Maureen McGrath	140 Grey Squirrel, So Shams, NC	261-5097	✓
6. B. Babak	707 McIsaac Rd Bellbrook, Ohio	973-305-5674	✓
7. Cynthia Harris	92 S. Regwood Trl So. Shams, NC	261-4990	✓
8. James Harris	92 S. Regwood Trl So. Shams, NC	261-201-4990	✓
9. Joan Morgan	2036 Martins Point Rd.		✓
10. Cynthia S. Harbert	123 Seaside Dr. Beaufort, NC	252-457-0852	✓
11. DEANE HELMS	47 JUNE WOODS DR - KITTICAW, NC		✓
12. RACEL J. MOIR	5 Eagle Ave. S.S. 29919	252-261-1614	yes
13. KIMBLE LELAND	112 Duck Woods Dr	441-5232	Yes
14. Alex Cabel	69 So. Regwood Trl	261-4836	Yes
15. JOHN STOCKTON	3314 S.V.A. Lane TRAIL, VA, NC	261-3552	✓
16. Bill Braslet	6072 Currituck Rd. KITTICAW, NC	261-3068	✓
17. Carol Hunsecker	510 Canal Dr. KITTICAW	207-2450	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Neal Morrison	120 Nuddy Dunks, Duck, NC	255-2321	YES
2. Don Smith	187 W. Kaye Trl, Duck, NC	261-4093	YES
3. Andy Cannon	10 Fox 3361, Duck, NC	255-1231	Yes
4.			
5. Chris Linton			Yes
6. JERRY J. JONES	113 AUSTIN DR. BOONVILLE, NC	(919) 432-7877	✓
7. Brian Yamano	NC DOT - PDET	(919) 733-3141	No
8. Warren Joyce	Exxon Co	252-973-8232	Yes
9. Leonard Brooks	NC DOT - SDU	919-250-4041	No
10.			
11. Jodi Voss	6 Seaside Trl, Seaside Shores	252-261-0102	YES
12.			
13. ROB GRANICK	655 Cobble Cr. Currituck		YES
14. Dan Shields	4124 Lakeside Dr	252-261-1858	NO
15. SUSAN VAN SUSEK	4009 TACKLE RIDGE, H. NC	252-261-7007	YES
16.			
17. TONY SILVESTER	CONSTRUCTION	261-4958	YES



North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. JIM MARTIN	127 FOREST TRAIL S.S. 27109		
2. Jack Jackie Shea	290 W. Maple Rd TEL S.S.	261-4158	
3. Margaret Jacobs	81 GRAVEY Pond Lane S.S.		
4. Winston Hawkins	36 Pintail trail SS	252-255-3309	
5. HODDIE EILEEN NEREN	110 SHIPS WHEEL CT DUCK	252-255-5345	✓
6. Buck Thant	111 Seaford Lane Duck 27949	252-261-3060	
7. Gene Schumatz	103 SWAILWAY Duck 27949	252-261-2844	✓
8. Earl Keiser	145 DICE WOODS DR S.S. 27109	252-549-0533	
9. Ed Godley	41 Seapinning Ln S.S. 27109	252-261-6107	
10. Deborah Gager	1314 Duck Rd Duck 27949	252-261-2670	
11. " "	Mailing: 116 Clanshell TRK S.S. 27109		✓
12. Elton Smith	104 SWAIL CT. DUCK NC	252-646-7036	✓
13.	1872 DUCK RD NORTON AVE, JR. 27954		✓
14. Bill Anderson	879 OCEAN BLVD S.S. 27954	252-453-8917	YES
15. LINDA HARRIS	821 OCEAN TRAIL Corolla NC 27927	252-453-4645	YES
16. Linda Palumbo	159 Duck Rd. S.S. 27949	252-255-0792	N/A
17. [unclear]	496 [unclear] [unclear]	252-753-3812	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Barbara Williams	185 Sea Oats Ln S.S. 27109	252-261-2834	✓
2. Lori O'Bernardo	22 3rd Ave S.S. 27109	261-4365	✓
3. Earl & Laura Tebault	4780 Blackwater Rd. 18, VA 22457		✓
4. Tony O'Bernardo	32 9th Ave S.S. 27109	261-4365	
5. Roberta Overton	2044 MARTINS Pt Road Kitty Hawk 700 MARTINAIL AREA - Corolla	255-0569	✓
6. Suzanne Young	7 Eighth Ave Southern Shores 27949		✓
7. Elizabeth Wills	16 W.illard Cove Southern Shores NC 27949	252-261-3062	✓
8. Robin Morgan	57 Deer Park Lane Southern Shores 27949	252-541-2747	✓
9. Warren Dams	707 Hillcrest Dr Sssh	261-2702	✓
10.			
11. KJ Boens	30 Ocean Blvd.	261-2126	
12. Jim Reynolds	128 Duck woods Dr	255-1129	
13. [unclear]	1653 T. 118 R. KKT 27958	252-453-9515	✓
14. Dorothy [unclear]	6092 Currituck Rd K.H. NC	252-261-3068	
15. FRAU GREEN	750 WATERS EDGE COROLLA NC 27927	453-3955	✓
16. Madeline Bandy	80644, Manteo, NC 27954	441-3450	✓
17. Daniel Walker	400 W Landing N. KDH NC 27948	441-5888	

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. GEORGE CHASE	250 W. 4th St. Raleigh, NC 27609	252-255-2094	✓
2. ANDY STAKOS	100 Shell Circle, Kitty Hawk	252-305-2007	✓
3. JAMES GROFF	126 CHAMSHALL TRL SE	252-255-0576	✓
4. BETTY ANN GROFF	" " " "	" " "	
5. JOE HEARD	101 Veterans Memorial Dr, Kitty Hawk	252-261-3552	✓
6. SAM TAYLOR	111 St James Way Deck	252-261-2217	✓
7. LORRAINE HARRIS	125 W. 4th St. Raleigh	252-261-3395	✓
8. WILLIAM + RAY CROWE	1102 Parramore Circle	252-453-3526	✓
9. E. D. COXWELL	134 Beechtree Tr. S.E.	252-261-2619	✓
10. JOE COXWELL	444 Ocean Blvd	757-685-5907	✓
11. HEATHER McLANE	215 Heritage Ln. Kitty Hawk NC 27949	252-202-3409	✓
12. EMILIE BURZ	4805 W. 4th St. Raleigh, NC	252-261-5278	✓
13. ESSI EDWARDS	28 Parramore Pl.	252-261-2171	✓
14. BOB EDWARDS	" " " "	" " "	
15. JASON BOWE	P.O. Box 90 Kitty Hawk	441-8144	✓
16. ROBERT ELDER	145 Vantage Pt. Kitty Hawk	252-3138	✓
17. CONNIE BURCHETT	371 Tenth Ave. Southshore	252-6350	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN - IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. AL FOX	72 Potomac Tr. S.E.	252-255-5689	
2. MONICA THRESDON	136 SEA HAWK BLVD DECK	252-255-0200	YES
3. PAUL + FRANK KAPINOS	40 10th Ave., S. Sh.	(252) 261-8064	Yes
4. JAMILES RODRIGUES	11001 - 1102/1102	919 715 1534	NO
5. JULIA HAYES	1255 Labrador Dr. Currituck	757-670-4948	Yes
6. ROBERT PALMISTO	159 DUNE RIDGE	252-255-0992	NO
7. DAVID FAY	486 Veterans Blvd	252-453-3882	NO
8. MICHAEL EASON	" " " "	252-261-7874	NO
9. KIP TAYLOR	301 E. 4th St. Raleigh	252-252-1610	YES
10.			
11. TRALEE M. HART	Hunt Club Tr. Currituck	252-453-9141	Yes
12.			
13. GAIL VEA	237 W. 4th St. Raleigh	252-261-6762	Yes
14. JIM FOREST	252 Chesapeake Tr.	252-261-2466	Yes
15. NANCY WACHS	#3 LINDA DR. SE	261-2353	NO
16. BOB EYLES	P.O. Box 482 Kitty Hawk	252-261-2009	NO
17. JOE TRAFLET	12100 FOX HUNTER DR. WAREHOUSING	703-991-5550	YES

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. William W. Kott	27 ~ 10th Ave.	261-4755	✓
2. Janet B. Kott	29 Leath Avenue	261-4756	
3. D. Virginia James	244 Wax Myrtle Tr. Southern Sh.	261-7341	
4. MICHAEL FLOREZ	40 DUCK WOODS DR	261-7127	✓
5. LARRY RIGGS	84 DUCK WOODS DR.	261-9312	✓
6. DAVID BUCHANAN	103 HIGHLAND LOOP	253 8893	✓
7. Sandra Larkue	305 Whale Head Dr. PO Box 428 Corolla, NC 27927	435 5379	✓
8. GARE SULLIVAN	31 TENTH AVE	252 261-8874	✓
9. Lynne Chase	250 Wax Myrtle Tr. SS.	255-2067	
10. Jim Thomas	302 SAUTS TRAIL Sauratown Success NC 27979	261-9390	✓
11. Nancy Greenstreet	5121 Lind Seaphave KH	253 5958	✓
12. Jim Ocheleci	" "	253 5958	✓
13. Leo L. HOLLAND	23 SPINDRIFT TR	252-255-5110	✓
14. Grayson VIA	237 N. Dogwood Tr. /SS	261-6162	✓
15. STEVEN CLARKE	131 HALLS HARBOR Rd HARRISBORO 27941	252 491-4692	✓
16. Toni Parker	201 W. Carolina Cir. 27959	425-0131	✓
17. Stuart Young	1103 Strong Ct Corolla NC 27927	252 463 7416	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Marty Smead	67 S Dogwood Tr.	252 619-1973	yes
2. Francis C. Twiddy	Kitty Hawk		
3. George Luntz	212 Inland Lane NC	252-255-6335	?
4.			
5. JOHN WAUDEZ	1195A DUCK CT. DUCK NC	252 261-4282	no?
6. Mary Stoeney	145 YADLOW TRAIL Se. Sh.	252 255-3138	No
7. Edward Wickens	108 FETTER WAY, DUCK	252 856-1234	yes
8.	PO Box 11 WINDING BROOK LANE, RORRING, CT 06896		
9. Boba Dot Glista	1028 Corolla Dr. Corolla/VA	703-644-0503	
10.			
11. Sally Markham	214 Hillcrest Dr. SS	252-265-2035	yes
12.			
13. Nancy Stoeney	323 HOLLOWELL 2. Sh.	252 255-1449	No
14. STEPHAN HARTCOB	" "	" "	"
15. [Signature]	327 N Dogwood Tr S	252-261-7877	Y
16.			
17. Lynne + Steve Alterman	100 Ocean Crest Way, Duck	252-261-4666	yes

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. BRIAN LYFEAN-WHITE	160 CHESAPEAKE DRIVE, DECK 3017 SHORELINE DR. PORTSMOUTH, VA 23704	201-0798	
2. Tim Connors	83 DUCK WINGS DR. KENNEDY	252-255-1730	
3. KAREN WAREZACK	106 Knight Ct KDH NC 27948		Kinder Lehr (C) contact.net
4.			
5. Gwen Campt/Sky	110 Ocean Lane, Pt. Harbor		
6. Sally Mcagher	20 North Dune Way SS	261-0276	
7. Jack	"	"	
8. Dee Davis	PO Box 1498 KDH	216-9877	
9. Paige Spruill	7028 Currituck Rd. K.H.	261-9761	
10. Wade Wier	48 Newham Rd. Greensburg	441-2704	
11. Sam Wier	"	"	
12. Naureen O'Shea	PO Box 73, Corolla NC 27927	453-8555 x229	X
13. Jack Bundy	118 RUDOLPH DR. DECK 27948	261-4148	✓
14. Bill Drake	10 Kingfisher Trail S.S. 27949	261-0780	✓
15. RICH & JANET LANGENSCHEIN	504 OCEAN TRAIL COROLLA	713-919-4611	✓
16. MARLA HUNTER	PO Box 1000 Kif Club (PO Box 1021)	485 1231	✓
17. Chuck & Gail Strawn	101 STATION ROAD DE DECK	255-2249	✓

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. PAUL FINE	300 PINE RD. WOODWAY, NC	252-261-8623	✓
2. Troy Burnett	37 Oak Ave S. Waverly, NC	252-261-6580	✓
3. N.H. Swanson	136 PARKWAYE TR. KDH	252-441-5438	
4. B. J. Brantley	31 E. Dogwood Tr. SS	252-255-0506	
5. Magara Taylor	207 Wax Myrtle Trail S. Shore NC	252-261-0229	✓
6. TAYLOR WASSERMAN	160 RIVER DR. KDH 27948	252-440-3072	✓
7. DEBRA HARTZOFF	307 PIPPLAR BOWLING RD. PIPPLAR, NC	252-453-6416	✓
8. ANDREW HARRISON	127 Sandy Lane, Aydelott, NC	252-453-3603	✓
9. Louise Sivv	6065 Currituck Rd. LHM	252-5734	✓
10. Leita Blacker	11 Plover Ave. 27949	359-5189	✓
11. Michael Bayliss	105 Dune Rd, Deck	952-6413 (981)	✓
12. Pat Hancock	614 HUNT CLUB DR.	453-0949	✓
13. Tacey Hancock	616 HUNT CLUB DR.	453-0949	✓
14.			
15. Shirley Barde	2043 OAK RIDGE CT. DECK 27948	252-092-4113	✓
16.			
17. Yvonne Walker	10 Kingfisher Tr. S. Shore	(252) 261-0780	✓

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 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
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Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Ned Markcoat	POB 56 Coalinga NC	252 202 9141	YES
2.			
3. Elaine Goodwin	153 Waters Edge Dr. KDH NC	252 480 0405	Yes
4. DAVID TANG	136 Coak Dr. Duck NC	252 261 8173	YES
5. STEPHANIE TANG	136 Coak Dr, Duck, NC	252 261 8173	YES
6. Jim KRANDA	82 Pursueot Ter, SD	252 255 0085	Yes
7. Wanda Wenzel	267 Dequwood	252-261-2668	Yes
8. Missy Lassiter (Tim Buck II)	P 985 Sunset Blvd	252-202-4404	yes!
10. SAM CARTER	7004 CURRITUCK RD IN NC 27847	252-261-6138	yes
11.			
12.			
13.			
14.			
15.			
16.			
17.			

North Carolina Turnpike Authority  
 Citizens Informational Workshop  
 Mid-Currituck Bridge Project  
 TIP Project No. R-2576  
 February 2008  
 SIGN-IN SHEET

Name (Please Print)	Address	Telephone Number	Add to Mailing List?
1. Corrie Cogg	1 Sanguita Trail	252 261 3579	✓
2.	9 Shiloh NC 27949		
3. Bill Cogg			
4. Curtis Fitzgerald	1335 S. Creech Rd. Fuquay	261-4444	✓
5. Tim Hance	112 Oaks Ct. Havelock NC	478-4526	✓
6.			
7. David Hance	4450 N. Country Hwy. Kild, Va.	573-5847	✓
8.			
9. ERIC HILL	562 Westwood Drive, Charlotte	757-599-7520	
10.			
11. Thomas R. Porter TRISHA PORTER	162 Windsor Dr. Norfolk VA 23505 162 Windsor Dr. Norfolk VA 23505	(804) 261-2804 757 234 7581	✓
12.			
13.			
14.			
15.			
16.			
17.			



# MEMORANDUM

To: John Page, Chris Lloyd Date: April 1, 2008  
 From: Ryan Walsh  
 Subject: Mid-Currituck Bridge Project Public Comments

## Summary of Public Comments (Comments collected through 3/28/08)

Citizens Informational Workshops were held in three locations around the Currituck Sound: Corolla (Currituck Outer Banks), Currituck (Mainland), and Southern Shores (Dare County Outer Banks) on February 26, 27, and 28 respectively. These meetings were informal, open house informational sessions that provided the public an opportunity to learn about the project and discuss issues with project staff. These meetings officially marked the beginning of the public comment period, though comments had been accepted and logged prior to this initiative. The official comment period concluded on March 28, 2008. At the closing of the public comment period, a total of 292 comments had been received. These comments came in the form of formal comment sheets distributed at the informational workshop and through the project website, and freemail comments delivered via email, conventional mail and telephone. The comments include official resolutions from relevant towns and counties and business Associations, as well as comments by several elected and appointed government officials. The following memorandum summarizes the comments collected.

Number of Comments Received:	292
Number of Expressed Preferences:	219
In Favor of Bridge Alternatives	186
Opposed to Bridge Alternatives	30
In Favor of ER Alternatives	28
Opposed to ER Alternatives	83
In Favor of No-Build	11
In Favor of Ferry	5
Opposed to Ferry	5

The following is a summary of the comments collected through the public comment period. The numbers in parentheses represent the number of comments received expressing the bulleted viewpoint. Some bullets lack these parenthetical numbers. These are cases in which there was sufficient subjective murkiness to use more qualitative measures.

### Regarding Project Need

Project needs commonly cited can be grouped into three categories. These needs were raised by proponents of various project alternatives and by residents throughout the region and beyond.

- Reduction of **traffic congestion** was the most frequently cited need. (83)
- Improved **hurricane evacuation** was also widely cited as a need. (79)
- Enhanced **access** to the Outer Banks and Mainland, as well as their associated services, and economic bases was frequently cited as a need.

### Bridge Alternatives Positives

- Reduction of **traffic congestion** was a primary consideration for those in favor of the bridge. (90)
- Enhanced **hurricane evacuation** capacity was a frequently cited benefit of a bridge. (65)
- Many comments mentioned **accessibility** as a primary factor. This included access to the Beaches, the Mainland, the economic assets and services available on either side of the sound. (58)
- There was agreement among bridge supporters and opponents that a bridge would be a boon to tourism (despite disagreement over whether tourists should be prioritized in the planning process), providing them with greater access and shortened travel times. (48)
- Many comments noted that the bridge would have positive economic impacts for the area. These impacts included increased property values, and increased retail and service activity on both sides of the sound. (42)

Some respondents noted that the bridge would reduce total vehicle miles traveled. These comments often made the link between construction of the bridge and improved air quality as well as reductions in fuel costs. Some comments noted that real estate development had out-paced transportation infrastructure and that a bridge is a necessary adjustment of that relationship.

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### Bridge Alternatives Concerns

- Some comments stated concern that **habitat and wildlife** would be threatened by the construction of a bridge and the resulting increase in auto traffic. Specifically, several comments named ducks and other waterfowl as well as wild horses as species that needed special consideration. (30)
- Some comments noted concern over the **natural resources** of the area. These comments referred to water pollution and wetland loss, as well as damage to dunes on the Outer Banks. (28)
- There was concern that the bridge would cause a reduction in the **visual and aesthetic quality** of the area. Respondents noted that they did not wish to have their personal home view of the sound destroyed. The view from the Whalehead Club was also commonly referred to. (20)
- There was concern, specifically amongst respondents with Currituck Outer Banks addresses that the bridge would result in increased presence of “**day visitors**” from the mainland. (15)
- Some respondents noted that the bridge might damage or disrupt **historic and archeological resources**. These included the Aydlett Post Office, Currituck Lighthouse, The Whalehead Club, The Rogers Cemetery, and Indian artifacts. (10)
- Some believe that a bridge would not present a **hurricane evacuation** enhancement. (9)
  - Several of these comments referenced a study performed by the Army Corps of Engineers.
- **Noise** was a concern. Generally these concerns were regarding increased traffic, though at least one was concerned about construction noise and the driving of pylons. (6)

Though the bridge alternatives received the most support, this support was often accompanied by concerns over impacts. Some respondents felt that the bridge is too expensive. There was some concern that the bridge would provide easy access to criminals that would take advantage of empty houses on the Outer Banks during the off-season. Also, there were concerns that the bridge would impact neighborhoods and communities. Some of these referred to direct impacts of bridge landings, while other referred to the indirect impacts of increased auto traffic. Several comments noted that the northern beaches lack the public facilities that new access would require. Additionally, there was some concern that the bridge would not actually solve the traffic congestion problem. Some comments noted that without road widening, a bottleneck would remain on both sides of the bridge. One respondent noted that the toll plaza would impact his property in Aydlett and hoped that a narrower design would be pursued. Several respondents expressed significant opposition to the bridge due to direct displacement of homes, property, and in one case, a family cemetery.

### Improvement of Existing Roads Alternatives Positives

- Widening the roadway between Southern Shores and Corolla would reduce traffic **congestion**. (10)
- Improving roads would facilitate **hurricane evacuation**. (4)
- Roads need to be improved for **drainage** purposes. (1)

Some respondents felt that roadway improvements were essential to addressing the needs of the area; specifically, that traffic congestion could not be reduced without widening or improving the existing roads. Several comments noted that NC 12 was in need of a center turning lane to facilitate turning into shopping centers and driveways.

### Improvement of Existing Roads Concerns

- There was considerable concern that widening roads would damage the distinctive **community character**. Some comments noted that the character would be so significantly changed that it would deter tourists from visiting the area. (37)
- Several comments noted that widening of existing roads would create an **unsafe environment for pedestrians** by creating a greater crossing distance.
- Several respondents noted that widening of the existing roads would encourage **speeding** and expressed concern about related safety issues.
- Several respondents noted that widening the existing roads would have **negative impacts on the economy** of the area, as it would necessitate removing parking for retail centers.
- Some respondents commented that widening the existing roads would present a **health risk** as there would be an associated decline in air quality and increase in noise pollution due to homes being closer to the roadway.
- Several respondents expressed concern about use of **eminent domain** powers. At least (1) respondent threatened to slow project progress through litigation relating to taking of property for road widening.
- Several respondents noted that wider roads would pose an increased **risk to wildlife**.

A substantial number of comments noted opposition to alternatives that included improvement of existing roads. However, many of these did not elaborate further than to say that they felt these alternatives should be dropped from consideration. One comment noted that the island is getting thinner through erosion and that wider roads would be an inefficient use of space.

**No-Build**

- Many of those that were in favor of the No-Build alternative explained that **traffic congestion** was primarily a problem during summer weekends, and that this limited problem is an acceptable inconvenience considering the alternatives up for consideration.
- These comments also expressed concerns about who should be prioritized in the **planning process**. They drew distinctions between non-resident property owners, tourists, and local residents. They frequently expressed concerns that the needs of local year-round residents were being marginalized.

**Ferry Service**

Ferry service was not a frequently discussed alternative. Comments regarding ferry service were equally split between proponents and opponents. Several of the detractors commented that ferry service had been tried and was unsuccessful. Others noted that the sound is too shallow and could not sustain ferry service. Some respondents noted that tourists might enjoy the novelty of a ferry and be inclined to use it.

**Funding**

- Many comments stated a preference for the use of **private funding** over the use of **state funds**.
- A majority of comments regarding tolling, spoke favorably about the financing tool. There was consensus among supporters and opponents of bridge alternatives that tolls are the best way to pay for the project.

- o Many toll proponents felt that the project should include smart tags.

- The EZ Pass system was the most commonly suggested smart tag system. Respondents felt that since the system is used in the north and a majority of tourists visit from the north, that the system would be of greatest convenience

- o Many respondents suggested that local residents should pay a discounted fare.
- o There was general consensus that visiting tourists should and would pay a high fee.
- o Some comments noted that a toll would be an effective tool for reducing the impacts of “Day Visitors” from the mainland.

Some expressed dissatisfaction with tolling tools and felt that tolls do not have a place in North Carolina transportation infrastructure funding. A few viewed tolls as an insult added to injury; they opposed the bridge and did not want to have to pay a toll to use it.

**Sensitive Resources**

- Whalehead Club and its View (30)
- Currituck Lighthouse (15)
- Wild Horses and other wildlife (14)
- Corolla’s Four-Wheel Drive Area
- Rogers Cemetery
- The View From My Home
- The Town of Duck

Many comment form respondents were reluctant to list any specific resources that they deemed sensitive. Several explained that experts should determine sensitive resources. Others stated that the project had been under study for so long, that the project team should already be aware of all sensitive resources. A couple of comments, including one from the property owner, mentioned a family cemetery that will be displaced by the recommended bridge alternative. The home owner was very concerned and displeased.

**Bicycles and Pedestrians**

- Some comments noted that regardless of the alternative pursued, improved pedestrian and bicycle access should be included.
  - o Several cycling advocates requested bicycle lanes for any bridge option as well as bicycle friendly improvements on Route 158 and NC 12.

**Geographic Variation**

- 35 Out-of-State Comments were received that stated a preference for a project alternative. They represented a mix of tourists and non-resident property owners.
  - o 28 preferred only a bridge alternative, 2 opposed a bridge
  - o 3 preferred a bridge in conjunction with improvement of Existing Roads
  - o 1 preferred ER options, while 11 opposed
  - o 1 preferred ER options with Ferry service
  - o 1 opposed Ferry Service
- 174 comments that provided addresses within the project area expressed preference for a project alternative.
  - o 41 comments were received from Mainland Currituck addresses
  - o 60 comments were received from Currituck County Outer Banks addresses
  - o 73 comments were received from Dare County addresses



- Of the 41 stated preferences received from Mainland Currituck:
  - 17 preferred only a bridge alternative, while 6 opposed
  - 1 preferred a bridge in conjunction with improvement of Existing Roads
  - 1 preferred ER options with Ferry service
  - 1 preferred ER options only, while 3 opposed
  - 4 preferred No-Build option
- Of the 60 stated preferences received from Currituck County Outer Banks addresses:
  - 32 preferred only a bridge alternative, while 14 opposed
  - 6 preferred a bridge in conjunction with ER alternatives
  - 7 preferred ER options only, while 11 opposed
  - 1 preferred ER alternatives in conjunction with Ferry Service
  - 1 preferred Ferry Service only, while 1 opposed
- Of the 73 stated preferences received from Dare County Addresses:
  - 60 preferred bridge only alternatives, while 3 opposed
  - 2 preferred a bridge alternative in conjunction with ER alternatives
  - 1 preferred an ER alternative only, while 39 opposed
  - 2 preferred No-Build Alternatives
  - 2 opposed Ferry Service

#### **Summary of Resolutions**

Towns and counties, as well as businesses and business associations submitted formal resolutions outlining their support or opposition for various project alternatives. The following section summarizes these resolutions.

#### ***Towns and Counties***

These resolutions were drafted by town and county councils and boards of commissioners as applicable. As drafted by elected representatives, these resolutions offer the official preferences of the towns and counties.

#### **Currituck County:**

- Strongly supports the construction of the Mid-County Bridge and the recommendations of the North Carolina Turnpike Authority as presented on February 26, 2008.
  - Believes the bridge is necessary to insure the safety of visitors and resident of the Northern Outer Banks
  - Believes the bridge will encourage and induce increased commerce on the Currituck County Mainland

#### **County of Dare:**

- Supports immediate construction of the Mid-Currituck Bridge
  - Believes that transportation routes to the Northern Beaches have not kept pace with development and visitation.
- Acknowledges the importance of local municipalities in impacted areas and believes the local jurisdiction should be highly regarded and supported where transportation projects or programs impact their communities.
- Supports the efforts to include hurricane evacuation as a purpose and need for the Mid-Currituck Bridge project

#### **Camden County:**

- Supports immediate construction of the Mid-Currituck County Bridge
  - Believes the bridge will alleviate traffic congestion and manage safe, efficient traffic flows
- Supports local government jurisdiction
  - Believes that local governments within the impacted area are the primary stakeholders and maintain valuable knowledge of transportation needs, preservation of community and sustaining economic viability

#### **Town of Nags Head:**

- Supports the construction of the Mid-Currituck Bridge as soon as possible
  - Believes that the bridge is imperative for travel safety and public service reasons
- Strongly opposes the widening of NC 12 through the town of Southern Shores.
  - Believes it will destroy the environment and character of the town.

#### **Town of Kill Devil Hills:**

- Urges the North Carolina Department of Transportation to commit fully and strongly consider and support local governments when they make requests regarding transportation needs and improvement projects within their jurisdictions.

#### **Town of Kitty Hawk:**

- Supports the construction of a Mid-Currituck Bridge as soon as possible
  - Believes construction of the bridge is imperative for traffic safety and public service reasons.
- Supports efforts in building the Mid-Currituck Bridge in such a way that it will have the least impact on the communities on each end of the bridge.

#### **Town of Southern Shores:**

- Supports construction of the Mid-Currituck Sound Bridge and supports financing of the bridge through imposition of a toll
  - Believes the lack of a bridge is severely damaging the quality of life for communities in Currituck and Dare counties
  - Believes the bridge would most significantly reduce traffic congestion, save energy resources, and provide an alternative route for both human safety and hurricane evacuation

**Town of Duck:**

- Agrees with the stated purpose and need for the project
  - Believes hurricane evacuation is a legitimate justification for the project as it would help meet the legislative standard evacuation time of 18 hours and provide an alternative evacuation route in the event that NC 12 is blocked during a severe storm event
- Strongly supports Mid-Currituck Bridge (MCB3 and MCB4) alternatives for further study and implementation
  - Believes that the town's land use plan clearly supports a bridge alternative and maintenance of NC 12 in its current configuration and alignment.
  - Believes that the bridge alternatives are in harmony with the Town's Vision Statement that was developed through an extensive public involvement process
- Opposes widening alternatives
  - Believes road widening would fundamentally change the character of the town
  - Believes that the roadway capacity and level of service would be significantly worse between Aydlett and the US 158/NC 12 intersection with a widening alternative as opposed to the recommended bridge alternative
  - Believes that the ER2 alternative would not address the project purpose and need
  - Believes that the level of community disruption from a three-lane widening would be overwhelming and completely inconsistent with the goals of the town
  - Has identified 47 properties that would be displaced by a three-lane widening, many of which are in the community of Duck
  - Believes that widening would reduce property values through right-of-way acquisitions, decreasing lot sizes and creating zoning, non-conformities Right-of-way acquisitions could also render properties unusable by impacting required septic areas
  - Believe that widening would also cause additional noise and air quality impacts due to decreased distance to the roadway for residents and businesses
  - Believes widening would undercut many of the efforts the town has taken to encourage non-motorized travel
- Believes that reduction of travel time and improving system efficiency with additional linkages between the mainland and the Outer Banks are two objectives that support bridge alternatives over road widening
- Believes that the status of NC 12 as the area's primary bicycle and pedestrian route presents a significant safety concern with regards to high auto traffic volumes
  - A bridge will reduce the number of vehicle trips by diverting traffic whereas widening NC 12 would not and would pose a greater safety concern to pedestrians

**The Town of Manteo:**

- Supports the construction of a Mid-Currituck Bridge as soon as possible
  - Believes the bridge would alleviate traffic congestion in the area
- Opposes Widening of NC 12
  - Believes widening NC 12 would destroy the environment and the character of the town

**Dare County Tourism Board:**

- Supports immediate building of the Mid-Currituck Bridge
  - Believes that transportation routes have not kept pace with development and visitation
- Supports local government jurisdiction
  - Believes in the importance of local municipalities and believes that local jurisdictions should be highly regarded and supported where transportation projects or programs impact their communities.

Southern Albemarle Association (an organization of six counties located in the Southern Albemarle area):

- Supports the immediate construction of a Mid-Currituck County Bridge
  - Believes a Mid-County Bridge would best address the current traffic congestion, save energy resources, and provide an alternative route for safety and hurricane evacuation.
  - Believes transportation routes to the Northern Beaches have not kept pace with development.

North Carolina's Northeast (Commission of sixteen Northeast North Carolina counties):

- Supports the Construction of the Mid-Currituck Sound Bridge and requests the State of North Carolina to place the highest priority to the completion of said bridge.
  - Believes the bridge will provide northern Outer Banks businesses access to a much larger labor pool and will give residents of North Carolina access to jobs presently going to foreign workers
  - Believes the bridge will enhance business-to-business opportunities between the northern Outer Banks and the Mainland counties of Currituck, Camden, Pasquotank, Perquimans, and Chowan
  - Cites the collection of over 13,000 signatures in support of the Mid-Currituck Sound Bridge

**Businesses and Business Associations**

Outer Banks Home Builders Association:

- Supports immediate building of the Mid-County Bridge in Currituck
  - Believes that the current transportation routes to the northern beaches are inadequate for the current volume of visitation.
- Supports local government jurisdiction
  - Believes North Carolina Transportation agencies need to recognize the beliefs and opinions of local governments closely involved with projects in their jurisdictions.

Outer Banks Association of Realtors:

- Supports the construction of a Mid-Currituck Sound Bridge and strongly urges the State of North Carolina to assign the highest priority to this project.
  - Believes that increased residential construction as well as increased tourist visitation to the Northern Outer Banks has put strain on the current roadways

- o Believes the overcrowding of roadways negatively impacts the increasing tourist industry and poses a serious safety problem for residents and guests during times of mandatory evacuation
- o Believes a Mid-Currituck Bridge would best address these needs

Outer Banks Hotel/Motel Association:

- Supports the immediate construction of a Mid-Currituck County Bridge
  - o Believes a Mid-County bridge would do no harm to the economic health of Dare County and would benefit the economic health of Currituck County
  - o Believes the long term transportation infrastructure of Eastern North Carolina would be enhanced by the construction of a Mid-County Bridge
- Strongly opposes the widening of NC 12 through Southern Shores and Duck.
  - o Believes widening of the roadway to accommodate traffic would fundamentally alter the characteristics and attractiveness of Southern Shores and Duck, thereby doing irreparable harm to the economic health of those towns and Dare County

Outer Banks Chamber of Commerce:

- Supports Immediate building of the Mid-Currituck Bridge
  - o Believes that a Mid-Currituck Bridge would significantly decrease traffic congestion in Southern Shores, Duck and Corolla and provide a safe alternate travel route.
  - o While alternative solutions should be studied to improve infrastructure and keep pace with development, the focus should remain on expedient construction of a Mid-Currituck Bridge
- Believes that local jurisdictions should be highly regarded and supported where transportation projects or programs impact their communities

The Duck Civic Association:

- Supports no general widening of NC 12 between the northern Southern Shores boundary and the Currituck County line.
  - o Believes this will maintain the coastal village atmosphere of the community.
- Supports construction of the Mid-Currituck Bridge as soon as possible
  - o Believes the bridge is essential for the safe evacuation of Outer Banks residents and visitors during natural disaster occurrences

# Mid-Currituck Bridge Project

## Thank you for your participation!

Based on your comments submitted during and after the Citizens Informational Workshops for the Mid-Currituck Bridge Project, the North Carolina Turnpike Authority (NCTA) has completed the **Statement of Purpose and Need and Alternatives Screening** reports. These reports provide additional details on the need for the project and the alternatives selection process for the Draft Environmental Impact Statement.

**The reports will be available for public inspection at the locations listed on the back of this postcard, as well as on the project website at:**

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



**The NCTA invites you to examine the reports and provide any comments by **May 15, 2008** to:**

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



**Refer to Handout 13 in Appendix A for  
the May 2008 summary of public  
comments on the draft *Statement of  
Purpose and Need and draft  
Alternatives Screening Report.***

*Locations where the reports will be available:*

**Town of Duck, Town Office**

1240 Duck Road, Suite 106 (at the Waterfront Shops)  
Duck, NC 27949

**Southern Shores Town Hall**

5375 N. Virginia Dare Trail  
Southern Shores, NC 27949

**Currituck County Manager's Office**

153 Courthouse Road  
Currituck, NC 27929

**Currituck Outer Banks Corolla Office**

1123 Ocean Trail  
Corolla, NC 27927

**Kitty Hawk Town Office**

101 Veterans Memorial Drive  
Kitty Hawk, NC 27949

# Mid-Currituck Bridge Project



**Newsletter  
Vol. 3, No. 1  
October 2008**

North Carolina Turnpike Authority  
5400 Glenwood Avenue  
Suite 400  
Raleigh, NC 27612

## Questions? Comments?

We look forward to your continued participation in this project. You may write or call the project team at any time with questions, comments, or concerns. For project-specific information, please contact:

Jennifer Harris, PE  
North Carolina Turnpike Authority  
1576 Mail Service Center  
Raleigh, NC 27699-1573  
ndcurrituck@ncturnpike.org  
919-571-3000

Visit the project web site at:  
[www.ncturnpike.org/projects/Mid\\_Currituck](http://www.ncturnpike.org/projects/Mid_Currituck)

# Mid-Currituck Bridge Project

**Newsletter Vol. 3, No. 1 October 2008**

## Introduction

The North Carolina Turnpike Authority (NCTA) has narrowed the range of alternatives under consideration for the Mid-Currituck Bridge Project to three alternatives, including one widening existing roads alternative (ER2), a Mid-Currituck Bridge alternative (MCB4), and a combination of a bridge and widening existing road alternative (MCB2). These alternatives will be evaluated in detail in the Mid-Currituck Bridge Project Draft Environmental Impact Statement (DEIS). The decision on these detailed study alternatives was based on a rigorous comparison of a wide range of alternatives and involved input from you, the public, environmental resource and regulatory agencies, and local governments. Inside this newsletter, you will find a description of the alternatives and the reasons they were chosen for more detailed study. There will be an opportunity for further comment on the detailed study alternatives when the DEIS is released for public review and comment in 2009.

## In This Issue

- 1 Introduction  
NCTA Solicits Public-Private Partnership  
Project Timeline
- 2 Alternatives Selected for Detailed Study
- 3 Comment Summaries

## NCTA Solicits Public-Private Partnership for Mid-Currituck Bridge

The North Carolina Turnpike Authority (NCTA) Board of Directors and the NC General Assembly authorized the NCTA to seek proposals from private sector firms interested in furthering the development of the Mid-Currituck Bridge Project. The proposed Mid-Currituck Bridge will be North Carolina's first venture into the world of Public-Private Partnerships (PPP) for major transportation infrastructure. The NCTA has chosen to utilize the procurement method known as a "Pre-Development Agreement" for this project. With a "Pre-Development Agreement," the NCTA will procure a development partner consisting of investors, designers, and construction contractors. In November 2008, the NCTA will select a pre-development partner.

The services provided by the partner will focus on the evaluation of the bridge alternative during the environmental study process and support the negotiation of a long-term construction, financing and operating and maintenance agreement in the event a bridge alternative is selected as the preferred alternative in the environmental study process.



## Project Timeline

Financial Feasibility Study	Completed
Draft Environmental Impact Statement	Early 2009
Final Environmental Impact Statement	Mid 2009
Record of Decision	Late 2009
Award Project Contract	Early 2010
Project Open to Traffic	2013

Be sure to check the project web site to read about the results of recent traffic and market surveys conducted in the project area.  
[www.ncturnpike.org/projects/Mid\\_Currituck](http://www.ncturnpike.org/projects/Mid_Currituck)

# Alternatives Selected for Detailed Study

The proposed project includes improvements in the Currituck Sound area between US 158 near Baretto and NC 12 near Carolina in Currituck County. The purposes of the proposed action are:

- 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; and
- To substantially reduce hurricane clearance time for residents and visitors who use NC 168 and US 158 during a coastal evacuation.

A wide range of alternatives for meeting the project's purpose and need were considered. These included alternatives that improve existing roadways (NC 12 and US 158) without building a new bridge, as well as alternatives that involve building a new Mid-Currituck Bridge with and without improving existing roads. In addition, alternatives included a range of non-highway improvement alternatives, including the no-build alternative, a ferry system across Currituck Sound, expanding transit services, shifting rental unit start times, transportation demand management (TDM), and transportation systems management (TSM). The range of alternatives was presented for public comment at Citizens Informational Workshops in February 2008 and in an April 2008 Alternatives Screening Report. All alternatives were evaluated on their ability to meet the project's purpose and need, their contribution to system efficiency, their potential natural resource and community impacts, estimated cost, and their potential to be funded.

Based on the results of this screening analysis, as well as comments received from the public and environmental resource and regulatory agencies, NCTA will evaluate three alternatives in detail in the project's Draft Environmental Impact Statement (DEIS):

	EB2	MCB2	MCB4
<b>Objective:</b>	Achieve maximum transportation benefits using the existing roadways while minimizing impacts to communities along NC 12	Achieve full benefit of Mid-Currituck Bridge and existing road improvements while minimizing impacts to communities along NC 12	Achieve maximum transportation benefits using a Mid-Currituck Bridge and limited existing roadway improvements
<b>Include a Mid-Currituck Bridge?</b>	No	Yes, with two alternative bridge corridors to be assessed (C1 and C2)	Yes, with two alternative bridge corridors to be assessed (C1 and C2)
<b>Extent of US 158 Widening (Wright Memorial Bridge to NC 12)</b>	6-8 lane superstreet*	6-8 lane superstreet*	Note
<b>Extent of Additional Outhouse Lane for Hurricane Evacuation on US 158*</b>	NC 168 to Wright Memorial Bridge (25 miles)	NC 168 to Mid-Currituck Bridge (5 miles)	NC 168 to Mid-Currituck Bridge plus Wright Memorial Bridge to NC 12 (6.5 miles)
<b>Extent of Three-Lane NC 12 Widening (Widening to Currituck County)</b>	US 158 in Dare County to just north of Hunt Club Drive in Currituck County	US 158 in Dare County to just north of Hunt Club Drive in Currituck County	Note
<b>Extent of Four-Lane NC 12 Widening in Currituck County</b>	From just north of Hunt Club Drive to just north of Allamore Street	From just north of Hunt Club Drive to Mid-Currituck Bridge Intersection	From Seashell Lane to Mid-Currituck Bridge Intersection

\* A superstreet is one where entering, adjacent traffic cannot turn left or go straight. Motorists must turn right and either regularly spaced U-turn opportunities. Options to accomplish this include adding a third northbound lane on US 158 or using the center turn lane as a third northbound evacuation lane.

In addition, two bridge alignments are being considered with both the MCB2 and MCB4 Alternatives - Corridors C1 and C2. On the mainland, C1 and C2 share a single approach corridor which parallels the north side of an existing power line easement north of Ayllett Road (SR 1140). On the Outer Banks, C1 and C2 have different termini - C2 is in the Allamore Street (SR 1102) area, and C1 is approximately 2 miles north of Allamore Street (SR 1102) at the Corolla Bay Subdivision.



## Comment Summaries

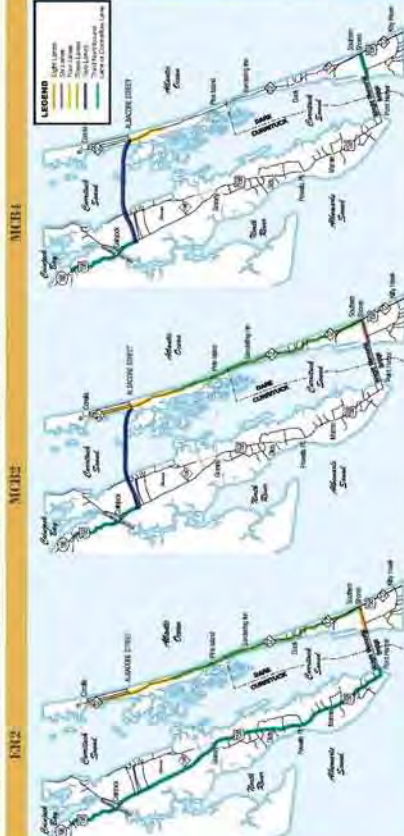
In February 2008, Citizens Informational Workshops were held in three locations around the Currituck Sound and more than 550 people attended. The project team presented two alternatives that focused on improving existing roads (ER and ER2) and four alternatives that included constructing a new bridge between the Currituck County mainland and Outer Banks with various existing road improvements (MCB1, MCB2, MCB3, and MCB4).

More than 350 comments were received from residents, property owners, employers and local officials. The comments emphasized the need to reduce traffic congestion, improve the ability to evacuate the area in the event of a hurricane or other emergency, and enhance access between the Outer Banks and mainland.

A majority of the comments stated a preference for the bridge alternatives. Many commented that a new bridge would best address the area's transportation needs. Other comments also stated concerns about the bridge alternatives' threats to the area's natural resources and their impact to the Ayllett area on the mainland.

Local government resolutions were passed by Currituck, Dare, and Camden counties, as well as several towns throughout the project area. These resolutions provided nearly unanimous support for the bridge alternatives and urged the dismissal of any alternatives that featured road widening as a primary improvement.

Some comments also requested consideration of bridge corridors both north and south of the current bridge corridor locations being studied further. These had been considered, and NCTA reevaluated them in light of the comments received; however, for reasons noted in the Alternatives Screening Report, these options are not considered feasible. The No-Build, Ferry, and other non-highway improvement alternatives received little support.





## Memorandum

**To:** File 20203 5.3  
**From:** Reginald Scales  
**Date:** September 17, 2002  
**Subject:** Meeting Summary – March 27, 2002, Duck Civic Association Small Group Meeting, Currituck Sound Area Transportation Study (TIP No. R-2576)

### **NCDOT Study Team Attendees**

Jennifer Harris, NCDOT - PDEA  
Brian Yamamoto, NCDOT - PDEA  
Don Connor, NCDOT - Division 1  
Clay Willis, NCDOT - Division 1  
Reginald Scales, Parsons Brinckerhoff

### **Summary of Meeting**

The meeting was held at the Duck Fire Station on NC 12 and was attended by approximately 70 people. Jennifer Harris opened the meeting with introductions followed by a PowerPoint presentation (attached) that provided a project overview including history, current status, and future NCDOT plans. Approximately half of the audience indicated that they were familiar with the study and with the environmental impact process.

The following comments were made and questions asked by those attending the meeting:

- Who are the members of NEPA404 Merger Team and do all of the members of the team have to concur during decision making?
- The hurricane evacuation model should reflect current realities, including the extent of new development and population growth from Southern Shores to Corolla. Could other models be presented to the Merger Team other than the US Army Corps of Engineers model? Will the most current traffic data be used in the model?
- How can hurricane evacuation times be improved with only one route north? Even with a new Currituck Sound Bridge, the traffic moving north would still ultimately converge.
- During an evacuation, people are stuck in traffic for six hours before they even reach US 156 near the Intracoastal Waterway.
- US Census data only includes the permanent population. The area's population expands at least ten-fold during the summer time. This expanded population is the one for which transportation plans are needed.
- Many of the houses to be evacuated are on the east side of NC 12. It is almost impossible to make a left turn onto NC 12.
- Was Parsons Brinckerhoff was involved several years ago in the study for the Marns Harbor Bridge?
- Have the team members been involved in the NEPA/404 Merger process before and have there been successes?

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DISTRIBUTION  
September 17, 2002  
Page 2

- Will the study address the impact on Duck, Corolla, and other communities, in addition to Aydlett?
- Traffic congestion is a Currituck County issue and the people of Dare County (Duck and Southern Shores) should not have to bear the cost of alleviating (widening NC 12) the problem.
- It appears from the schedule presented that it will take 12 years to get to the point of beginning to build the bridge and another 10 years to complete construction. [The schedule showed completion of the planning process in 2006.]
- Will funding be available to build the bridge beginning in 2006? Will there be enough money given future increases in construction costs?
- The congestion issue is a result of housing construction in Currituck County. A bridge will alleviate traffic problems in Duck, Southern Shores, etc.
- Why does the study take so long?
- Will it take 10 years to construct a new Currituck Sound Bridge?
- What can the public do to encourage the efficient completion of the study process?
- What are the bottlenecks associated with the completion of the study?
- What if one or two members of the Merger Team "veto" the project?
- What is the normal extent of project schedule overrun? Is 2006 really likely to be 2008? The NCDOT never seems to meet its deadlines.

### Attachment

c: Jennifer Harrison, PDEA, NCDOT  
Brian Yamamoto, PDEA, NCDOT  
John Page, PB

file no.: 20203 5.3

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**Memorandum**

**To:** File 20203 5.3  
**From:** John Page  
**Date:** July 30, 2002  
**Subject:** Meeting Summary – July 18, 2002, Southern Shores Small Group Meeting, Currituck Sound Area Transportation Study (TIP No. R-2576)

**NCDOT Study Team Attendees**

Jennifer Harrison, PDEA, NCDOT  
 Brian Yamamoto, PDEA, NCDOT  
 John Page, Parsons Brinckerhoff

**Summary of Meeting**

The meeting was held at the Pitts Center, Southern Shores Town Complex; approximately 215 people attended the meeting. The NCDOT opened the meeting with a PowerPoint presentation describing the status of the project (attached). Following the presentation, a petition was circulated by the residents and property owners of the Town of Southern Shores requesting that NC 12 not be widened to four lanes. Many of the people in attendance wore badges indicating that NC 12 should not be widened to four lanes.

The following comments were made and questions asked by those attending the meeting:

- By the presentation's focus on traffic on NC 12, it appears that the NCDOT has already decided to make NC 12 multi-lanes.
- Could NC 12 be extended and connected to the road network in Virginia?
- What assumptions were used for the new traffic forecasts related to:
  - Capacity of recreational rental homes;
  - Vehicles per recreational rental home, and whether local government could enforce limits on the number of vehicles at rental homes); and
  - Destinations of traffic?
- It is common for people to cross NC 12 to reach the beach. A four-lane road would allow higher speeds and reduce the safety of making this crossing. Could additional traffic signals be placed along NC 12?
- The NCDOT should consider hurricane evacuation times in their evaluation of alternatives.



File 20203 5.3  
 July 30, 2002  
 Page 2

- Additional new development is occurring along US 158.
- IF NC 12 were widened, walking paths along the road would be lost.
- The NCDOT received approval from regulatory agencies for the Manteo bypass bridge. The environmental impacts of a new bridge across Currituck Sound should be evaluated in a manner consistent with other bridge projects on the Outer Banks.
- The study area too narrow.
- Smart growth policies should be implemented in the area. Will such policies be considered when selecting the Least Environmental Damaging Practicable Alternative?
- Are options other bridges and road widening being considered, such as high occupancy vehicle lanes or a tunnel?
- Build a new bridge across Currituck Sound to serve Currituck Sound traffic, but also add a third lane to NC 12.
- Regulatory agency representatives should attend public meetings.
- What weight will SDEIS carry with regulatory and resource agencies?
- Schoolchildren from the Currituck County Outer Banks attend Dare County Schools.
- A turn lane on NC 12 combined with two new travel lanes would create a five-lane road.
- Consider safety improvements along NC 12 such as elevated cross walks, Painted cross walks, and limits on speed.
- A multi-lane NC 12 would have substantial negative economic and community impacts.

Attachment  
 c: Jennifer Harrison, PDEA, NCDOT  
 Brian Yamamoto, PDEA, NCDOT  
 Reggie Scates, PB  
 file no.: 20203 5.3

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Currituck Sound Area  
Transportation Study  
(TIP Project No. R-2576)  
Project Status and Next Steps  
Town of Southern Shores  
July 18, 2002

**Inform**

- Provide a status report
- Present the new study work plan
- Present the draft purpose and need for transportation improvements
- Present the new Stakeholder Involvement Plan
- Describe next steps

**Meeting Objectives**

- Inform
- Discuss

**Discuss**

- Answer your questions
- Hear your thoughts, concerns, and ideas
- Discuss how the Town of Southern Shores might want to participate in the stakeholder involvement program

## Status

### Why the Bridge Project Did Not Progress

- Public opposition to the bridge project at the public hearing
- Environmental agency concerns with the bridge project and development it might encourage
- Change in environmental regulatory and resource agency coordination procedures
- Bridge in combination with other thoroughfare projects would not meet long-term transportation needs for the area

### Project History

- 3/94 – Began EIS process for Mid-Currituck Sound Bridge
- 5/94 to 11/95 – Bridge corridor alternatives studies, including two rounds of Citizens Informational Workshops
- 12/95 to 12/97 – Preparation of a Draft Environmental Impact Statement (DEIS) assessing six bridge corridors
- 1/98 – DEIS released for comment
- 5/98 – Public hearing on DEIS

### Activities Leading to New Study

- 1/01 -- Meeting with Currituck County staff
- 2/01 to 6/01 -- Development of a proposed work plan
- 8/01 -- Traffic counts
- 8/16/01 and 9/20/01 -- Meetings with resource agencies and local officials to discuss proposed work plan

### Recent Activities

- 4/02 -- Stakeholder Involvement Plan
- 4/02 -- Traffic forecasts and hurricane evacuation times for 2025
- 4/02 to 7/02 -- Draft Statement of Purpose and Need

### Current Activities

- Obtain approval of the purpose and need for improvements from state and federal agencies
- Initiate the stakeholder involvement program
  - ◆ Website
  - ◆ Newsletter
  - ◆ Three Citizens Informational Workshops this Fall

### Resource and Regulatory Agencies

- US Army Corps of Engineers
- US Environmental Protection Agency
- US Fish and Wildlife Service
- National Marine Fisheries Service
- US Coast Guard
- North Carolina Wildlife Resources Commission
- NC Department of Environment and Natural Resources
  - ◆ Division of Water Quality
  - ◆ Division of Coastal Management
  - ◆ Division of Marine Fisheries
- State Historic Preservation Office

### New Study Work Plan

### New Study Assumptions

- Will follow a process that leads to an implementable project or projects
- By law, will complete the Environmental Impact Statement process
- Will address the issues raised during the review process
- All stakeholders will take an active role

### SDEIS Process Objectives

- Identify a "least environmentally damaging practicable alternative" (LEDPA) that addresses the long-term transportation needs of the expanded project area
- Achieve a win-win balance between transportation, land use planning, development, and natural resource preservation objectives

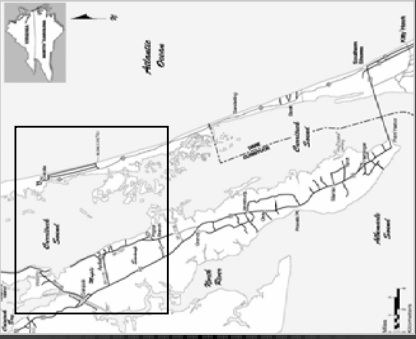
### New Study Work Plan

- Preparation of a Supplemental Draft Environmental Impact Statement (SDEIS)
- Expanded study area
- Expanded purpose and need
- Expanded list of alternatives
- Expanded stakeholder involvement program

### Original Study Area



- US 158 near Aydlett and Poplar Branch to
- NC 12 near Albacore Road and Monterey Shores



**Expanded Study Area**

- US 158 from Barco to Southern Shores
- NC 12 from Southern Shores to its terminus

**Seven Phase Work Plan**

1. Determine the purpose of and need for improvements (finish Summer 2002)
2. Select alternatives to evaluate in the SDEIS (finish early 2003)
3. Assess alternatives and prepare the SDEIS (finish Summer 2004)
4. Public hearing (Summer 2004) and select LEDPA (complete early 2005)
5. Prepare the Final Environmental Impact Statement (complete early 2006)
6. Prepare Record of Decision (complete Spring 2006)
7. Proceed with final design and construction

**Draft Purpose and Need**

**Draft Purpose**

- Storm Evacuation  
To provide a means for residents and visitors of the project area to reach a point of safety in a timely manner during a coastal evacuation
- Traffic Flow  
To improve traffic flow on the project area's thoroughfares during the summer peak travel periods
- Travel Time  
To reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks

**Needs --Hurricane Clearance Time**  
(Peak Season and Category 4/5 Storm)

- 32 hours in 2000
- 24 hours with year 2000 population once US 158 widened from Barco to Elizabeth City
- 33 hours with year 2025 population

**Peak Period Level of Service**

6 categories A to F

- "A" is unconstrained free flowing traffic
- Peak period level of service "C" is preferred
- Peak period level of service "D" is adequate
- "E" and "F" is congested traffic
- At "F," traffic demand exceeds the capacity of the road

**Needs – Traffic Flow**

- 2001 traffic volumes exceed the capacity of NC 12 in the Southern Shores and Duck areas during the summer months
- Traffic volumes forecast for 2025 will exceed the road capacity on all of US 158 during the summer months and on most of NC 12 year round.

**2001 NC 12 Traffic**

Vehicles per day (peak period level of service)

Location	Non-Summer Weekday	Summer Weekday	Summer Weekend
Just north of US 158 intersection at Southern Shores	16,600 (D)	24,900 (E)	27,800 (F)
At Duck	14,700 (D)	20,300 (E)	24,200 (E)
At Sanderling	11,000 (D)	14,900 (D)	18,900 (D)
Just south of Albacore Road	10,900 (D)	14,800 (D)	17,900 (D)
Just south of Corolla	5,900 (C)	8,000 (C)	8,600 (C)

**2025 NC 12 Traffic**  
Vehicles per day (peak period level of service)

Location	Non-Summer Weekday	Summer Weekday	Summer Weekend
Just north of US 158 intersection at Southern Shores	27,700 (F)	41,500 (F)	45,600 (F)
At Duck	25,500 (E)	35,100 (F)	42,400 (F)
At Sanderling	20,600 (E)	27,700 (F)	34,200 (F)
Just south of Albacore Road	17,400 (D)	23,500 (E)	29,600 (F)
Just south of Corolla	8,000 (C)	10,800 (D)	12,900 (D)

**Peak Period Length**

	2001	2025
Non-Summer Weekday	1 hour	2 hours
Summer Weekday	2 hours	4 hours
Summer Weekend	6 hours	10 hours

**US 158/NC 12 Intersection**  
Level of Service

	2001	2025
Non-Summer Weekday	C	D
Summer Weekday	C	F
Summer Weekend	D	F

**Needs -- Travel Time**  
Barco (NC 168/US 158) to NC 12 terminus

	2001	2025
Free-Flow Conditions	71 minutes	71 minutes
Non-Summer Weekday	79 minutes (+8 minutes)	86 minutes (+15 minutes)
Summer Weekday	82 minutes (+11 minutes)	103 minutes (+32 minutes)
Summer Weekend	87 minutes (+16 minutes)	117 minutes (+46 minutes)

# Stakeholder Involvement

## Stakeholder Involvement Program -- Goals

- Create a flexible stakeholder involvement program
- Get all stakeholders to the table, informed, and involved early, often, and continually
- Foster understanding and communication between stakeholders
- Identify stakeholder issues
- Identify transportation problems
- Identify implementable and sustainable improvements that meet the project need
- Obtain consensus from resource agencies and the majority of the stakeholders

B-71

## Stakeholder Involvement Program

- Who
  - ◆ Environmental regulatory and resource agencies
  - ◆ Local government officials and staff
  - ◆ Private organizations and associations
  - ◆ Citizens and citizen groups
- When
  - ◆ Throughout the study

## Stakeholder Involvement Program -- Components

- Small Group Meetings
- Citizens Informational Workshops
- Public Officials Meetings
- Charettes
- Regulatory and Resource Agency (NEPA/404 Merger) Meetings
- Public Hearing



## Stakeholder Involvement Program -- Components

- Mailing list (including property and civic association membership lists)
- Interactive web site
- Newsletters
- Issues log
- Booths and displays
- Toll-free information line (1-800-961-5465)
- Press releases

## Next Steps in Study

- Initiate the development and assessment of potential alternatives (Phase 2)

## What's Next

## Alternatives

- The EIS process will examine how best to meet a transportation need
- A variety of transportation solutions will be assessed
- One or more alternatives assessed will include a Mid-Currituck Sound Bridge
- The LEDPA may or may not include a Mid-Currituck Sound Bridge

### Possible Expanded List of Alternatives

- A Mid-Currituck Sound Bridge
- Widening NC 12 and US 158
- Hovercraft/transit/congestion management
- Combination
- Perhaps others

*The full need will be addressed*

### Anticipated Key Impact Issues

- Community impacts at Aydlett, along NC 12, and along US 158, including:
  - ◆ Effects of current and anticipated congestion on NC 12 and US 158
  - ◆ Impacts of the construction and operation of transportation projects

### Anticipated Key Impact Issues

- Development concerns, particularly the effects of additional development on the Outer Banks, including:
  - ◆ Continued development in areas already subdivided
  - ◆ Additional development in non-road accessible areas

### Anticipated Key Impact Issues

- Direct impacts to natural resources, particularly in coastal wetlands and marshes that line parts of the Currituck Sound
  - Mitigation of direct natural resource impacts
  - Accommodating additional day visitors to the Currituck County Outer Banks that could result from bridge alternatives

### Alternatives Will Be Assessed in Terms of Differences in:

- Hurricane clearance times
- Traffic flow improvement
- Travel time improvement
- Type and severity of environmental impact
- Other factors relevant to responsible decision-making

### Impact Mitigation

- Alternatives studies will consider mitigation
- Specific and detailed commitments
- Since further road improvements will influence the rate and extent of development on the Outer Banks, commitments to strategies to minimize development-related impacts will be sought from the counties

## Questions

### More Questions

- Call 1-800-961-5465
- Ask for John Page or Reggie Scales
- Write:  
Jennifer H. Harris, PE  
Project Development and Environmental  
Analysis Branch  
North Carolina Department of Transportation  
1548 Mail Service Center  
Raleigh, NC 27699-1548



## Memorandum

**To:** Meeting minutes file (PB 20203 5.3)  
**From:** John Page  
**Date:** May 17, 2004  
**Subject:** Notes from March 31, 2004 Small Group Meeting with Build the Bridge-Save Our Roads, Inc.

Jennifer Harris (NCDOT), Brian Yamamoto (NCDOT), and John Page (PB&D) met with members of the Board of Directors for the citizens organization "Build the Bridge-Save Our Roads, Inc." The Board also invited members of the public, local officials, and local media. The group filled the Southern Shores Town Council Chambers where the meeting was held.

The meeting consisted of three parts:

1. Members of the Board and government officials spoke on topics that supported the group's position that NC 12 should not be widened;
2. John Page made a brief presentation on the status of the Currituck Sound Area Transportation Study; and
3. Questions were asked of John and the NCDOT representatives, primarily about the need for the study and the schedule.

Gwenn Crickshanks, President of the organization, chaired the meeting. She began with introductions, which included: Paul Sutherland (Mayor of Southern shores), Gene Gregory (Dare County Commissioner), Gene Schwartz (Mayor of Duck), Allen Barris, John Wander, Jerry Sullivan, Allan Starr, Ed Brooks (Vice President of the organization), Keith Hall, Warren Judge (Dare County Commissioners Chair), and reporters from the Daily Advance, North Beach Sun, and the Sentinel. The organization has 1,167 members (1,124 individual and 43 business). They currently have 17,806 signatures on a petition to build a Mid-Currituck Sound Bridge as soon as possible. They do not want to see either US 158 or NC 12 widened.

### Board and Elected Officials Remarks

John Wander of the Board of the organization indicated they are conducting an independent economic study of the impact of widening US 158 and NC 12. Their



Meeting minutes file (PB 20203 5.3)  
May 17, 2004  
page 2

focus is on the cost of right-of-way and loss of business income. He noted that a gas line is located along US 158. He presented the following statistics for impacts along NC 12:

- Southern Shores**
- 35 residential displacements
  - 302 properties affected
  - \$54 million in direct impacts
  - \$49 million in indirect impacts
- Duck**
- 48 residential displacements
  - 268 properties affected
  - \$129.4 million in direct impacts
  - \$98 million in indirect impacts

The 1998 DEIS suggested the following direct impacts in contrast to the current findings of the organization:

- 1998 DEIS**
- 11 residential displacements
  - 10 business displacements
  - \$63.4 million in direct impacts
- Build the Bridge-Save Our Roads**
- 83 residential displacements
  - 44 business displacements
  - \$183.4 million in direct impacts

Jerry Sullivan, Treasurer of the organization, talked about hurricane evacuation. He noted that in the most recent hurricane, homes in Currituck County were not damaged but could not open up as quick as they might have because users of Currituck County homes had to pass through damaged Dare County. He noted that 40 percent of the traffic on the Wright Memorial Bridge turned north towards Corolla. He also noted that if an old inlet in the Duck area reopened, homes on the Outer Banks in Currituck County would be cut off from access to the mainland.

Allan Starr, an attorney, spoke as a property owner (from Sanderling Home Owners Groups). There are 34 subdivisions in Duck with property owners associations and two in Sanderling that all support the bridge. He noted several reasons why widening NC 12 would be a disaster and a Mid-Currituck Sound Bridge a benefit:

- Five lanes would result in the loss of the community "feel," village versus strip mall. Take a look at US 158.
- Today, traffic is not a problem on NC 12 95 percent of the time. It is mainly a problem on rainy days. Does not want a solution that destroys 100 percent to solve a problem that occurs five percent of the year.
- The cure could be worse than the disease.
- Most subdivisions have a single driveway entrance to NC 12 so turning across more lanes with increased traffic will be a problem. Adding 30 new traffic lights is unrealistic.



Meeting minutes file (PB 20203 5.3)  
May 17, 2004  
page 3

- Pedestrians regularly cross NC 12. Widening the road would increase injuries and death.
- A Mid-Currituck Sound Bridge would foster economic development on the mainland.
- The Mid-Currituck Sound Bridge would be a lifeline if the Wright Memorial Bridge went out of commission.
- The bridge solves problems 100 percent of the problem. Widening is a 100 percent disaster.

Ed Brooks is the Vice President of the organization. He is a Duck resident and a developer. In his opinion, a widening would take almost every business in Duck. Both the cost of the land and the loss of economic revenue should be considered. He felt that a bridge would take 50 percent of the traffic off the existing road. He also assumed 5 lanes would be built.

Keith Hall is a resident of Southern Shores and owns three businesses on the mainland (two golf courses and a turf business). Traffic congestion on US 158 affects his ability to do business and his employees have difficulty getting home at the end of the day. Customers say that they are not coming back because of the traffic. On weekends traffic backs up to Grandy. People do not come to businesses on the mainland on weekends because US 158 is so busy. The people who live here are a big part of the environment. He cannot imagine US 158 being widened to seven lanes. More traffic lights would be needed, which would cause more back-ups. By 2010 or 2012, the traffic line on weekends will be all the way to Virginia and nobody will come to the Outer Banks.

Gwenn Cruickshanks indicated that Currituck County, Duck and Southern Shores were united in their position.

Mayor Paul Sullivan of Southern Shores said Southern Shores is unique. It celebrates its 25<sup>th</sup> anniversary this year and has a population of 2,600. He wants to preserve the charm and character of the town. Widening NC 12 along its four miles in town would cause great impacts on that character. It will make it difficult for too long. It is "folklore" that there is not support for the bridge. The organization has almost 18,000 signatures on a petition urging the bridge be built and the road not be widened. He urged that the bridge be removed from the overall study and the associated bureaucracy so it can be implemented faster. He said that NCDOT should put the studies to bed. He called the delay a bureaucratic malfunction and a lack of political will. He noted problems with getting the right-of-way for minor improvements at the US 158/NC12 intersection. There are 3,000 lots to be built upon in Currituck County. Maybe in the near term a brake needs to be put on development.

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Meeting minutes file (PB 20203 5.3)  
May 17, 2004  
page 4

Gene Gregory (Currituck County Commissioner) indicated that that the Mid-Currituck Sound bridge should be built independently of other improvements. Studies show that the bridge is the only way to solve congestion. The situation worries him because people are going to start not coming back because of the congestion. All of the area's elected representatives say it should be built. Something is wrong when the cannot get it built.

Gene Schwartz (Mayor of Duck) is a part time resident. Duck has 500 permanent residents and 3,000 residential lots. It is a small town with a small village atmosphere. The only solution to traffic is to build the Mid-Currituck Sound Bridge. Widening NC 12 would devastate the town. There are six miles of NC 12 in Duck. With five lanes, there would be nothing left.

Warren Judge, Chair of the Dare County Commissioners, was the final speaker. He said he would trade one 18-mile bridge for one 5-mile-long bridge. He said it was time to stop studying and for building to begin. He said workers cannot get up NC 12 on weekends. When the second two lanes of the Wright Memorial Bridge opened, traffic moved fine for a while but they are starting to see it get worse and worse. Widening existing roads will just provide more stacking room. He favors funding the bridge with tolls. Please take this message back to the decision makers in Raleigh.

#### **Study Team Presentation**

After Mr. Judge's remarks were completed, John Page made a brief presentation on the status of the project. John focused on two things: two questions raised in meeting announcements and during meeting planning and the completion of the statement of purpose and need.

John noted that Gwenn Cruickshanks urged many people to attend. She said this is essential since NCDOT's argument for not building the bridge has been lack of public support at previous meetings. John indicated that as a part of the Currituck Sound Area Transportation Study, a Mid-Currituck Sound Bridge will be one of the alternatives evaluated in full in the coming months.

Gwenn indicated to John before the meeting that they wished to hear from us and clearly understand what is blocking progress on the Mid Currituck Sound Bridge and what they can do to expedite building of the bridge. John indicated that at this time, nothing is blocking the progress of the team's work. What held the team up for about a year was a failure to get concurrence from federal and state environmental resource and regulatory agencies on the purpose and need for transportation improvements in the Currituck Sound area. Without that concurrence, the team could not proceed to the next step. The NCDOT recently received tentative approval of a statement of purpose and need and the work is now progressing.

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Meeting minutes file (PB 20203 5.3)  
May 17, 2004  
page 5

John indicated that the information he was presenting is on the project web site, which was recently updated. He gave the website address and went on to describe the purpose and need for the project. John thanked those who spoke for their remarks and asked for copies of the speaker's notes and PowerPoint presentations. Allan Starr's notes were later received and are attached. No other speaker's notes were received.

#### Questions and Comments

Questions and comments were then taken from the audience. They included:

- It was asked when would the study be done. A date of 2008 was given. The audience was very dismayed at the length of the study.
- It was asked if a shortage of personnel was causing the delay. John was asked if he had other projects (the answer was yes). It was indicated that based on past experience, the proposed schedule was realistic.
- It was asked what the Build the Bridge-Save Our Roads organization could do.
- It was suggested that someone with decision-making authority should have come to the meeting and that the group was talking to "the wrong pay grade." People were urged to write to those at higher levels of authority.
- It was asked why the Manteo bypass project went so much faster.
- It was said that decisions should be made based on the will of the people and not impacts.
- It was asked if the study process could be shortened.
- A Board member asked to come to Raleigh to view the detailed schedule. NCDOT staff concurred.
- It was indicated that the speed of decision making was frustrating.

e-mail: page@pbworld.com  
direct line: 919-468-2130

Attachment (1)  
cc: Jennifer Harris (NCDOT)  
file no.: 20203 5.3

\\PLANNING\Curriluck\SEISS\0\Stateholder\Involvement\Community Meetings\03-31-04 Small Group Meeting\Curriluck\_Meeting Minutes 3-31-04.doc

From: Allan Starr (Marie Powell)  
To: page@pbworld.com  
Subject: #1570024 v1 - AHS DUCK SUMMARY OF NOTES OF 3/30/04

MESSAGE FROM ALLAN STARR, ESQUIRE

In follow up to our discussion at the meeting you, Jennifer and Brian kindly attended on March 31, I am enclosing a Summary of my remarks for your consideration. I have additional information by way of back-up to these remarks that I would be happy to share with you at your convenience. We sincerely appreciate your attendance and willingness to listen to the serious concerns of the citizens of Lower Currituck County, Southern Shores and Duck.

I am sending a copy of these remarks to Jennifer, but do not have Brian's e-mail address so I would appreciate it if one of you would make a copy available to him.

CC: gwenllym@earthlink.net; jhharris@dot.state.nc.us

SUMMARY OF REMARKS AT BB-PR/NC/DOT MEETING 3/30/04

I. TOWN OF DUCK HOMEOWNERS ASSOCIATIONS - POSITIONS AND CONCERNS

- (a) There are thirty four (34) sub-divisions in the Town of Duck with homeowner associations.
- (b) They comprise approximately 2,500 residential units and approximately 300 undeveloped lots.
- (c) Many property owners are non-residents and rely on their homeowners associations to make their positions known before state and local governments. In addition, these non-resident property owners rely on state and local government to protect their interests in their absence.
- (d) To the best of our knowledge, not a single homeowners association is opposed to building the Mid-Currituck County Bridge and, indeed, they are supportive of it. Significantly, none of the homeowners associations are in favor of widening N.C. 12 - indeed they are all strongly opposed to it.

(c) Sanderling Homes Association (SHA) and Sanderling Property Owners Association (SPOA) comprise approximately 331 property owners and are the largest sub-division in Duck. I am a member of the Board of Directors of SPOA and Chair of its Architectural Control Committee. I was formerly the President and a Board member of SHHA. I speak on behalf of both Sanderling homeowners associations and can state that we are strongly supportive of building the bridge now and adamantly opposed to widening N.C. 12.

II. POSITION OF OTHER GROUPS/ENTITIES IN DUCK AND THE CURRITUCK OUTER BANKS

- (a) Our position in support of the bridge and opposition to widening of N.C. 12 is supported by our neighbors in Currituck County, the Currituck Club Property Owners Association. On April 9, 2001, a letter was written on behalf of 186 property owners in that association and was sent to various elected officials, including then-Secretary of NCTDOT, Mr. David McCoy. Citing the conclusions of the 1998 Draft Environmental Impact Statement (DEIS), the Currituck Club Property Owners Association went on record as stating their strong support for building the bridge and their "unanimous opposition" to widening N.C. 12.
- (b) The Southern Shores Civic Association and Duck Civic and Business Alliance (DCBA) has also expressed its support for building the bridge and its strong opposition to widening N.C. 12, which would clearly devastate almost every business in the Village of Duck.
- (c) I am also authorized by Mr. William Hollan, President of Turnpike Properties of Winston-Salem, the owner of the Sanderling Inn Resort, Pine Island Hampton Inn, to state their "longstanding" support of building the bridge and their "adamant opposition" to widening N.C. 12.

III. WHY BUILD THE BRIDGE AND WHY BUILD IT NOW?

(a) To the extent there was ever any significant opposition to building the bridge, there certainly is virtually none now. It is the joint wish of both the elected officials and population of both Currituck and Dare Counties.

(b) It will be a major "lifeline" in the event of the need for hurricane evacuation.

(c) In addition, it will serve as a "lifeline" in the event something out of the ordinary happens to the Wright Memorial Bridge and makes it inoperable. We need only look about ten years ago to the storm of the century in 1993 and what happened to the Oregon Inlet Bridge and, indeed, the Wright Memorial Bridge, when barges broke loose, crashed into the bridge, knocked the Oregon Inlet Bridge out and almost disabled the Wright Memorial Bridge. Likewise, if the next hurricane decides to renew Caffey's Inlet or cut a similar inlet on the northern Outer Banks, the Mid-Currituck County Bridge would serve as an invaluable lifeline.

(d) Having the bridge will allow for significantly easier commuting for the large number of mainland Currituck County citizens who work on the northern beaches, particularly in the Currituck Outer Banks. One need only look at the traffic on N.C. 12 on any given day to see that a significant percentage of that traffic is for those employed in the construction and service industries, many of whom are spending an inordinate amount of time each day commuting from the Currituck mainland to the Currituck beaches. The bridge will facilitate economic development on the mainland side of the bridge in Currituck County as it has in almost every situation where a bridge has been built to service a barrier island.

(e) With respect to Currituck Outer Banks residents, the bridge will facilitate much easier access to healthcare, educational, governmental and cultural services. The bridge solves a variety of problems all year long - 100% of the time. As will be indicated, widening N.C. 12 does not solve a problem that exists only 5% of the year and will, in effect, destroy the area 100% of the year, each and every year.

IV. WHY WE ADAMANTLY OPPOSE WIDENING N.C. 12 AND WHY IT WOULD BE AN AESTHETIC/CULTURAL ECONOMIC DISASTER TO DO SO.

(a) The easy answer: Drive up the Duck Road from Southern Shores through the Village of Duck and north to the Currituck County line and get a feeling for the area and its ambience. Then drive the Route 158 Bypass through Kitty Hawk, Kill Devil Hills and Nags Head and imagine how that "look" would relate to Southern Shores and Duck if N.C. 12 were widened. Specifically, look at Kellogg, Wings and the Surf Shop in Duck and then check out WRV/Whalebone Surf Shop in Kitty Hawk, ACE and Wings in Kitty Hawk on the Bypass. For potential residential impact, take a look at the 34 subdivisions in Duck along both sides of N.C. 12 and then drive the Route 158 Bypass into Nags Head and look what it has done to the Village of Nags Head which is spread on both sides of the road. These visual images are worth a thousand words and we urge you to take a look.

V. DEFINING THE PROBLEM

Before jumping to so-called solutions, let's look carefully at the "problem."

(a) Most people agree that the significant back-ups of concern are on Saturdays and Sundays in season for about 10 to 12 or, perhaps, 14 weeks. This is approximately 5 to 7 percent of the year. It is not a problem the other 93 to 95 percent of the year. If you doubt that, just come and stand on the Duck Road for 95 percent of the year out of season and you can observe the non-problem for yourself.

(b) We explore you not to create a "solution" to a 5 percent problem - one that does not exist for 95 percent of the year - and one which will permanently destroy the unique character of Southern Shores and Duck which so many have strived so long to preserve. Extra lanes will not solve the problem. The speed limit in the village is 25 miles per hour. Extra Duck it is 35 miles per hour. The road doesn't go anywhere. It simply ends in Corolla. Widening N.C. 12 will not break the bottleneck that currently exists at several key points. We agree with Mayor Sutherland that those key points need to be addressed. Build the flyover at the junction of 158 and Route 12 in Southern Shores and build it now. Widen the merge lanes as urged by Mayer Sutherland and take steps to try to alleviate bottlenecks. Funneling the same volume of traffic at slow speeds to Corolla is not going to solve the problem. The same number of cars will remain and the same backups will remain. On the other hand, if a bridge is built we can expect anywhere from 40 percent plus at the traffic never to come down Route 158 in lower Currituck County, cross the Wright Memorial Bridge and head north on N.C. 12. That traffic will already be on the northern Currituck Outer Banks by virtue of the bridge.

(c) It is important to note that most of the 34 subdivisions in Duck have a single road which provides ingress and egress to the Duck Road. On the Sound side of N.C. 12, many driveways back onto N.C. 12 itself. There is also, as you know, a multi-use path on the east side south on N.C. 12 on Saturday and Sunday, in order to make a left hand turn to go northbound traffic. Try to do that when you have to cross a bike path and single lane of make the same left hand turn - or to back out of your driveway across two travel lanes, and a turn lane, etc., before making a turn. If it's hard to imagine the above, just travel the Route 158 Bypass in Kitty Hawk, Kill Devil Hills or Nags Head and see what it's like to try to make that maneuver on a Saturday or Sunday in season.

(d) For those who say that additional traffic lights will correct the problem, imagine how thirty more traffic lights would speed things up in Duck. It's both unrealistic and unthinkable.

(e) It's also painfully obvious to those who have witnessed the widening of Route 158, that widening N.C. 12 will increase the number of accidents, serious injuries and death. If there's any doubt about this, all one need do is compare the statistics on serious injuries and death before and after Route 158 was widened, or just ask the citizens of lower Currituck County.

(f) Finally, it should be noted that many of the 34 subdivisions in the Town of Duck as well as in Southern Shores have Sound access for their residents. People regularly cross the Duck Road to enjoy the Sound with kids, gear, pets, etc. Five lanes and a bike path to cross will effectively prevent this from happening and destroy a very significant aspect of the experience and ambiance of this area.

VI. COMMISSIONER O'NEILL SAID ONE THING THAT WE AGREE WITH:

(a) While we strenuously disagree with Paul O'Neill, Chair of the Currituck County Board of Commissioners, who believes that N.C. 12 should be widened in Dare County, Southern Shores and Duck, his recent statement as quoted in the Daily Advance does make our position and point quite clear - although we suspect that it was unintentional on his part.

(b) As stated by Commissioner O'Neill "They (Southern Shores) say widening N.C. 12 will devastate their community. But what about Currituck? With this five lane interstate we've got running through the County, we're being devastated." (emphasis added)

(c) Let's not devastate Southern Shores and Duck with a five lane Interstate and Lower Currituck with 7 and 9 lanes to solve a 5 percent problem. Let's build the bridge now, make it a toll road and solve the problem 100 percent of the time.

(c) Let's abandon the "5 percent solution" approach once and for all. We do not want a five lane Interstate to Corolla, we don't want Southern Shores and Duck to be a highway to Corolla. It's time to listen.

VII. WHY ARE WE SO VOCAL IN OUR OPPOSITION TO WIDENING N.C. 12?

(a) Southern Shores and Duck are unique, beautiful and fragile communities

(b) The Village and the Town of Duck have an ambiance that most coastal communities wish for - or wish they had not destroyed in the name of progress/improved transportation, etc.

(c) Many individuals have spent an inordinate amount of their time, effort and energy to preserve what we have, while at the same time accommodating reasonable growth and development.

(d) Many of the 34 communities in Duck as well as Southern Shores have strong architectural controls in place which, together with local zoning ordinances, have helped to keep the look, the feel and the ambiance that its citizens, non-resident property owners and visitors desire. This is why they and we choose to live, work and visit here.

VIII. NCDOT AND ITS CONSULTANTS SHOULD NOT DESTROY THAT FOR THE SAKE OF "PROGRESS"/THE "5% SOLUTION."

(a) As you can tell, the chorus is loud, strong and clear in its support for building the bridge now and its opposition to widening N.C. 12 through Southern Shores and Duck and Route 158 in lower Currituck for any reason.



(b) The towns of Kitty Hawk, Kill Devil Hills and Nags Head, which have seen the devastating effects of the Interstate approach, support our efforts. It may be in the interest of NCDOT to build "Interstacs," but it is not in the interests of the citizens you serve. To the extent governmental agencies such as NCDOT are and should be responsive to its citizens and their desires, we hope that the sentiments you heard here tonight will be given great weight in the decision making process.

(c) If you thought before coming here that widening N.C. 12 and Rt. 158 in Lower Currituck was a wise decision, we ask that you reconsider. In doing so, to consider something written 55 years ago by Justice Felix Frankfurter of the United States Supreme Court in a landmark decision. He stated "Wisdom too often never comes, and so one ought not to reject it merely because it comes late."

(d) We hope you will walk away tonight with newfound wisdom and urge you to build the bridge now and not widen N.C. 12 or Rt. 158 in Lower Currituck



**Project:** Mid-Currituck Bridge (STIP R-2576)  
**Subject:** Aydlett Community Meeting to Discuss Option B  
**Meeting Date:** 10/12/09 at 6:30pm  
**Meeting Location:** Currituck County Library – Barco Branch

**Present:**

- Steve DeWitt
- Jennifer Harris
- Beau Memory
- Jose' Luque
- Spencer Franklin
- Tracy Roberts
- North Carolina Turnpike Authority
- North Carolina Turnpike Authority
- North Carolina Turnpike Authority
- Currituck Development Group
- HNTB
- HNTB

Fifty-four people signed in. See attached sheet for a full listing of participants. The handout distributed during the meeting, and the maps that were displayed during the meeting, are also attached.

**Purpose of Meeting**

To obtain information related to how Option B affects the Aydlett community and receive comments on Option B from representative members of the community.

**Introduction**

Steve DeWitt began the meeting by introducing North Carolina Turnpike Authority (NCTA) representatives and consultants and explaining the role of Currituck Development Group (CDG). CDG is partnering with the North Carolina Turnpike Authority (NCTA) to potentially aid in funding, constructing, operating and maintaining the Mid-Currituck Bridge ("project"). Should CDG and NCTA execute a concessionaire agreement (scheduled for 2010), the project would still remain in NCTA ownership.

Jennifer Harris reminded the participants that NCTA held a series of workshops in the project area in February 2008, at which time Option A for the Currituck County mainland approach (between US 158 and Currituck Sound) was presented to the public. Since then, a new mainland approach design option, called Option B, has been developed that would result in a potential \$60M cost savings. Option A and Option B will be considered in the study process. NCTA is assessing the effects of Option B on the Aydlett community. The meeting was arranged to gather information to assist in the impact assessment of Option B as well as provide an opportunity for Aydlett residents to view and comment on Option B.

After providing an overview of the various detailed study alternatives, Jennifer proceeded with a summary of design Options A and B and explained the similarities and differences. While both options would extend from an interchange with US 158 to the Currituck Sound, Option A would feature the toll plaza inside the interchange and a long bridge would be constructed over Maple Swamp. Option B would cross Maple Swamp with a road on fill (no bridge) with the toll plaza located near Narrow Shore Road in the Aydlett community. Option B would also include the removal of Aydlett Road and the restoration of hydraulic features and wetlands within the right of way. By removing Aydlett Road, Aydlett residents would use the new facility constructed as part of the project to access US 158. No access would be provided from the local Aydlett roads across the sound. Option B would include the purchase and preservation of approximately 600 acres of Maple Swamp. Both options would require a slight relocation of the existing US 158/Aydlett Road intersection.

**Aydlett Community Meeting (cont'd)**

Steve explained that NCTA is not holding the meeting to sell the project. Currituck County and the NC General Assembly asked NCTA to study the feasibility of financing and constructing the project. The NCTA is evaluating the effects and costs of several different ways to build a bridge across the sound.

**Waterlily Road**

Although not the focus of the meeting, participants raised the issue of access at US 158 and Waterlily Road and questioned the proposed concrete barrier under Option A that would prevent left turn movements. Steve explained that this was initially proposed to address safety and congestion issues. The participants strongly rejected any prohibition of left turns and asked NCTA to consider other options. Steve explained that there were four basic options: 1) continue to allow full movements; 2) install a traffic signal; 3) retain the barrier and provide provisions for u-turns; and 4) provide barrier protected left turn movements. NCTA will continue to investigate options that would allow the necessary turning movements while ensuring the safety and mobility of the travelling public.

Due to heavy traffic on US 158, participants stated that they currently have difficulty in executing left turns at Waterlily Road. They must execute the move in two stages, using the center turn lane as a refuge until traffic clears to allow a merge into the southbound US 158 travel lanes. This is a dangerous and frustrating movement.

**Option B Discussion**

Meeting participants shared the following:

- They did not support the placement of the toll plaza in Aydlett under Option B. They did not support the connection proposed from the new facility to local Aydlett roads.
- They felt Option B was a violation of previous promises to them that there would be no access between the project and Aydlett.
- Option B would alter traffic patterns through Aydlett. They were concerned that vacationers wishing to avoid paying the toll (i.e. having second thoughts about paying the toll after entering the project) or avoiding traffic queues due to accidents or congestion would choose to exit the project using local roads within Aydlett to circle back to US 158. This would increase traffic through the Aydlett community. Residents stated the roads in Aydlett have not been properly maintained and the increased traffic associated with Option B would be unsustainable.
- They felt Option B would diminish their tranquility and quality of life. A specific example was given that lights associated with traffic and the toll plaza would diminish nighttime stargazing.
- They felt Option B would be a disservice to the Aydlett community and is driven by attempts to appease environmentalists.
- They were indifferent to the preservation of Maple Swamp. Residents perceived that the timbered areas of the swamp would regenerate themselves.
- They felt Option B, with its increased distance between the toll plaza and US 158, would allow motorists to exit the project onto northbound US 158 at higher speeds than Option A, thereby making it more difficult to make left turns at Waterlily Road.
- They felt the potential \$60M in cost savings would be small in relation to the total project costs and the impacts on their quality of life. They did not want Aydlett to become a commercial outlet.
- They felt the \$60M savings would be used as profit at the expense of the Aydlett community. Steve clarified that any savings would strengthen the financial viability of the project and not be used to improve anyone's bottom line.
- They wanted to ensure consideration would be given to accommodating, and not adversely affecting, school bus routes.

- They wanted NCTA to verify whether Aydlett Road truly has a damming effect. Someone stated that Currituck County Soil and Water Conservation staff believe that existing culverts under Aydlett Road allow proper water flow.
- They wanted NCTA to consider placing the road on fill as part of Option A and retaining Aydlett Road.
- They wanted NCTA to consider providing a separate feeder road to Aydlett that would be used for local traffic only and be designed to restrict other traffic.

**General Questions and Comments**

- Traffic volumes will be too low to financially support the project.
- Dislike spending large sums of money on the project when local school budgets are being cut.
- Tourists don't respect local speed limits and traffic signals and therefore will ignore any attempts to manage traffic on the project.
- The project is being driven by real estate and business interests.
- Can the toll plazas be placed on the Outer Banks? *(Jennifer responded that reduced land availability and higher real estate prices make the Outer Banks a less viable option for placing the toll plaza than the Currituck County mainland.)*
- Will tolls be charged in both directions or just one? *(Steve responded that the current assumption is that tolls would be charged in both directions. This would maximize revenue collection and enhance the financial viability of the project.)*
- Is it true as stated in a recent newspaper article that it takes 39 years to pay for a toll project? *(Steve responded that the pay back period for toll projects is typically very long and that 39 years would not be unreasonable.)*
- Hurricane evacuation should not be a need for the project since the bridge would be closed during high winds. *(Steve responded that hurricane evacuation would likely begin in advance of the onset of high winds.)*
- How do we "vote" for the project? *(Steve explained that federal law requires an objective analysis of alternatives while taking into account environmental impacts, needs, funding and other factors. While public comments and opinions are very important, the final decision would not be based on a vote.)*
- How much will the tolls be? *(Steve explained that this decision has not been made yet, but will be based on a detailed "investment-grade" traffic and revenue study. The study will be based on willingness-to-pay surveys, socioeconomic analyses, traffic forecasting and other factors. The results of this study will be available next year and will be placed on NCTA's web site. Steve further explained that tolls will be collected electronically, with a cash option available on a temporary basis.)*
- Why wasn't the project located in Barco instead of Aydlett? *(Jennifer explained that locating the project as far north as Barco would have resulted in greater environmental impacts, a longer bridge and higher costs.)*
- The US 158 interchange with the toll plaza (Option A) should be designed as a showcase entrance to the project.
- Must look at how NCTA would respond to accidents on a two lane road or bridge *(Steve responded that the road and bridge shoulders would be used for this purpose. Emergency responders could come from either the Outer Banks or the Currituck County mainland.)*

**Boating Activity in Currituck Sound**

Tracy Roberts explained that NCTA is working with the US Coast Guard to determine navigational needs in Currituck Sound. The bridge across Currituck Sound would need to be of sufficient height and width to allow reasonable needs for navigation. To this end, NCTA needs to identify the users of the sound from a navigation perspective. Tracy asked participants if they knew the types and sizes of boats that use Currituck Sound. Some participants stated that the sound is used by sailboats and fishing boats and thought some of these boats may be as tall as 30 feet to 65 feet.

**Conclusion**

Jennifer explained the upcoming public involvement opportunities. Following release of the Draft Environmental Impact Statement later this year, NCTA will hold a series of public hearings and workshops in February or March 2010 on the Currituck County mainland and the Outer Banks. These meetings will be widely advertised through media releases, web site notices, newspaper publications and direct mailings. Jennifer encouraged everyone to place their contact information on the sign in sheet so they could be added to the project mailing list. Jennifer reiterated the many opportunities available to share comments and concerns with NCTA by referencing the handout containing NCTA contact information, including the web site, email, phone number and mailing address. She also mentioned that comment forms will be available at the public hearings and workshops to be held next year. The public will be invited to speak at the public hearings (transcripts will be prepared) and the public will be able to have one-on-one informal discussions with NCTA staff during the workshops.

A final decision on the preferred alternative and financial feasibility are scheduled to be made in 2010.

The meeting ended at 8:07 pm.



# Mid-Currituck Bridge

STIP No. R-2576

## Attendance Sheet

October 12, 2009  
Currituck County Library

Name	Address	Email and / or phone number
Tracy Roberts	5400 Glenwood Ave, Raleigh	tracyroberts@ncturnpike.com
S. Taylor	111 Skimmer Way	Doc. NC
John Wander	P.O. 8397 Duck, N.C.	Duck n.c. 252-261-4252
Susie Spruiell	190 Tabernacle Lane, Winton	sspruiell@hucfos.net
Clemin Boyles	495 Appleton Rd, Aydlett	
Agnese Collier	108 Steffy Ln, Aydlett	
Rosalie Jones	509 Narrow Shore Rd	Aydlett
John Madden	PO Box 100 Aydlett NC 27916	cell 800-202-8844
Mike Barclay	PO Box 106 Aydlett NC 27916	OBXSTEWARD@yahoo.com 252-209-8
Sean Carson	P.O. 119 Aydlett 27916	
Jimi Markert	707 B5 Cornicek x/c	JLM3248@AOL.COM
Med Markert	PO Box 56 Cornicek	802-9141
MARYC BUNCH	587 AYDLETT RD	453-8535
Sherry Struble	377 Water Lily Rd	453-0994
Gwen Campbell	10 Green Lane, Aydlett	491-8515
Eric Sullivan	31 Steady Ave, Aydlett	261-8871
Bob Patombo	159 Duck Road S, Shaws	255-0792
LME Kregel	295 WATER LILY RD	252-4532201
Sylvia Donski Kirk	161 Tabernacle Ln, Aydlett	252-458-8327
Phala E. Camero	122 Tabernacle Lane, Aydlett	252-453-8043
Gothia Thompson	105 Apples Ct, Aydlett	252-453-2264
Dickie Harris	St. Augustine Fla.	

Mid-Currituck Bridge Meeting  
Marcella Walker 100 Wenden Dr Grandy NC 27939 252-202-4059  
mwalker@unitedturnpike.com



# Mid-Currituck Bridge

STIP No. R-2576

## Attendance Sheet

October 12, 2009  
Currituck County Library

Name	Address	Email and / or phone number
Tracy Roberts	P.O. Box 66, Aydlett, N.C.	CURRREACT@INTELLIBERT.COM
Sherry Smith	442 Narrow Shore Rd, Aydlett	deputydog239@yahoo.com
Nicki Mansfield	119 Deerfield Ln, Aydlett, NC	4 myd boys@mebsi.com
Willy Davis	143 Sandy Ln, Aydlett, NC	devishomme@hotmail.com
Donna Maurin	381 Water Lily Rd.	SUENNE@AOL.COM
Betty Mottley	381 Water Lily Rd.	Betty@E-Endurp.com
Elaine Jones	PO Box 78, Aydlett, NC	JC.Ground@EMBARQ.NET
WVW Power	PO Box 23, Aydlett	metem@co.currituck.nc.us
Steve + Carol Bain	916 WATER LILY RD, Aydlett	453-4125
Donna Seegher	111 Windy Hill Ct.	453-4569
BARBARA STELCEMAN	" " " "	" " "
JEN SYMONDS	118 Windy Hill Ct	453-4746
Meleen D. Webb	4901 Carabake Hwy	453-0453
Toby Tate	215 S. WATER ST., EC	tate@coxnc.com
DAN SCANLON	P.O. Box 39	dscanlon@co.currituck.nc.us
Janet Taylor	P.O. Box 39	Janet.taylor@co.currituck.nc.us
Owen Etheridge	169 Maple Knoll, Shawsboro	
Margorie White	460 Narrow Shore Rd, Aydlett, NC 27916	margorie@gnail.com
Martine Koser	" "	" "
Mick Pauer	5067 Currituck Key, Aydlett	
Benny Deal	1001 Water Lily Rd, Aydlett	
Janet Pauer	5067 Currituck Key, Aydlett	

Mid-Currituck Bridge Meeting  
Lynn Day Dmuch  
Louis Davis 321 WATER LILY  
N/A

NAME ADDRESS EMAIL/PHONE  
 RUTH CRAIN 5023 CARROLLTON HWY CONCORD NC 27105  
 CARSON MATHEWS 445 AYDLETT RD AYDLETT 27916  
 TIGG PHILLIPS 219 POPKIN BRANCH RD, POPKIN BRANCH NC 27965  
 HOLLY SNOWDEN PO Box 103/1061 Woburnly Road, Concord, NC 27923 453-2432  
 MRS. W.A. SHERIDAN ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓  
 Linda Cain | The Coastland Times PO Box 187 Popkin Branch NC 27965



# Mid-Currituck Bridge Project STIP Number R-2576

## AGENDA

Mid-Currituck Bridge Project  
 Aydlett Community Meeting  
 Monday October 12, 2009 at 6:30 PM  
 Currituck County Library

1. Introductions and Roles Steve DeWitt
2. Meeting Overview Steve DeWitt
3. Project Overview Jennifer Harris
4. Option B Design Features Jennifer Harris
5. Boating Activity in Currituck Sound Tracy Roberts
6. Public Comment Opportunities and Next Steps Jennifer Harris



# MID-CURRITUCK BRIDGE

October 2009

## Description

Improvements in the Currituck Sound area between US 158 near Barco to NC 12 near Corolla, including consideration of a Mid-Currituck Bridge and existing road improvements – in combination or separately.

## Purpose

- 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 NC 168 and US 158 during a coastal evacuation.

## Detailed Study Alternatives

	Detailed Study Alternatives		
	ER2	MCB2	MCB4
NC 12	3-lanes (Dare Co.) 4-lanes (Currituck Co.)	3-lanes (Dare Co.) 4-lanes (Currituck Co.)	4-lanes from MCB to Seashell Lane
US 158 Widening	Wright Memorial Bridge to NC 12	Wright Memorial Bridge to NC 12	—
US 158 (Hurricane Evacuation)	NC 168 to Wright Memorial Bridge	NC 168 to Mid-Currituck Bridge	NC 168 to Mid-Currituck Bridge and Wright Memorial Bridge to NC 12
Mid-Currituck Bridge	NO	YES	YES

## Free Alternate Route

Existing US 158 across the Wright Memorial Bridge, then NC 12

## Timeline

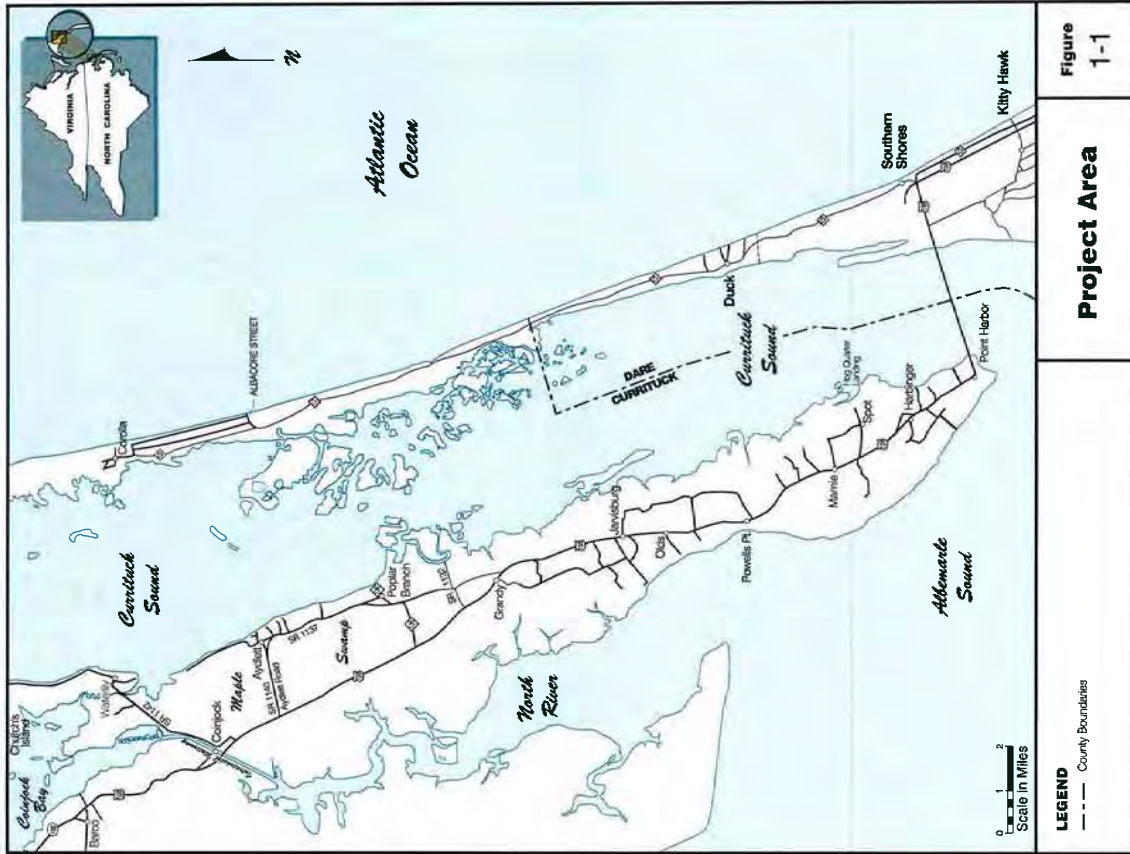
- Draft Environmental Impact Statement 4<sup>th</sup> Quarter 2009
- Citizens Informational Workshops / Public Hearing 1<sup>st</sup> Quarter 2010
- Final Environmental Impact Statement 2<sup>nd</sup> Quarter 2010
- Issue Record of Decision 3<sup>rd</sup> Quarter 2010
- Project Open to Traffic 2013

## Contact

North Carolina Turnpike Authority  
5400 Glenwood Avenue  
Suite 400  
Raleigh, NC 27612  
(919) 571-3000

Email: [midcurrituck@ncturnpike.org](mailto:midcurrituck@ncturnpike.org)  
www.ncturnpike.org/projects/mid\_currituck/

October 2009



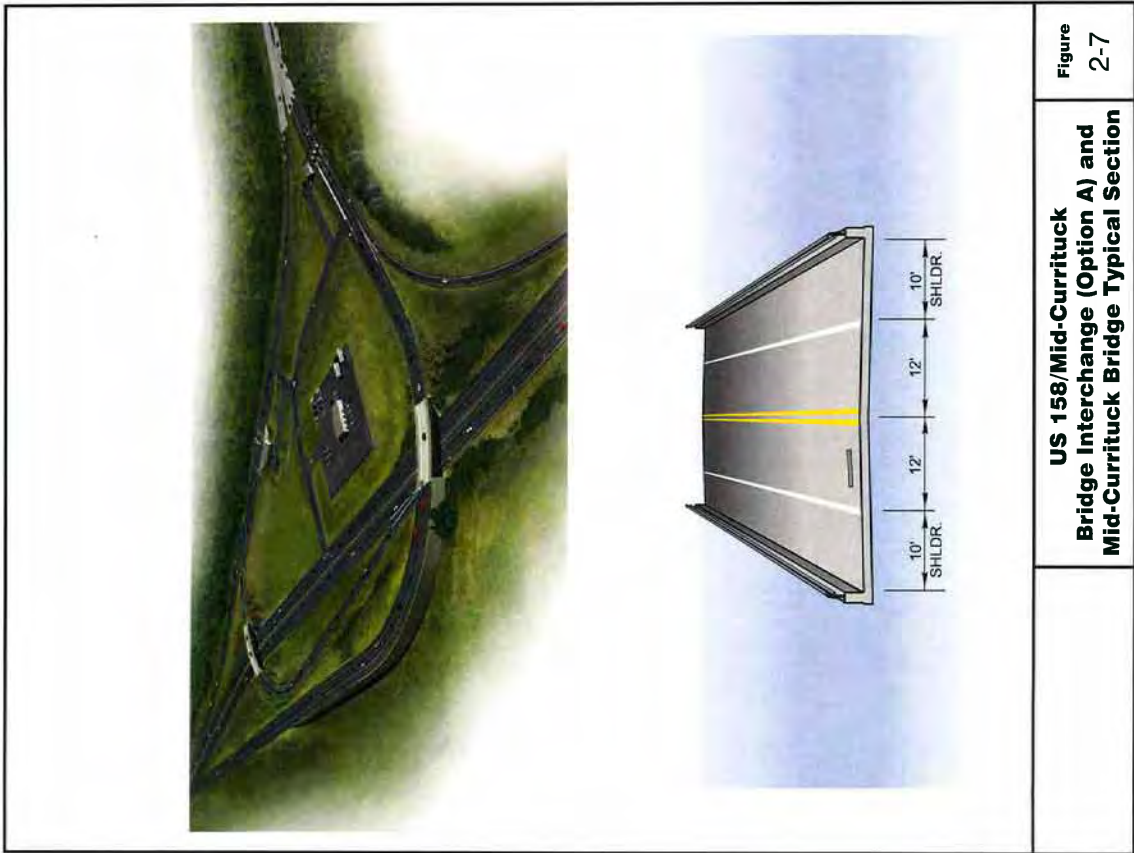
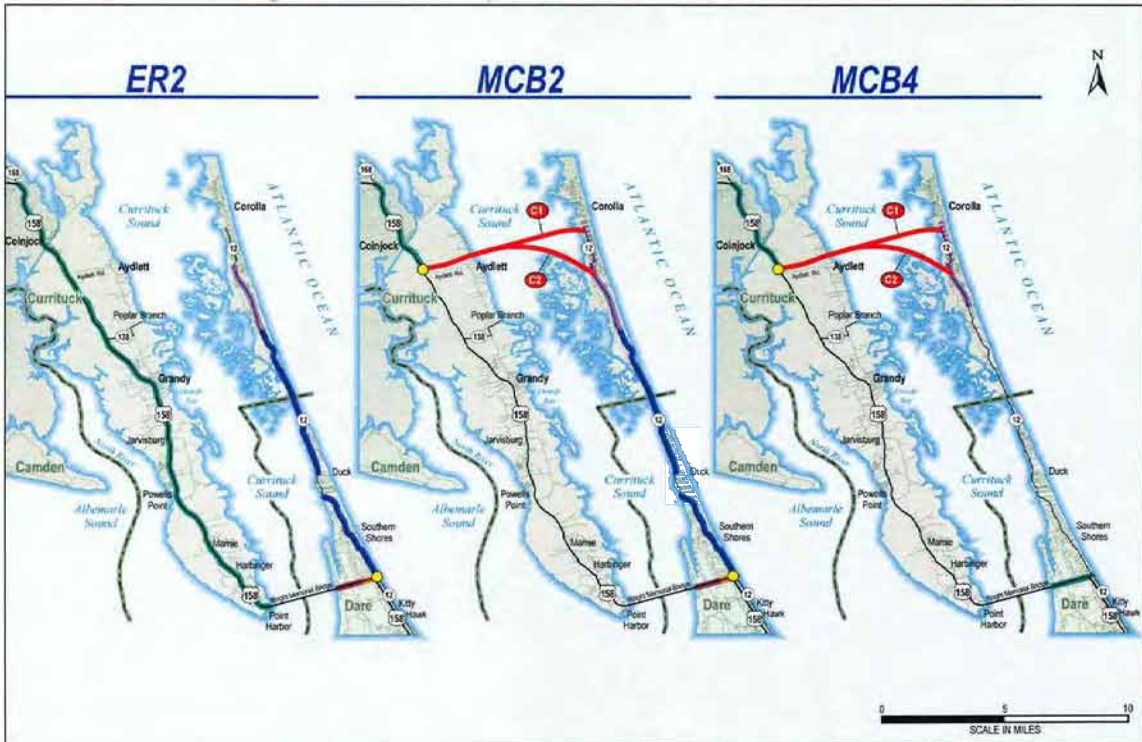


Figure 2-7  
**US 158/Mid-Currituck Bridge Interchange (Option A) and Mid-Currituck Bridge Typical Section**

**Mid-Currituck Bridge Detailed Study Alternatives**

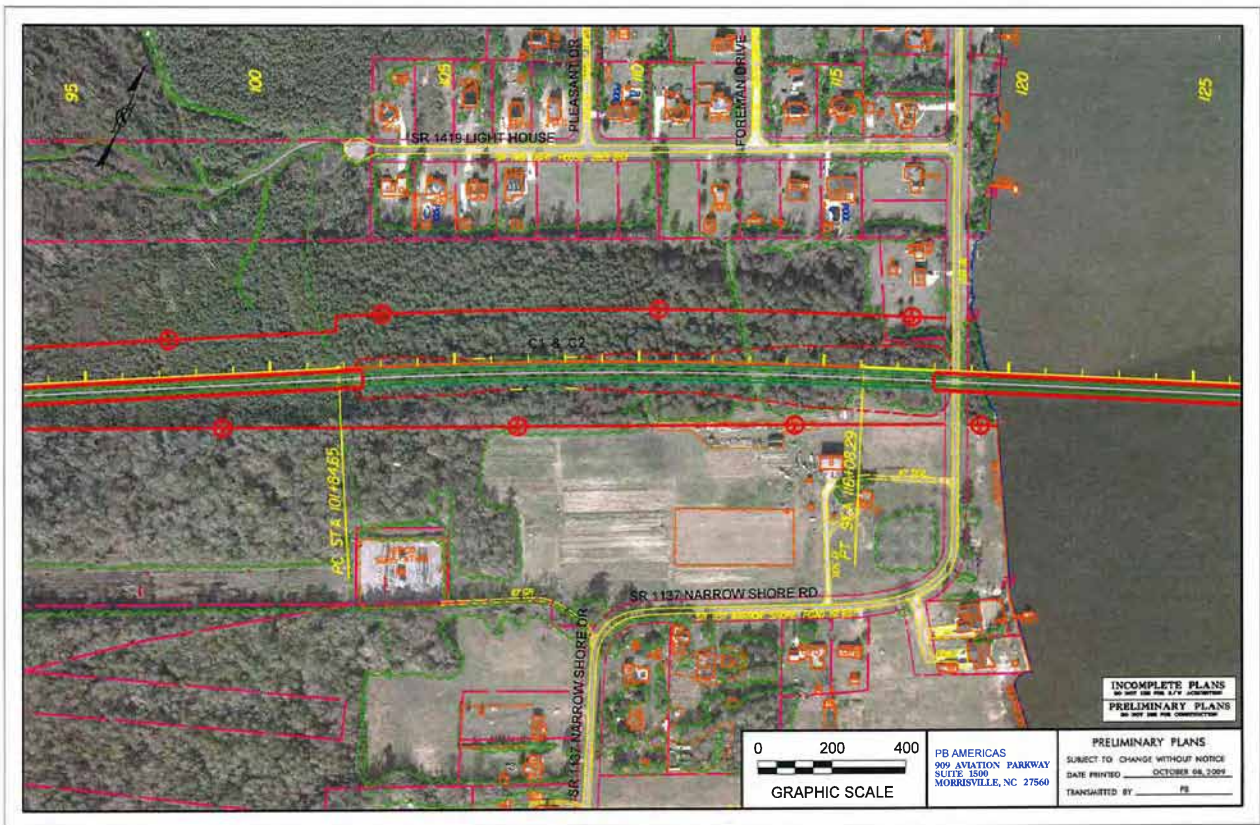


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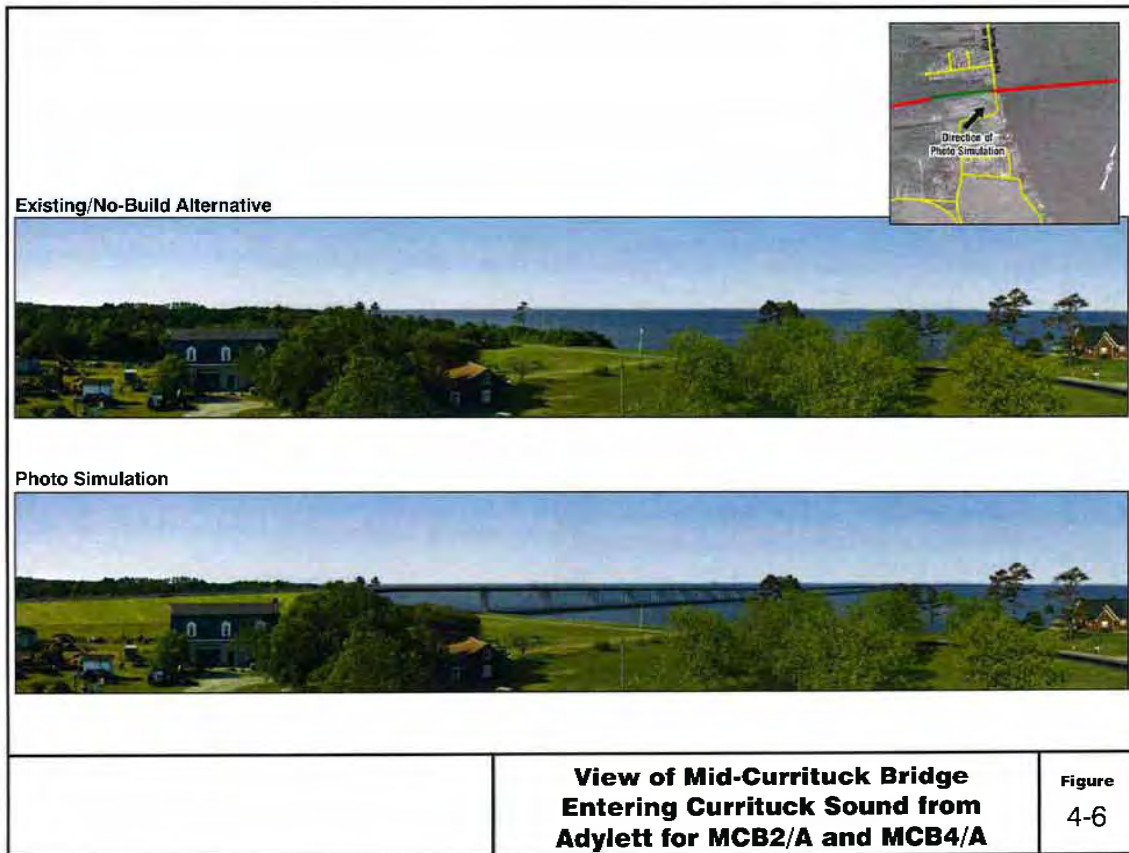
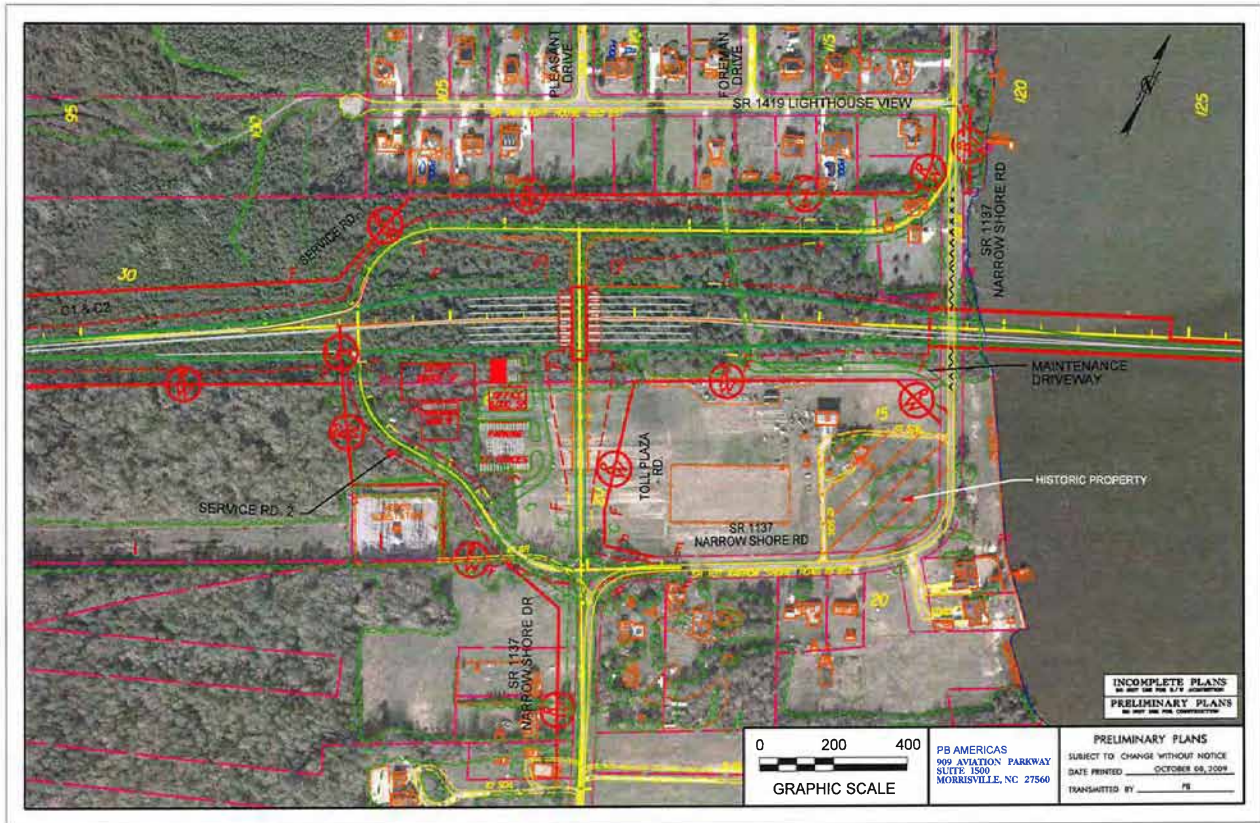


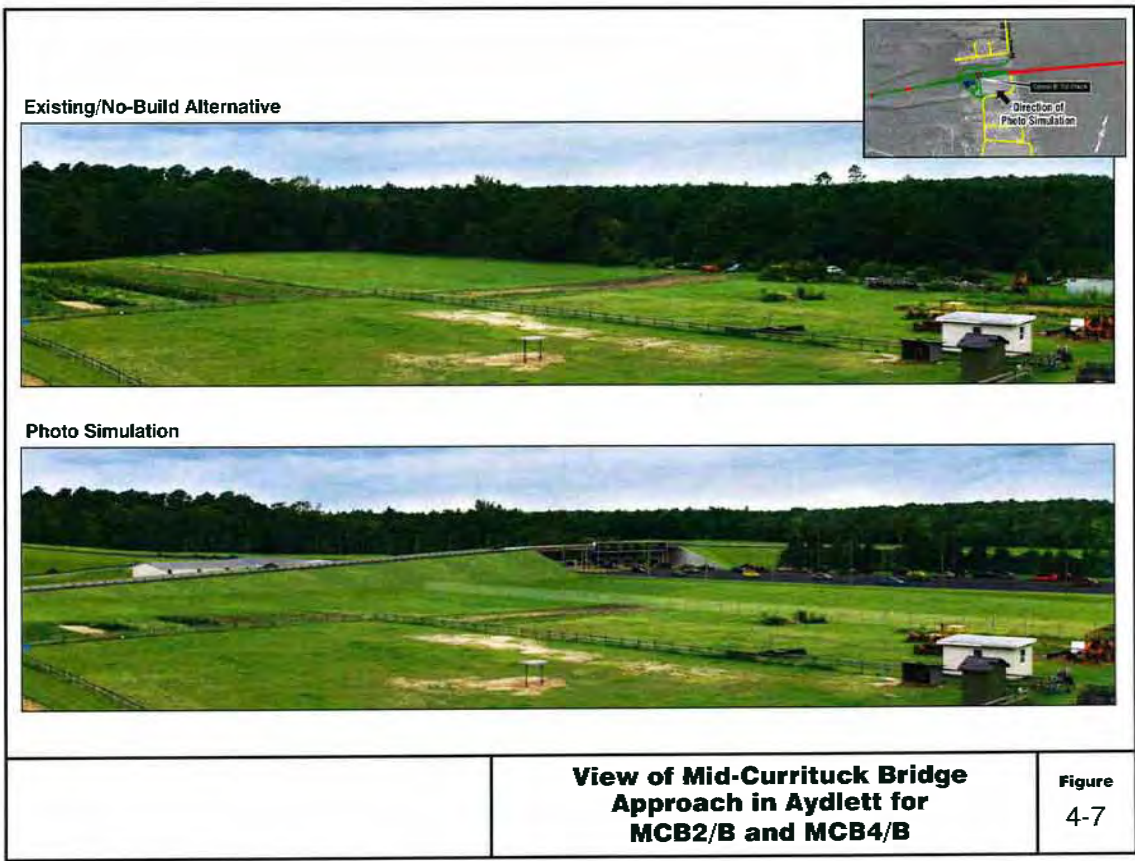
**LEGEND**

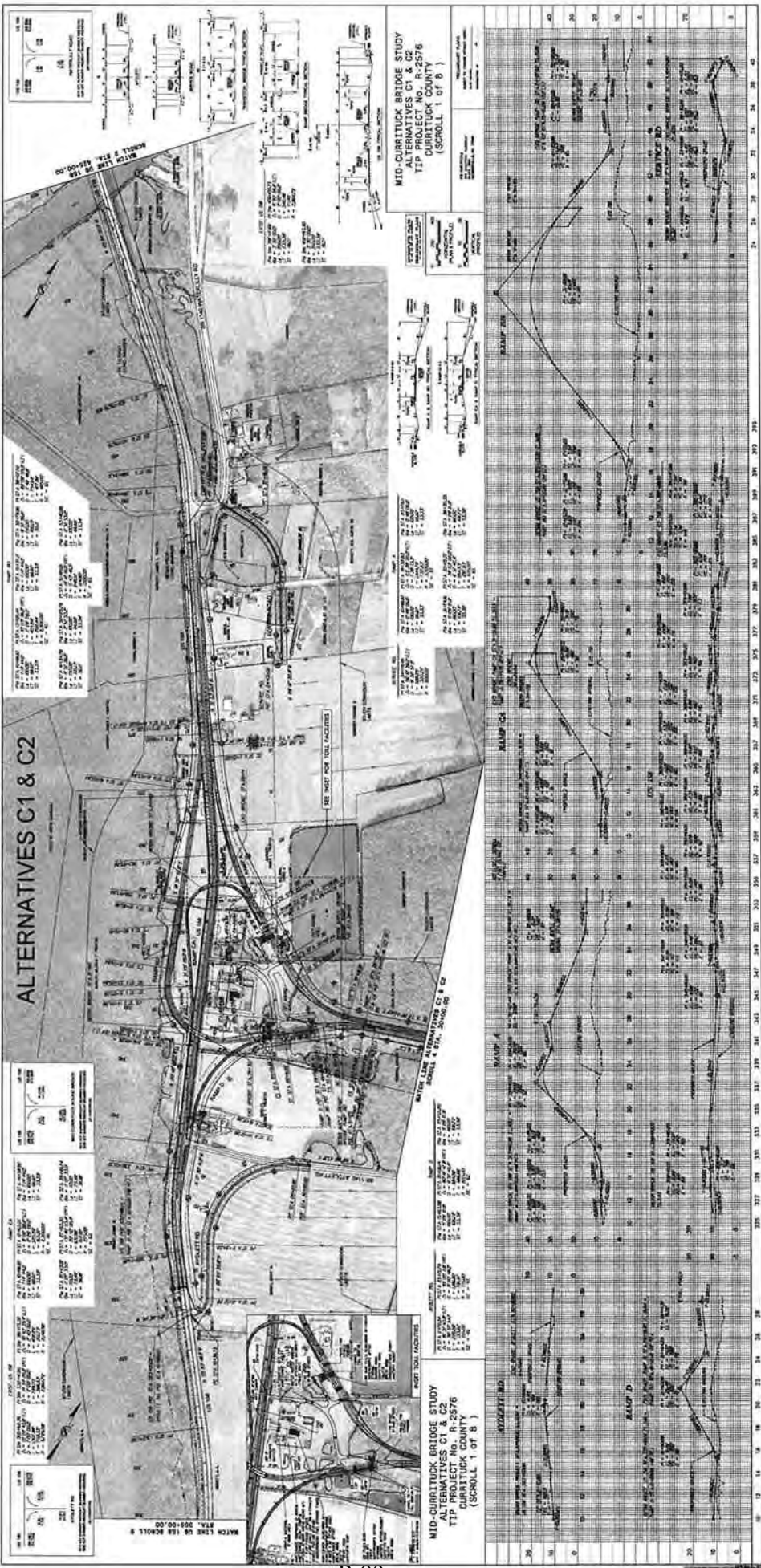
- (C1) (C2) Bridge Alternatives
  - (I) Proposed Interchange
  - Eight Lanes (Super-street)
  - Six Lanes (Super-street)
  - Four Lanes
  - Four Lanes (Only with C1)
  - Three Lanes
  - Mid-Currituck Bridge
  - Third Outbound Lane (Contraflow of an existing lane is an option)
- NOTE: Existing 3-lane segment in Duck is unchanged.*



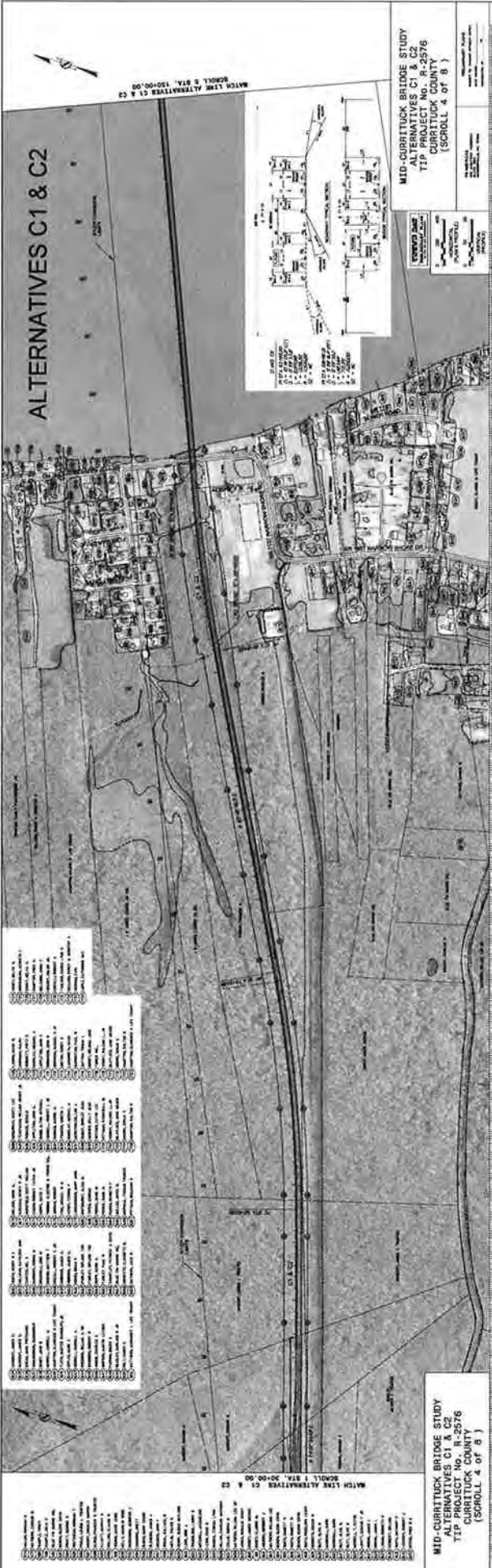








# ALTERNATIVES C1 & C2



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MID-CURRITUCK BRIDGE STUDY  
 ALTERNATIVES C1 & C2  
 TIP PROJECT NO. R-2576  
 CURRITUCK COUNTY  
 (SCROLL 4 OF 8)

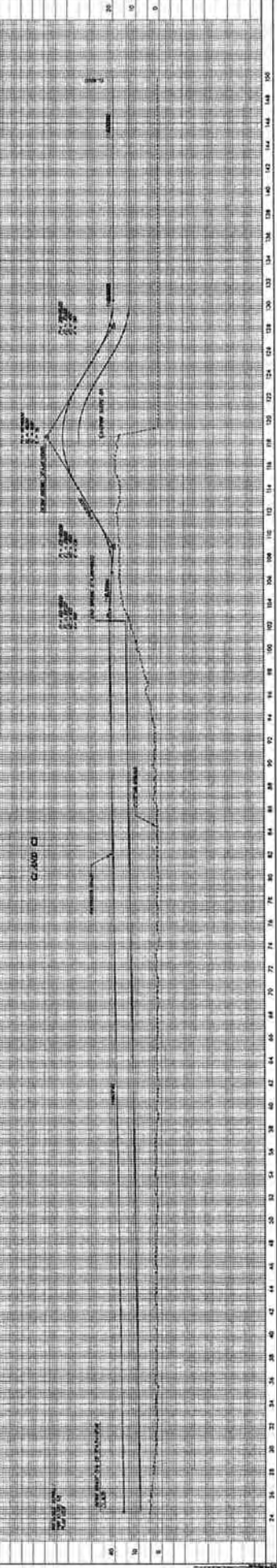
**ENVIRO-DATA**  
 ENVIRONMENTAL ENGINEERS  
 1101 EAST COAST HIGHWAY  
 SUITE 100  
 GREENSBORO, NC 27409  
 TEL: 781-270-1000  
 FAX: 781-270-1001  
 WWW: WWW.ENVIRO-DATA.COM

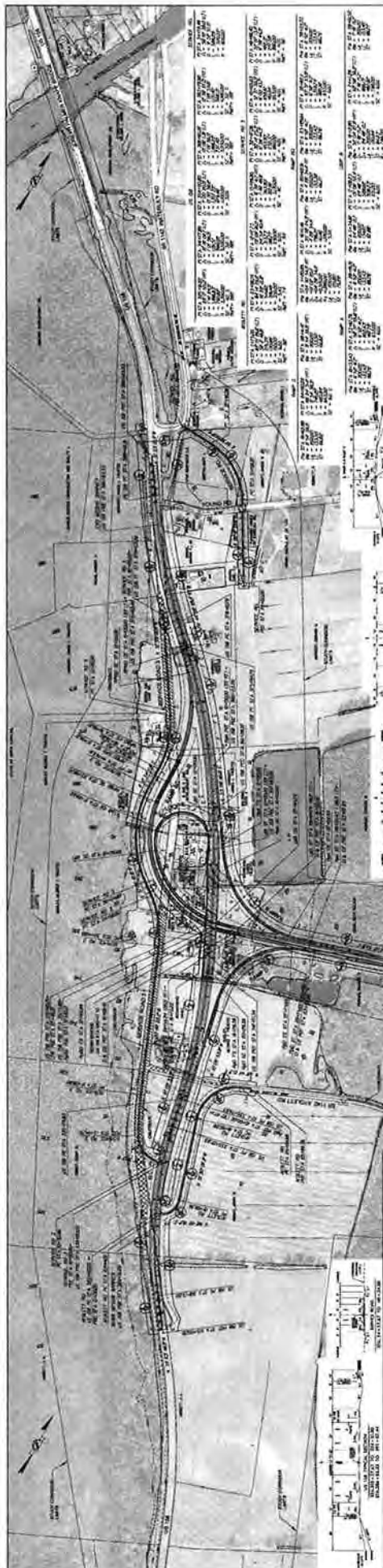
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 CHECKED BY: [Name]  
 APPROVED BY: [Name]

MID-CURRITUCK BRIDGE STUDY  
 ALTERNATIVES C1 & C2  
 TIP PROJECT NO. R-2576  
 CURRITUCK COUNTY  
 (SCROLL 4 OF 8)

MATCH LINE ALTERNATIVES C1 & C2  
 SCROLL 1 STA. 30+00.00

MATCH LINE ALTERNATIVES C1 & C2  
 SCROLL 2 STA. 150+00.00



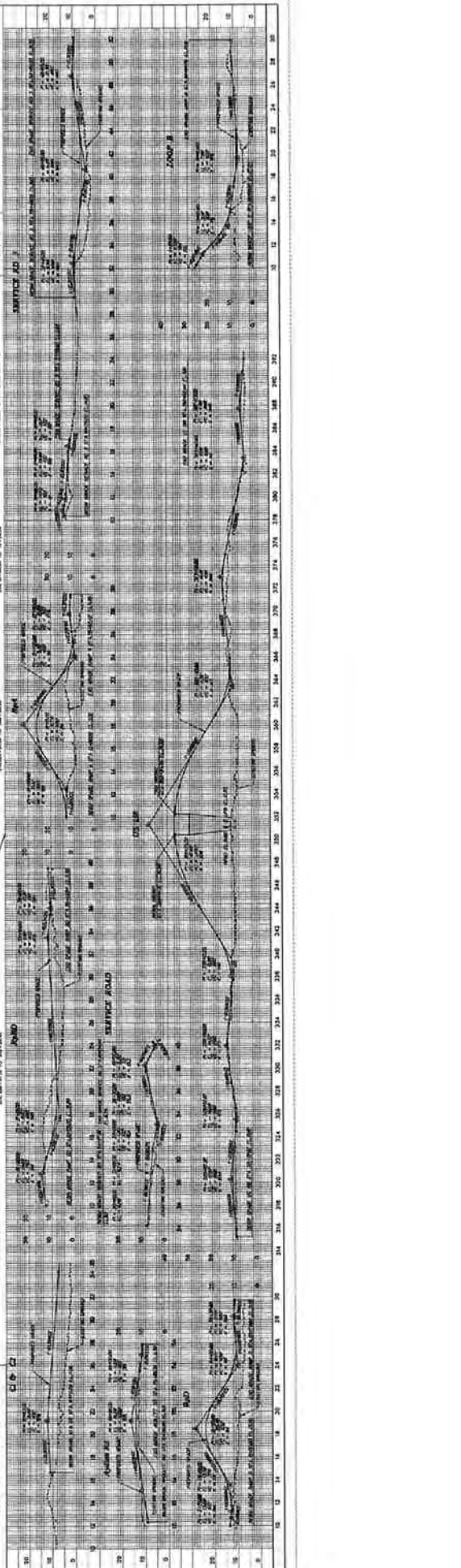


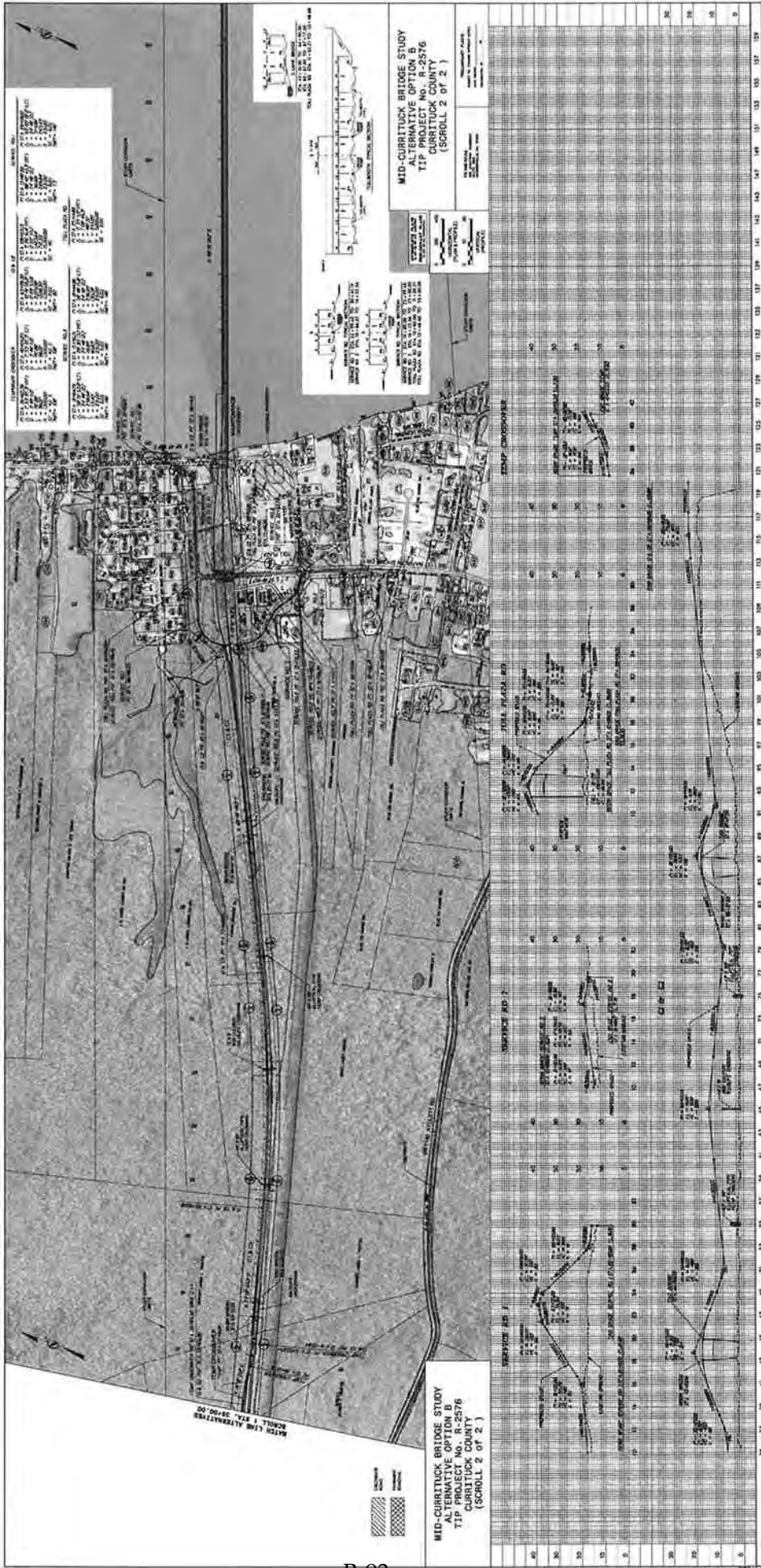
**MID-CURRITUCK BRIDGE STUDY  
ALTERNATIVE OPTION B  
TIP PROJECT NO. R-2576  
CURRITUCK COUNTY  
(SCROLL 1 OF 2)**

**MID-CURRITUCK BRIDGE STUDY  
ALTERNATIVE OPTION B  
TIP PROJECT NO. R-2576  
CURRITUCK COUNTY  
(SCROLL 1 OF 2)**

**LEGEND**

- BRIDGE DECK
- APPROACH ROAD
- RETAINMENT WALL
- EXISTING ROAD
- PROPOSED ROAD
- UTILITY
- TOPOGRAPHY
- WATER
- WOODLAND
- AGRICULTURE
- UNDEVELOPED








*Currituck Sound Area Transportation Study  
Public Officials Meetings*

July 15, 2004



*Citizens Informational Workshops*

- Currituck Outer Banks – tonight
  - Dare County Outer Banks – July 21
  - Currituck Mainland – July 22
-



## Workshop Goals

- Discuss study requirements, activities, and schedule
- Discuss the statement of purpose and need
- Discuss traffic service analysis findings and how they relate to the selection of alternatives
- Answer other questions


*Receive public comment*



## 2025 Traffic Results


*Functional analysis of alternatives*

- For a typical summer weekday in 2025, how do alternatives perform:
  - Congestion relief
  - Travel time reduction



## Alternatives Development and Evaluation

- Four key factors for both bridge and existing road improvement alternatives:
  1. Congestion relief and travel time reduction
  2. Community and natural resource impact potential of alternatives
  3. Hurricane evacuation clearance time reduction
  4. Stakeholder input



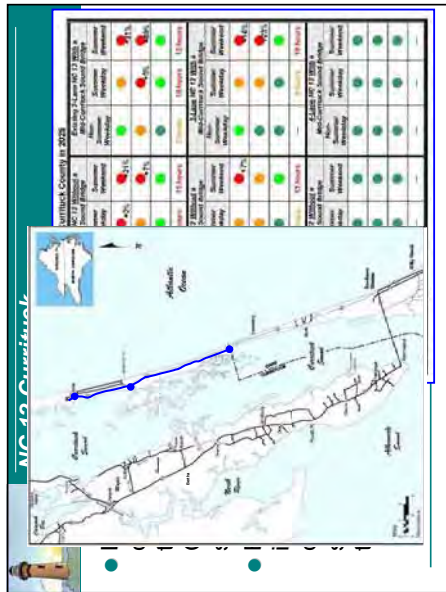
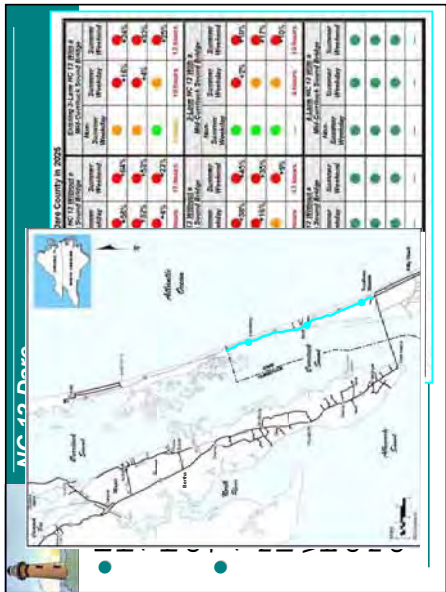
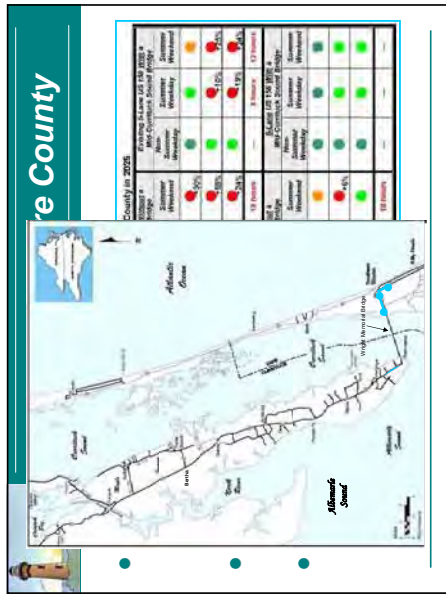
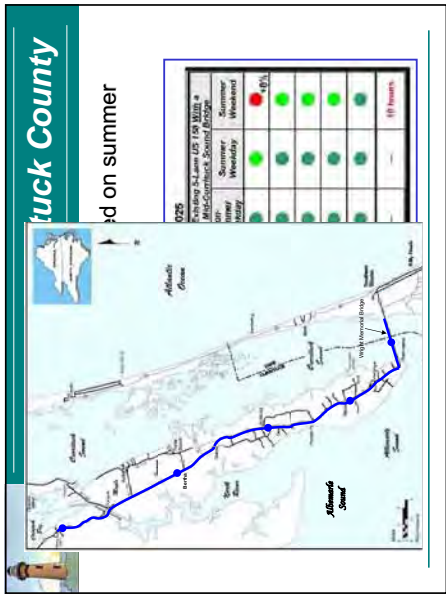
## 2025 Traffic Results

- For a typical summer weekday in 2025, how do alternatives perform:
  - Congestion relief

- **stable traffic flow**
- **approaching unstable traffic flow**
- **congested**
- **heavily congested (--%)**

- Travel time reduction





## Mid-Currituck Sound Bridge

- Some congestion on summer weekdays with a two-lane bridge

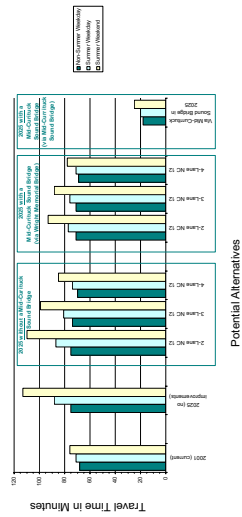
Table 5. Traffic Flow on a Mid-Currituck Sound Bridge in 2025

Location	2-Lane Mid-Currituck Sound Bridge		4-Lane Mid-Currituck Sound Bridge	
	Non-Summer Weekday	Summer Weekday	Non-Summer Weekday	Summer Weekday
Bridge	Green	Yellow	Green	Green
Congestion hours per day	0	1 hour	0	0

### Average Peak Period Travel Time from Barco to Corolla

Summer	Weekday	Weekend
2001	1 hour/11 minutes	1 hour/16 minutes
<b>2025 (no improvements)</b>	<b>1 hour/28 minutes</b>	<b>1 hour/53 minutes</b>
	<b>+24%</b>	<b>+49%</b>

## Average Peak Period Travel Time from Barco to Corolla



### Barco to Corolla

Summer 2025	Weekday	Weekend
No Improvements	1 hour/28 minutes	1 hour/53 minutes
<b>Widen US 158 in Dare and 4-Lane NC 12</b>	<b>1 hour/14 minutes</b>	<b>1 hour/25 minutes</b>
	<b>-16%</b>	<b>-25%</b>




### Barco to Corolla

Summer 2025	Weekday	Weekend
No Improvements	1 hour/28 minutes	1 hour/53 minutes
Widen US 158 in Dare and 4-Lane NC 12	-16%	-25%
<b>Bridge Plus Widen US 158 in Dare</b>	<b>1 hour/17 minutes</b>	<b>1 hour/33 minutes</b>
	<b>-13%</b>	<b>-18%</b>




### Traffic Flow and Time Conclusions

- No need to improve US 158 in Currituck County
- Should improve US 158 in Dare County with or without bridge
- Bridge alone will not solve NC 12 congestion; nor will a three-lane NC 12 but it helps
- A bridge would offer substantial travel times savings from Barco to Corolla and savings overall
- Widening NC 12 even just to three lanes, (particularly in Dare County), raises community impact concerns
- Creative/context sensitive solution needed



### Barco to Corolla

Summer 2025	Weekday	Weekend
No Improvements	1 hour/28 minutes	1 hour/53 minutes
Widen US 158 in Dare and 4-Lane NC 12	-16%	-25%
Bridge Plus Widen US 158 in Dare	-13%	-18%
<b>Via Bridge</b>	<b>20 minutes</b>	<b>25 minutes</b>
	<b>-77%</b>	<b>-78%</b>



### Why Creative Solution Needed

- More development and more traffic demand than the road system can handle
- No way to fully satisfy all goals with any alternative improvement



### More to Consider Than Transportation Goals

- Transportation goals:
  - Reduce congestion
  - Improve travel time
  - Facilitate coastal evacuation
- Other important context-sensitive decision-making goals:
  - Maintain a high quality of life
  - Maintain a high level of environmental quality
  - Avoid letting transportation improvements become the catalyst for even more development and traffic




### Collaboration Among Representatives of:

- Dare and Currituck counties
- Municipalities of Kitty Hawk, Southern Shores, and Duck
- Key state and federal environmental resource and regulatory agencies
- NCDOT
- Federal Highway Administration




### Therefore

- Given this diverse set of goals, and
- That there is no single obvious solution to traffic problems given a diverse set of goals, and
- That the ultimate solution will likely not meet all of these goals in full...
- **Any decision on transportation improvements in this area should be made through a collaborative process**




### Next Steps

- NCDOT proceed with consideration of:
  - Impact potential of various alternatives
  - Hurricane evacuation clearance times reduction potential of various alternatives
- Meeting with representatives of collaborators to agree on collaboration




## Let's Discuss

- Traffic studies
- Proposed collaborative process



## Original Study Area




from

- US 158 near Aydlett and Poplar Branch
- NC 12 near Albacore Road and Monterey Shores




## Project History


- Draft Environmental Impact Statement (DEIS) evaluating a Mid-Currituck Sound Bridge completed in January 1998
- Public hearings in May 1998
- Study area expanded in response to agency and public comment



## Expanded Study Area



- US 158 from Barco to Southern Shores
- NC 12 from Southern Shores to its northern terminus



### Agency DEIS Concerns

- Environmental impacts
- No road widening alternative
- No long-term hurricane clearance time reduction
- Traffic congestion remains on NC 12 even with the bridge



### Current Status

- New Statement of Purpose and Need approved (November 2003)
- Potential improvements compared in terms of:
  - Traffic flow
  - Travel time(April 2004)




### Public DEIS Comment

- Majority of speakers at the May 1998 public hearings opposed the bridge



### Purpose and Need

- To improve traffic flow on the project area's thoroughfares during the summer weekday peak travel periods.
- To reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks.
- To facilitate coastal evacuation of the northern Outer Banks (provided this need is supported by empirical data).



### Schedule and Study Requirements

Phase		Planned Completion Date
1	New Statement of Purpose and Need	Complete
2	Supplemental Alternatives Development and Analysis	January 2005
3	Preparation of Supplemental Draft Environmental Impact Statement (SDEIS)	August 2006
4	Public Hearings, Agency and Public Review of the SDEIS, and Selection of the Least Environmentally Damaging Practicable Alternative (LEDPA)	March 2007
5	Preparation of Final Environmental Impact Statement (FEIS)	March 2008
6	Preparation of Record of Decision (ROD)	September 2008




### 1. Purpose and Need

- Defines the issues to be addressed
- Concurrence on purpose and need is needed from:
  - FHWA
  - Nine environmental resource and regulatory agencies
- Concurrence required before phase 2 can begin




### Process is Required

- For all state projects
- For all federally-funded projects
- To obtain a US Coast Guard Bridge permit
- To obtain a US Army Corps of Engineers for other water resource impacts




### 2. Alternatives Development and Evaluation

- Four key factors:
  1. Congestion relief and travel time reduction (complete)
  2. Community and natural resource impact potential of alternatives
  3. Hurricane evacuation clearance time reduction
  4. Stakeholder input
- Concurrence required before phase 3 can begin




### 3. Supplemental Draft Environmental Impact Statement (SDEIS)

- Addresses:
  - A preliminary design for each alternative
  - Community, cultural resource, and natural resource impacts
  - Direct, indirect, and cumulative impacts
- Meets requirements of:
  - State and National Environmental Policy Acts
  - 11 other federal environmental protection laws and state counterparts
- Preparation includes a review by NCDOT and federal environmental and legal staff



### 5. Final Environmental Impact Statement (FEIS)

- FEIS prepared based on the:
  - Results of phase 4
  - Supplemental DEIS
- Includes preferred alternative
- Preparation includes a review by NCDOT and federal environmental and legal staff



### 4. Public Review and Follow-up


- Public Hearings
- Agency and Public Review of the SDEIS
- Concurrence on the Least Environmentally Damaging Practicable Alternative (LEDPA) with the FHWA and nine other agencies
- Negotiate mitigation agreements



### 6. Record of Decision (ROD)

- Issued by the FHWA
- Affirms the preferred alternative in the FEIS
- Responds to FEIS comments
- Final design, right of way acquisition, and construction (depending on the availability of funds) follow this document.






### Croatan Sound Bridge Schedule


- Sequence of Events
  - 1992 – Preliminary engineering (PE) funds established
  - 1993 - Planning studies initiated
  - 1995 - Gov. Jim Hunt designated US 64 as a hurricane evacuation route and projects along US 64 were to be accelerated
  - 1996 - EA approved in December
  - 1997 - FONSI approved in August, right of way acquisition for bridge section started in September
  - 1998 - Construction on bridge started in March
  - 2003 - Construction completed
- Less complex project
- State and federal agencies, public, and the Governor in general agreement on what needed to be done (TIP Project R-2551)

4 years




### Why Not Just Bridge Now?

- Perspective of environmental agencies
  - Improving existing roads often has a lower natural resource impact
  - 1998 DEIS approach of dismissing widening with only cursory analysis unacceptable
- Environmental rules do not allow segmentation of a project area it precludes the consideration of potential alternatives



### Wilmington Southern Bridge Study

- Feasibility Study Completed in August 2003 (feasibility study conducted over 23 months)
- The required six step process just described has not begun



### Questions?

- New Statement of Purpose and Need
- Required Planning Process

**Currituck County Public Officials Meeting  
Currituck County Historic Courthouse, Currituck**

**July 15, 2004**

**Summary of Meeting**

**Attendees:**

Gene Gregory	County Commissioner
Diane Sawyer	Director of Public Information
Dan Scamlon	County Manager
Paul Martin	County Commissioner
Brian Yamamoto	NCDOT
Karen Taylor	NCDOT
?	NCDOT
John Page	PB
Reggie Scales	PB
Mushtaqur Rahman	PB
Roland Robinson	PB
Jonathan Reid	PB
Arnold Bloch	HSB

**Presentations:**

John Page presented the findings of the traffic analysis, closing with a request for a collaborative process among counties, municipalities, NCDOT, FHWA and state and federal regulatory agencies. Reggie Scales discussed the Rt. 158/NC 12 intersection study, proceeding by itself and on a faster pace than the Currituck Sound Bridge study. Finally, John Page discussed the process under which the overall bridge project is being conducted.

**Comments, Questions and Answers:**

*General:*

C: In the future, please work more closely with County officials when setting dates for both public official meetings and public workshops.

Q: In 2025, if the new bridge gets congested because of southbound NC 12 congestion, won't people just switch back to the Wright Memorial Bridge?

A: *Some will, especially those headed for destinations south of Sanderling. Above that, the congestion and travel time will likely be less than the using the Wright Memorial Bridge.*

C: I'm concerned that the value of building a bridge to the mainland is not captured in your study. We worry about the disconnect between county residents on the mainland and the outer banks.

A: *The EIS considers this in two ways: In projected travel time savings and community impact assessment.*

C: Currituck County wants to work with NCDOT to update its thoroughfare plan.

C: Here's a message to NCDOT officials in Raleigh: Pronounce the names of our communities' right!

Rt. 158/NC 12 Intersection:  
Q: Why bother with 6 lanes at the intersection of 158/12 – it will just bottle up more traffic when it has to merge into fewer lanes?

A: *Other improvements would have to be considered as well.*

Q: Far more people are turning south at 158/12 than going north. Why not just elevate the road to allow south-moving traffic to avoid the intersection?

A: *The split of traffic is about 65% going south/35% going north. The 158/12 study is looking specifically at this.*

C: The traffic "shocks" caused here sometimes cause delays all the way up to Coinjock. C: Why spend lots of money on an improved intersection if you still will have all the traffic signals – it just won't work.

C: 2 ½ years is too long for this study! Grandee businesses are closing down due to congestion. A: *2 ½ years includes the entire environmental process including all signoffs. What's more critical than this is that right now this project is not in the TIP and therefore there are no construction funds allocated for it.*

**Bridge Route Corridor:**

Q: Why will you look at all the same alternative bridge corridors as before? Why not just look at the few that take no property?

A: *Community impacts are only one part of the study. We also need to look at other environmental impacts.*

C: One thing we should look at is elevating the bridge through the mainland swamps.

C: We may need to look at mitigation of environmental impacts to make some routes acceptable – like conservation easements. The longer we take to get to a smaller set of bridge corridor options, the more development will occur, limiting options. We need to get to a smaller number of options so that we can begin to seriously think about development restraints.

C: It's unbelievable that a bridge corridor has not yet been selected. This is the single most important thing that needs to be done in this study!

**Traffic Analysis Methodologies and Findings:**

C: Make sure that you consider that the Outer Banks are not just developing, but redeveloping as well. Household sizes are getting much bigger.

C: Your estimate of travel time from Barco to Corolla for 2025 is way too low. No one will believe it! The estimates that you've used for existing travel times are way too low!

C: Get the travel times right!

**Hurricane Evacuation:**

Q: Why do we have to go through this review to show if hurricane evacuation is really a purpose and need for this study?

A: *There is the potential that bridge-induced development could worsen evacuation time.*

A: *Those projects may have been the ones that broke the camel's back for the regulatory agencies.*

C: Since 1998, there has been a lot more development on the Outer Banks – there is a greater need for added evacuation routes.

**Collaborative Process:**

C: We must follow a collaborative approach – Absolutely!

C: We will need the collaborative process to move forward. We want the fewest impacts, but we also want the problems addressed!

- C: This County can support regulatory actions if it will help make acceptable environmental tradeoffs.
- C: The issue of the bridge potentially inducing more development should be a back-burner issue – development will occur regardless of a bridge or not.
- C: I disagree. A collaborative process **will have to address** the fact that permitting agencies will not accept the bridge if they feel it is growth-inducing. Environmental advocacy groups will have this same concern – it must be dealt with!
- C: At some point, NCDOT will have to say that NC 12 will not support any more development. This should have happened when the Home Depot was built!
- C: Currituck County is willing to restrict development – Dare County officials should do the same!
- C: If a collaborative process helps speed up the process, we'll do it!
- C: If Currituck and Dare Counties can work together, things will happen much faster.
- C: Just want to make sure that it's worth it – that we just don't talk to death.
- C: We see things being built all around us – but not this project! We know the problems exist!

**Dare County Public Officials Meeting  
Pitts Center, Southern Shores**

**July 15, 2004**

**Summary of Meeting**

**Attendees:**

- |                         |  |
|-------------------------|--|
| Nancy Caviness          | Council, Town of Duck                        |
| Judi Hess               | Council, Southern Shores                     |
| Neil Morrison           | Council, Town of Duck                        |
| Clifton Perry           | Council, Kitty Hawk                          |
| Dan Shields             | Council, Southern Shores                     |
| Paul Sutherland         | Mayor, Southern Shores                       |
| David Sanders           | Council, Southern Shores                     |
| Chris Layton (sp?)      | Manager, Town of Duck                        |
| Gene Schwarz            | Mayor, Town of Duck                          |
| Hal Denny               | Mayor Pro Tem, Southern Shores               |
| Warren Judge            | Chairman, Dare County Board of Commissioners |
| Tricia Huffman          | Town Planner Trainee, Town of Kitty Hawk     |
| Jim Waiters             | PWD, Kitty Hawk                              |
| Gary McGee              | Manager, Kitty Hawk                          |
| Monica Thibodeaux (sp?) | Council, Duck                                |
| Brian Yamamoto          | NCDOT  |
| Karen Taylor            | NCDOT  |
| ?                       | NCDOT  |
| John Page               | PB   |
| Reggie Scales           | PB   |
| Mushtaqur Rahman        | PB   |
| Arnold Bloch            | HSH  |

**Presentations:**

John Page presented the findings of the traffic analysis, closing with a request for a collaborative process among counties, municipalities, NCDOT, FHWA and state and federal regulatory agencies. Reggie Scales discussed the Rt. 158/NC 12 intersection study, proceeding by itself and on a faster pace than the Currituck Sound Bridge study.

**Comments, Questions and Answers:**

*General:*

Q: Haven't you decided on a 4-lane alternative for NC 12?

A: *No, but it is an alternative that we have been looking at right now – from a traffic perspective only. It can't even be said that to what extent it will be studied in the EIS – meaning that we don't know if it will be one of the eventual alternatives to be considered for a full assessment of impacts.*

C: We once considered a 3-lane option for NC-12. Now, we'll talk about possibly adding a third lane to NC 12 – right after you show us a contract to build the bridge!

C: The name “Sanderling” is no longer relevant, since its now part of the incorporated municipality of Duck.

C: Why widen NC 12 if congestion is only bad for a small part of the year?

C: I am convinced that a new bridge will not induce development patterns. Development is going to happen regardless.

Q: Isn't it true that you have recently gotten the last sign-off to build the bridge?

A: *No! We have a sign-off from the regulatory agencies on the Purpose and Need statement only.*

Q: Isn't the new bridge a “given?” Can't you separate it out from all these studies and speed up the process for it?

A: *It is not a given! In the previous EIS, we looked at NC 12 options, but not in much detail. The regulatory agencies did not consider that review adequate and that may have been the major thing that stopped the process in 1998.*

C: This won't work – you have to de-couple the bridge from the rest of the study. If I was the Governor and I told you to get this bridge built, it would happen.

C: You've heard public opinion in the past, most recently at our meeting several months ago. You have ignored it. Take this message back to Raleigh.

C: Your newsletter does not reflect all the public input you got from prior meetings.

C: July is a bad time for public workshops.

C: Part of our frustration is that we see bridges being built further south in Dare County and the process seems to go much faster than here.

**Rt. 158/NC 12 Intersection:**

C: Four years ago this project was discussed by NCDOT. Why has nothing happened on it until now?

A: *We'll get back to you – we're not sure what effort you are referring to.*

**Bridge Route Corridor:**

Q: Will you need to restudy the bridge corridor options?

A: *We will need to update our work from the 1998 EIS.*

A: *That point is after the EIS is complete.*

C: That just doesn't make any sense – don't delay the bridge while you do other studies.

**Traffic Analysis Methodologies and Findings:**

Q: When you look at 2025, does that mean you don't have a problem now?

A: *No it doesn't mean that – it's the 20-year horizon that NCDOT uses to look at all its capital projects. NCDOT wants to make sure that its investments will be effective in meeting traffic needs for at least 20 years.*

Q: When you look at 2025, it doesn't say if there will be traffic problems in interim years.

Q: When was the traffic analysis done? How do you make projections? Do you collect traffic data on only one day? Do you use standard models? How do you project how many people will use the Wright Memorial Bridge vs. the new one?

A: *The analysis was done in the last year. Projections are based on population forecasts as well as an assumption that a full development build-out will occur in the study area. We used 2001 and 2002 traffic counts from the Wright Memorial Bridge to understand seasonal and time-of-day traffic patterns. We collected automatic traffic counts on local roads at various points over a two-week period during June and July of 2003. We used state-of-the-practice models to calculate roadway capacity and we used a diversion model based on travel time estimates to project who would use either bridge.*

C: You should have used much more empirical data. This affects us all – you need to use much more information.

Q: Can you tell us now what the traffic conditions are in this year?

A: *We do have that information, but not with us now. We'll get back to you on that.*

Q: According to your traffic service analysis, where would Rt. 158 need to be widened – in Currituck, Dare or in both?

A: *Only in Dare County.*

Q: Is congestion bad in mainland Currituck County?

A: *We were told this morning that traffic backups are causing problems for businesses in Grandee.*

Q: Why does traffic around Sanderling get worse with the new bridge?

A: *Because of additional traffic volume headed to and from the bridge.*

Q: What additional traffic studies will you need to do?

A: *Need to look at interim years (pre-2025) to see if improvements can be phased in. We will also want to look at testing spot improvements vs. simple widening, including such possibilities as consolidating driveways.*

**Hurricane Evacuation:**

C: What would Currituck County and NCDOT have done if, during the last hurricane, an inlet would have been cut between Southern Shores and Sanderling? Here, in Dare, we mobilized very quickly. Is there any other place in the state as developed as Corolla that does not have the type of hurricane evacuation that is needed?

**Collaborative Process:**

C: NCDOT is on the hot seat!

C: We don't know if the regulatory agencies are willing to sit down with us.

A: *On the last time around, we couldn't get concurrence from the regulatory agencies on our results. We know now that we will have to analyze a widened NC 12 with or without a collaborative process. But a collaborative process will help better understanding among all parties.*

Q: Would a collaborative process speed up the process?

A: *Maybe, but it certainly will assure that the process won't get any longer.*

C: Dare County will participate in a collaborative process – but it can't be like when we work with the merger team. That is a wasted effort, full of bureaucracy.

C: Will NCDOT organize this collaborative process? It should do so ASAP.

A: *NCDOT will do this at the start. Maybe over time we will bring in an independent mediator or agency to run it.*



Page 2  
6-2-05 Meeting Summary  
December 21, 2005

**To:** Meeting Attendees  
**From:** John Page, Parsons Brinckerhoff  
**Date:** December 21, 2005  
**Subject:** **Final Meeting Summary** – Currituck Sound Area Transportation Study (TIP No. R-2576), Collaborative Alternatives Development Process Meeting 1, June 2, 2005 at 11:00, Kitty Hawk Town Hall

**Attendees:**

Gene Schwarz  
Allan Beres  
Chris Layton  
Bill Harris  
Gary McGee  
Carl Classen  
Dan Scanlon  
Donna Creef  
Lynn Mathis  
Christina Breen  
John Hennessy  
Gary Jordan  
Travis Wilson  
Bill Biddlecome  
Ron Lucas  
John Conforti  
Arnold Bloch  
John Page  
Bobby Norburn  
Town of Duck – Mayor  
Town of Duck – Town Council  
Town of Duck – Manager  
Town of Kitty Hawk – Mayor  
Town of Kitty Hawk – Manager  
Town of Southern Shores – Manager  
Currituck County – Manager  
Dare County – Planner  
NCDWM  
NCDWQ  
NCDWQ  
USFWS  
NCWRC  
USACE  
FHWA  
NCDOT  
Howard/Stein-Hudson  
Parsons Brinckerhoff  
Parsons Brinckerhoff

Arnie Bloch started the meeting by asking the attendees to introduce themselves and briefly discussing the agenda (see attached). He then led the attendees in a discussion to develop ground rules for the collaborative alternatives development process. The ground rules agreed on by the attendees were:

- Decisions by consensus
- Everybody has a chance to talk
- Start on time/end on time
- Don't dominate conversation
- Cell phones off/vibrate

- Act collaboratively
- Avoid antagonism
- Generate viable ideas
- Avoid backtracking
- Reach success

Arnie then discussed the purpose for the meeting and the collaborative process, which was as follows:

- Expedite study and review
- For all participants in the collaborative process (i.e., local governments and resource and regulatory agencies) to understand the responsibilities of the other participants.
- Provide a forum to discuss:
  - Alternatives
  - Environmental impacts
  - Community concerns
  - Avoiding impacts
  - Impacts related to development trends that could be associated with any alternative.

John Page added that hopefully the collaborative process will help us avoid surprises at later stages of the project because of lack of communication and coordination. In response to a question, he also stated that we will have to deal with development trends as a part of the environmental study.

Arnie led a discussion of concerns that the attendees had with the study and the study progress. The following concerns were cited by the attendees:

- Perpetual study from the NCDOT.
- Traffic driving on the beach north of Corolla.
- Why are we here?
  - Are we starting over?
  - Why did it take a year to meet?
  - What has happened since July 2004?

John Page responded to the questions of "why are we here?" He pointed out the dilemma of there still being congestion forecast on NC 12 north of Southern Shores even with a Mid-Currituck Sound bridge. In addition, the bridge would encourage changed development patterns and additional growth that would cause additional congestion and environmental impacts. The original study for just a Mid-Currituck Sound bridge did not anticipate all of



these issues which must now be addressed. He noted that local governments have control of local development patterns.

Carl Classen stated that the local governments are concerned that the NCDOT is trying to kill the project by extending it and continuously changing NCDOT project managers. He is concerned that the collaborative process will be more of the same. He believes that "outsiders" should not be making decisions for locals that better know what they want and need. All of the locals are concerned that we are back tracking from the public meetings held in 2004 – we need to move forward, not study things to death. John Page responded that one purpose of the meeting is to establish a process for moving forward, or either decide not to meet again. He also said that he has some specific ways in which he needs help from the locals to move the study forward which he will discuss later.

In response to the question of what has occurred with the project since the public meetings last year, John Conforti stated that not much had happened as a result of several unavoidable NCDOT internal issues (for example, his learning curve and workload as the new project manager).

John Page discussed the alternatives under consideration. He mentioned the issues related to the potential four-laning of NC 12 north of Southern Shores, as well as other NC 12 widening scenarios. He pointed out that the project stopped in 1998 partially because of Merger Team concern that widening NC 12 was not evaluated. He went through the alternatives evaluation process in detail (see attached handout).

A discussion of the Merger Team process followed. The locals stated that they are very concerned that there is no local representation on the Merger Team, which could lead to similar problems as have occurred on the Bonner Bridge project. John Page explained the history of the membership of the Merger Team. Ron Lucas stated that he believes the Merger Team is getting better at listening to local government concerns. Dan Scanlon stated that he gets no comfort from the Merger Team process. He believes the problem with the length of the study is the Merger Team – the locals could complete the alternatives evaluation process in one week. The locals reiterated that they believe the problem is with the NCDOT not wanting the project in the first place and conducting the same steps over and over again. They would like to see someone with higher authority from the NCDOT attend the meetings and listen to their concerns. John Conforti suggested that we not dwell on the past and move forward. He also noted that even if someone with higher authority attended the meetings, it would end up back on his desk.

Carl Classen asked if the NCDOT would put the project on the list of Turnpike Authority potential toll projects? John Conforti responded that the list of potential toll projects was not up to the NCDOT. He also said that this would not necessarily expedite the project because many environmental regulations would still have to be addressed.



Dan Scanlon stated that Currituck County wants to know the location of the western terminus of the bridge so that they can protect the corridor and create appropriate zoning. There are many new subdivisions already under development in the area with more to come. John Page responded that he thought we might be able to get down to two alternative locations for the western terminus by March 2006. He also invited all of the local government representatives to accompany the NCDOT on the alternatives screening site visit later this summer to show them where this development is occurring, as well as to discuss other issues. A resource agency representative pointed out that the eastern terminus of the bridge was also not a given.

Dan Scanlon said that was news to him and that Currituck County was approving developments based on what they thought was the accepted location for the eastern terminus. Town of Duck officials stated that they were glad that Currituck County was willing to protect the corridor, but they needed to know from the NCDOT what areas to protect.

Bill Biddlecome stated that the Merger Team process is the established process for evaluating alternatives and that we should not predetermine outcomes (e.g., building a bridge) before the process has been completed.

In response to a question, John Hennessy discussed the status of the statewide hurricane evacuation model. The bottom line is that the model is almost complete. Once the model is complete, it will be accepted by everyone (i.e., no more competing models), and hurricane evacuation will become part of the Purpose and Need for the project if evacuation data from the upper NC 12 area supports its inclusion.

It was said that the RPO representative is a non-voting member of the Merger Team. However, the local government representatives at the meeting would like the "local" representative of the Merger Team to be changed to more than just the RPO representative because this might expedite review and would emphasize the local viewpoint. It was suggested by the local government representatives that the Merger Team should include a non-voting, local representative. There was consensus agreement to recommend this to the Merger Team for them to consider. John Hennessy stated that he wants the locals involved in the Merger Team process because the local knowledge is not available elsewhere. However, he agreed that local representatives would not be voting members of the team based on how the process is currently established. He pointed out that locals can already attend the meetings and report back to other locals and their constituents as to what occurred at a particular meeting. Dan Scanlon responded that he was not asked to participate at the meetings he had attended.

Town of Duck officials pointed out that they understand that traffic problems in Duck are not a year round problem, rather lasting only about ten weeks, so the NCDOT needs to listen to their input on what is best for the area.

Gary Jordan stated that he wants the locals involved in the Merger Team process, but he would also like for the locals to help their constituents understand the environmental review process



and the legal requirements that must be addressed. Some alternatives have fatal flaws because of these legal requirements and he would like the locals to help publicize this information at the local level. Arnie Bloch said that one of the goals of the collaborative process is to help the local government representatives and the resource and regulatory agency representatives to get to know each other and to better understand each others goals and responsibilities. Chris Layton said that he wants to better understand the legal requirements related to the project so that he can better answer questions from concerned citizens.

Chris Layton asked how the Virginia Dare Bridge on US 64 was able to be planned and built in such a short time period? He said that a local myth has started related to how it was able to be completed so quickly. John Conforti said that he was not sure of the details of that project, but that there is no way to circumvent the NEPA process. John Hennessy said that regulatory review is consistent across all projects. Dan Scanlon stated that he had heard that the US 64 bridge progressed more quickly because it is in an area close to several existing bridges, not in "virgin territory" as is the case with the location of the Currituck Sound bridge.

Carl Classen said that he appreciates the time the meeting participants took in planning and attending the meeting, but he only wants to continue meeting if it will help get the project moving faster. He wants to get the appropriate people involved at the NCDOT that can get the project moving faster. John Conforti responded that we would not be here today if we did not want to get the project moving – it is a priority project to the NCDOT.

Gary McGee asked if we need to meet again and what does the NCDOT need from the participants at the meeting? John Page went over the next steps in the alternatives development process, including opportunities for participation by the local government representatives:

- Conduct an alternatives screening site visit with the local government representatives to look for feasible opportunities for road widenings, as well as feasible locations for intersection improvements.
- Evaluate what can be built while looking for maximum traffic throughput with minimum impacts.
- Report alternatives development process at public workshops.
- Select alternatives with the input of the Merger Team.

The local government representatives requested that the collaborative process group be involved in every step of the alternatives development process. Gary McGee also said that he thought all of the local representatives should accompany the NCDOT during all of the alternatives screening site visit, even the areas within other jurisdictions, because decisions made in one jurisdiction affect the whole project area.



Dan Scanlon said he wants to know specifically what the Merger Team's concerns are with the project. Gary Jordan responded that they may not have specific concerns yet, but that it would be helpful for them to try and gather this information. John Page added that the environmental resource and regulatory agencies may not know the specific concerns at this point because of turnover with the Merger Team. John Hennessy stated that one concern is that we need to look at the full range of alternatives for the project in enough detail that if we decide to drop an alternative, we can withstand a court challenge. Therefore, even though the locals may have already discounted certain alternatives, all alternatives must continue to be studied until the proper point in the process at which to eliminate alternatives. He realizes that this can be a cumbersome process, but it must be done to meet legal requirements.

Allan Beres asked if the NCDOT could look at the Town of Duck's economic development report in order to determine whether or not it would be a "fatal flaw" to consider widening NC 12 through Duck? He thinks this could assist with the decision to eliminate this alternative. John Page responded that the alternatives development process includes documenting the impacts of various NC 12 widening scenarios through Duck, and then the Merger Team will decide if it should be kept for further study. He added that it could potentially be dropped, or not, at any upcoming decision point (e.g., selection of detailed study alternatives or public hearing) for economic impact or other reasons.

In response to the question of why the NCDOT Transportation Improvement Program (TIP) shows the project as a bridge, John Page briefly explained the differences between the NEPA process and the TIP development process. The TIP just shows a potential solution without actually studying the problem. The TIP identifies a solution for TIP planning purposes, nothing more. Completion of the NEPA process is required to actually satisfy the legal requirements associated with the permitting needs and potential impacts of this project.

The meeting closed with a discussion of whether or not a date should be set for the next meeting. John Conforti stated that, based on today's discussions, he thought the majority of the group did not want to meet again until the NCDOT had specific information to share with the locals, rather than picking an arbitrary meeting date. Therefore, it was decided that the next meeting would be set after completion of the alternatives screening site visit later this summer.

file no.: 202035 -5.3

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**To:** Meeting Attendees

**From:** John Page, Parsons Brinckerhoff

**Date:** December 21, 2005

**Subject:** **Final Meeting Summary** – Currituck Sound Area Transportation Study (TIP No. R-2576), Collaborative Alternatives Development Process Field Trip, October 26 and 27, 2005, Southern Shores Town Hall

**October 26 Attendees:**

- Allan Beres
- Chris Layton
- Gary McGee
- Carl Classen
- John Wander
- Jerry Jennings
- Todd Steiss
- Jonathan Reid
- Roland Robinson
- Bobby Norburn
- Town of Duck – Town Council
- Town of Duck – Manager
- Town of Kitty Hawk – Manager
- Town of Southern Shores – Manager
- Build the Bridge
- NCDOT – Division 1
- Parsons Brinckerhoff
- Parsons Brinckerhoff
- Parsons Brinckerhoff
- Parsons Brinckerhoff

The Currituck Sound Area Transportation Study (CSATS) pre-field trip meeting started at 8:30 AM at the Southern Shores Town Hall with a discussion of the purpose of the field trip (i.e., to discuss applicable typical sections and other potential improvements for analysis in the study). Handouts showing aerial photographs of the NC 12 and US 158 corridors within the project area were given to each attendee. The discussion included the following:

- It was explained that based on comments received from the environmental regulatory and resource agencies, NCDOT must look at a four-lane typical section for NC 12.
- NCDOT is also looking at a three-lane typical section and spot improvements for the existing two-lane facility.
- Another key issue that must be addressed is hurricane evacuation. Town representatives stated that it currently takes ten hours to evacuate from Corolla to US 158 at peak evacuation times.
- The design concept alternatives will consider the inclusion and exclusion of a Mid-Currituck Sound Bridge.
- The aerial map handouts and land use scroll map were reviewed by the attendees.
- Chris Layton stated that the Town of Duck would be very concerned with pedestrians having to cross four lanes of traffic, particularly within the Town's commercial district. A



- four-lane NC 12 through Duck would destroy the town because there would be pavement on the doorsteps of the businesses and residences.
- Chris stated that Duck has no public beach access – each neighborhood has its own beach access. He also pointed out that Duck only has about 300 undeveloped lots left, but they are seeing redevelopment of existing lots into larger residences.
- Carl Classen stated that Southern Shores is not growing much because it is almost fully built-out and it is the most anti-growth of the Outer Banks communities (e.g., no higher density redevelopment is allowed). It is a planned community with subdivision ordinances, and most of the lots were laid out before it was incorporated. He stated that real estate is extremely expensive in Southern Shores and that there would be a substantial impact on the tax base because of the numerous right-of-way purchases that would be needed to widen NC 12 through the town.
- Town representatives stressed the importance of the shared bicycle/pedestrian facility that runs almost the entire length of the NC 12 corridor. Neither Duck nor Southern Shores would consider removing the bicycle/pedestrian facilities for road widening because they are too important to the economy (i.e., visitors enjoy using them) and they are an integral part of the transportation system (i.e., help reduce traffic). The Town of Duck was described as having a high mix of pedestrian and bicycle traffic with approximately 1,200 bicycles per day.
- It was pointed out that Duck already has numerous curb cuts along NC 12, and now the last undeveloped lots along NC 12, which were previously considered “undesirable,” are being developed and creating even more curb cuts. The Town is encouraging shared entrances, but property owners resist. It was stated that a coordination process between NCDOT and the towns for granting driveway access along NC 12 was needed.
- The US 158/NC 12 intersection was discussed extensively. The towns are very concerned with the aesthetics of this area because they view it as the “gateway” to their communities. Carl indicated that a grade separation may be acceptable as long as the future profile is no higher than the existing profile (i.e., any grade-separation should be below the existing grade). Gary McGee stated that Kitty Hawk is interested in studying a roundabout for this area, but felt that an interchange with bridges and ramps would destroy the aesthetics of the area. The design developed by the Institute for Transportation Research and Education (ITRE) at North Carolina State University was mentioned as an option by the Parsons Brinckerhoff (PB) study team. It was also explained that the US 158/NC 12 intersection is part of a separate study that is being conducted by PB.
- Carl would like to plan improvements to the US 158/NC 12 intersection in conjunction with construction of a Mid-Currituck Sound Bridge because smaller-scale improvements to the intersection would likely be required if the bridge is built.
- NCDOT is planning to widen NC 12 to three-lanes from the end of the current three-lane section to Skylime Road and would like to extend the widening to the Ocean Boulevard/Duck Road split. Carl stated that local residents were strongly against the widening so Town Council voted it down. He thinks that the Town's mindset is that any



improvements that are allowed to NC 12 will further delay getting a Mid-Currituck Sound Bridge. The Town wants to build the bridge first, and then look at other improvements that might still be needed to NC 12. However, progress towards completing the study may help lessen local resistance to moderate improvements on NC 12.

- Chris stated that Duck has a two-way center-turn-lane, but unfortunately they see motorists using it as a passing lane because of frustration with traffic congestion. This safety concern is further exacerbated because pedestrians often use the center-turn-lane as a refuge while crossing NC 12. Town representatives are concerned that frustrated motorists would attempt to use a third lane as a passing lane throughout the NC 12 corridor.
- It was pointed out that the Visitor Center is on NCDOT property, but the rest area portion of the Visitor Center is operated by Dare County. The Visitor Center is used by a considerable amount of northbound traffic on US 158 (i.e., traffic leaving the Outer Banks) because tourists realize that it is the last restroom on US 158 for a considerable distance. Carl stated that Carolyn McCormick with the Outer Banks Visitors Bureau (252-473-2138) has statistics on usage of the Visitor Center.
- Carl also stressed that NCDOT needs to consider storm water retention/management as a part of any improvements to NC 12. This became a major issue this summer because extended ponding of water on the road frequently occurred, and more pavement (i.e., widening to three or four lanes) could increase storm water runoff.
- Carl stated that the town is very pleased with NCDOT's improved traffic signal timing along NC 12 which became operational this summer. A traffic signal coordination system was installed on NC 12 from US 158 through I3<sup>rd</sup> Avenue, and also includes a separate system of 22 signals south on NC 12. Pedestrian push-buttons and countdown indicators were also installed at crosswalks, and cameras mounted to the signals to allow remote observation of traffic through a website link will become operational next summer. Carl said as a result traffic conditions were greatly improved this summer. The improved signal timings provide gaps in the traffic flow (platoons) that allow traffic and pedestrians to cross the highway. Gary agreed that traffic conditions were improved on NC 12 between US 158 and Duck on most days, but conditions were still bad within Duck. Carl thought that there was the same number of visitors to the area this summer, so lower traffic volumes were not the reason for the improvement in traffic conditions.
- NCDOT also recently installed pedestrian crosswalk markings and yellow signs along NC 12 within Southern Shores that have been very well received and helped with pedestrian safety. It was pointed out that compliance with the crosswalks along NC 12 in Dare County is relatively high except within Duck.
- Carl suggested that NCDOT look at extending NC 12 up to Virginia as another alternative, but it was pointed out that this is not likely because of the wildlife refuges that are located to the north of NC 12 in both North Carolina and Virginia. He pointed out that as ridiculous as extending NC 12 to Virginia looks to certain groups, widening NC 12 to four-lanes through Southern Shores and Duck looks just as ridiculous to residents of these communities.

- Carl stated that cut-through traffic on residential streets, particularly Dogwood Trail (MapQuest actually directs traffic to use Dogwood Trail despite repeated requests by the town to route traffic on NC 12 only), is a serious problem in parts of Southern Shores because of motorists trying to avoid congestion along NC 12. Much of the speeding problem associated with the cut-through traffic is actually because of local residents and delivery vans that are more familiar with the residential streets. Southern Shores owns and maintains all of these residential streets and "No Through Traffic" signs have been installed to deter tourist traffic from using the neighborhood streets. The town is considering installing traffic calming devices on residential streets, or using cones on some streets to stop cut-through traffic on Saturdays during the summer months. They have also considered closing the Dogwood Trail/US 158 intersection.
- It was pointed out that there is a difference in the length of time that visitors stay in the rental houses located to the north of the US 158/NC 12 intersection verses the ones to the south of the intersection. The rental houses to the north are typically rented for one week (or longer) periods, whereas the rentals to the south are often only three or four day rentals (i.e., "long weekends").
- NC 12 in Currituck County has been improved so that flooding is not as severe as it used to be, but NC 12 in Dare County still becomes a parking lot in the rain. This is partially because of flooding, but is exacerbated by the extra traffic because of people who would ordinarily walk to the beach on a sunny day instead driving to shopping or other non-beach activities.
- Town representatives are concerned about hurricane evacuation and believe that the Mid-Currituck Sound Bridge is needed in order to be able to evacuate the Dare/Currituck Outer Banks in a timely fashion. Currituck County has an estimated 3,500 undeveloped lots on the Outer Banks, so the current situation during evacuations will get much worse in the future. In addition, there are several places on NC 12 near Duck where the road was almost lost in recent storms and it is feared that an inlet could form during a hurricane or severe nor'easter, which would leave the area to the north of the inlet cut-off unless there is a bridge to provide alternate access.
- John Wander asked how the input from the local representatives received during the field trip would be used in the alternatives development process. He also asked about the schedule for presenting alternatives to the public for review. The purpose of the collaborative process is to involve key local elected/appointed officials, environmental resource and regulatory agency representatives, the NCDOT, and the FHWA "early and often" in the alternatives development and assessment process. Input from participants in the process will be considered and weighed appropriately by decision-makers in developing project alternatives. NCDOT is preparing a Collaborative Process Work Plan that includes a meeting schedule tied to project milestones. The schedule includes meetings for alternatives review by local representatives and the general public prior to Merger Team selection of alternatives to evaluate in detail in the SDEIS.

The field trip began at the Southern Shores Town Hall, proceeded north through the Town of Duck, and ended at the northern terminus of NC 12 in Currituck County. The discussion during the field trip included the following:

- The group stopped frequently to discuss issues with specific intersections and the characteristics of the roadway between stops, as well as to take pictures of the areas being discussed.
- Locations where flooding occurs were identified as well as sight distance issues.
- It was noted that there are many locations where vehicle/bicycle conflicts occur because vehicles approaching NC 12 on side streets have limited site distance, so they must stop in the bicycle lane adjacent to NC 12 in order to be able to see oncoming traffic.
- The Town of Duck is developing a master plan for a park on the town-owned land between NC 12 and the sound around Herron's Restaurant (across NC 12 from Duck Landing Road). It was asked if there is an opportunity for a recreational path through the proposed park that could divert some bicycle/pedestrian traffic from the bike lanes along NC 12.
- The Town is also studying the idea of having a boardwalk along the Currituck Sound shoreline within a portion of the Town, which would hopefully reduce the amount of pedestrian traffic along NC 12. It has not been determined yet whether bicyclists will have use of the boardwalk.
- The bicycle/pedestrian facility is adjacent to, but separated from, NC 12 on one side (occasionally crossing from one side to the other) of the road through Southern Shores up to the Town of Duck. In the Town of Duck, the bicycle/pedestrian lane is on both sides of the road immediately adjacent to traffic. It was asked if the bicycle lanes could be diverted onto Ocean Boulevard north of the Ocean Boulevard/Duck Road split in order to remove them from NC 12 through Duck.
- There are striped crosswalks in the Town of Duck, but pedestrians often do not use them.
- The Town of Duck has a two-way center-turn-lane through the commercial district.
- Parking is a problem in Duck because of limited space to build adequate parking facilities, so much of the parking is too close to the street and parked vehicles are forced to back-up into NC 12 traffic in many locations.
- Several intersections were noted at which there were potential opportunities to "clean-up" skewed intersection geometry.
- It was mentioned that milepost markers, or some other type of roadway location identification signing, would be very helpful to motorists, but it is difficult to get the communities to agree on a format for the signs.
- The crest hill located on NC 12 just north of the Duck Fire Station creates some sight-distance problems for northbound traffic.
- It was noted that in Currituck County traffic moved very well and that there are far fewer curb cuts (i.e., better access management). There are also more turn bays in the Corolla area.

- There are several locations along NC 12 where access points can be combined and/or closed, but this could face opposition from neighborhood groups.
- The bicycle/pedestrian lane along NC 12 was not continuous in Currituck County.
- The group visited the eastern termini of the two corridors for the Mid-Currituck Sound Bridge alternatives. The southern corridor is located immediately north of a shopping center, but the corridor has been protected by NCDOT so that only one small business and its parking lot would likely be impacted. However, there is development occurring within the northern corridor that may make it difficult to use that corridor. (Information later obtained from Dan Scanlon indicated that there is a residential development that is already platted and will likely begin construction within nine months at the northern landing location, so Dan thought that NCDOT should talk to the developer about possibly preserving a corridor as soon as possible if the northern corridor is still being considered.)

#### October 27 Attendees:

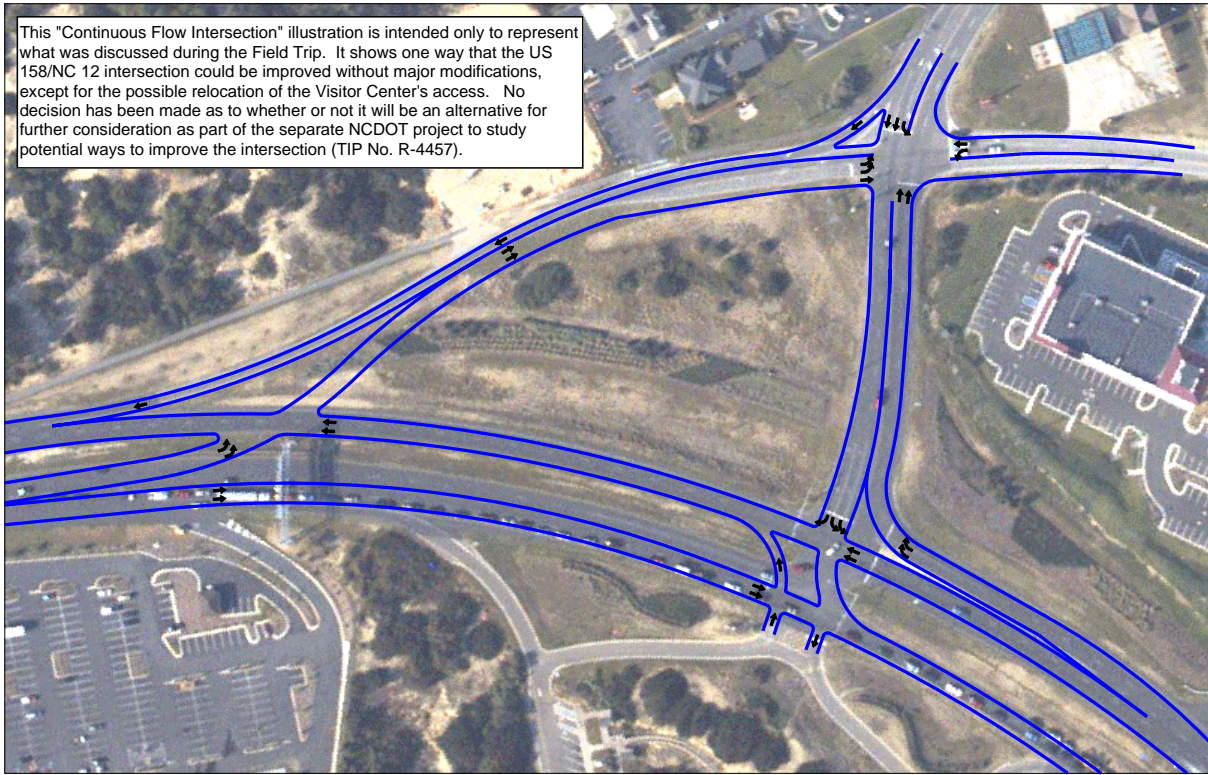
Chris Layton                   Town of Duck – Manager  
Carl Classen                   Town of Southern Shores – Manager  
Dan Scanlon                   Currituck County – Manager  
Gwen Cruckshanks           Build the Bridge  
Jerry Jennings               NCDOT – Division 1  
Todd Steiss                   Parsons Brinckerhoff  
Jonathan Reid               Parsons Brinckerhoff  
Roland Robinson           Parsons Brinckerhoff  
Bobby Norburn               Parsons Brinckerhoff

Once again, the pre-field trip meeting started at 8:30 AM at the Southern Shores Town Hall with a discussion of the purpose of the field trip. The discussion also included an overview of the previous day's field trip. The discussion included the following:

- Carl Classen reiterated that any design on NC 12 needs to consider storm water management. He said that there are no new outfalls allowed to the ocean and that storm water management could require as much as thirty percent of the right-of-way, as well as pumping stations. There is significant loss of capacity on NC 12 in storms because of standing water, which is particularly a problem if substantial rain precedes a hurricane. Carl and Chris Layton marked sites within their respective towns that have drainage problems on the map scroll (there are four major drainage problem areas). As was pointed out in the field yesterday, the worst drainage problem is at the NC 12/Tuckahoe Drive intersection. They also marked locations with site distance concerns, and Carl marked beach access points in Southern Shores.
- PB reiterated that the study will include a four-lane section design.

- When asked if there were any design criteria that they would like to see in a four-lane section, one town member said that he does not want to provide any input into the discussion because the community is dead against the idea of a four-lane roadway anywhere along NC 12. Gwenn Cruickshanks stated that the Build the Bridge group agrees with this position.
- Carl said that any four-lane section design must include a separated bicycle path.
- The town representatives reiterated that a four-lane section would destroy the fabric of the community.
- There was concern that a three-lane typical section would make it more difficult for pedestrians to cross and increase drainage problems. In addition, Gwenn pointed out that more pavement would hurt property values to the west of NC 12 because vacationers would be less willing to have to walk across NC 12 in order to get to the beach. The town representatives want diminished property values to be considered in the analysis of widening alternatives.
- PB will look at design options for crosswalks that would deter vehicles from using the two-way center-turn-lane as a passing lane, but not disrupt vehicle movement during hurricane evacuation.
- It was noted that most traffic signals now have push buttons to trigger the lights to allow pedestrians to cross and also have walk/don't walk signage.
- It was suggested that perhaps signalized crosswalks could be added at key locations for the main purpose of allowing pedestrians to cross. However, the group was cautious of this idea because it could back up traffic.
- There was a location on NC 12 just north of US 158 that was identified as having heavy pedestrian crossing, but it was felt that a signalized crossing would not be a good idea at this location because of its proximity to the US 158/NC 12 intersection.
- PB will look at a reversible third-lane on the Mid-Currituck Sound Bridge alternatives for hurricane evacuation, as well as for peak-season weekend entry/exit of tourist traffic to the Outer Banks. This could possibly be done using either signing or a "zipper" lane.
- Jonathan Reid provided an illustration of one way the US 158/NC 12 intersection might be improved without major modifications, except for the possible relocation of the Visitor Center's access. (He noted that adequate access would still have to be provided to the Visitor Center from both directions on US 158.) He said that this concept should be relatively inexpensive and should fit within the existing right-of-way. The attached aerial photograph shows Jonathan's "Continuous Flow Intersection" illustration overlaid on the existing US 158/NC 12 intersection. The town representatives thought this was a better design than the one proposed by ITRF and felt that it could be implemented in the short-term before any ultimate intersection/interchange design was developed (i.e., as an interim solution). It was pointed out that the severe traffic congestion only occurs during three months in the summer, so NCDOT should not overbuild (e.g., a flyover) any improvements to the intersection. However, access to the large new hotel just to the south

- on NC 12 and pedestrian linkage through the intersection are important considerations in any design for this intersection.
- Carl reiterated that having signals at certain locations along NC 12 was necessary in order to create gaps in traffic that allow pedestrians to get across NC 12. He doesn't want to see completely "freeflow" traffic through Southern Shores as a result of improvements to the US 158/NC 12 intersection (e.g., the potential construction of a flyover from US 158 to NC 12 northbound).
- The "Superstreet" concept was also discussed as an option for specific locations on US 158. The group liked the concept but suggested that a different name be used because Superstreet may give local residents the wrong message.
- One approach discussed for NC 12 widening to the south of Duck was to build a three-lane facility with two permanent southbound lanes and one northbound lane, along with more frequent left-turn bays and turn-around options, which would provide additional capacity during hurricane evacuations.
- The provision of turn-arounds for transit vehicles on all alternative cross-sections should be considered. The transit vehicles could include rubber tire trolleys or small busses that could operate on NC 12 in the future at least as far north as Duck.
- The town representatives did not raise issues regarding the possibility of widening US 158 to six lanes, although Gwenn Cruickshanks indicated that the Build the Bridge group is opposed to any widening of US 158.
- The town representatives asked why John Page and John Conforti did not attend the field trip. It was explained that both had originally planned on attending, but that both had last minute conflicts that prevented their attendance. The town representatives were concerned that this was further indicative of what they perceive to be NCDOT's lack of support for the project.
- The group was very interested in the take-off and landing locations for the Mid-Currituck Sound Bridge alternatives. As stated previously, the southern landing location on the Outer Banks has been protected by NCDOT. Dan stated that Currituck County also has "reserved" the southern landing location for the purposes of future land use planning and permitting development. However, he indicated that there is a residential development that is already platted and will likely begin construction within nine months at the northern landing location on the Outer Banks, so he thought that NCDOT should talk to the developer about possibly preserving a corridor as soon as possible if the northern corridor is still being considered.
- Jerry Jennings said that the thoroughfare planning process could be used to protect the proposed bridge corridor(s) from further development. The local government representatives thought that this was a good idea that should be investigated further.
- The biggest concern was that the west end near Aydlett might be developed while the CSATS is in progress. Dan stated that Currituck County is on record as wanting whichever alternative would be least disruptive to personal property in the Aydlett area.



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- Carl asked again about the history of looking at possibly extending NC 12 into Virginia. Dan stated that the environmental resource and regulatory agencies would be very opposed to this alternative, and that he was concerned that looking at it would just slow down progress on the study even further.
- The field trip began at the Southern Shores Town Hall, proceeded west on US 158 to the Wright Memorial Bridge, then proceeded directly to the proposed western take-off locations of the Mid-Currituck Sound Bridge alternatives near the community of Aydlett. The discussion during the field trip included the following:
  - The group was asked to comment on any portions of US 158 that would be adversely impacted by a six-lane section and there appeared to be no strong opposition to the concept, with the exception of any specific right-of-way issues that might occur.
  - It was noted that any widening of US 158 would be done to the south of the existing roadway because the pavement is not centered in the right-of-way.
  - PB will explore the removal of the frontage road just south of the Wright Memorial Bridge with the Superstreet concept. Based on visual observation of the corridor, several possible crossover locations were identified: westbound just east of Wright Memorial Bridge; Barrow Lane/Frontage Road; Dogwood Trail/The Woods Road; unsignalized street just east of Dogwood Trail; Market Place Shopping Center entrance (with the south leg relocated to make a four-way intersection); and Juniper Trail.
  - It was also noted that the bicycle path on the north side of US 158 was new.
  - At the proposed take-off locations for the Mid-Currituck Sound Bridge alternatives it was observed that very little development existed near US 158.
  - The area along SR 1140 between US 158 and SR 1137 is mostly swampland.
  - There are a few scattered homes along SR 1137 and on the banks of the Currituck Sound.
  - Several small cemeteries were visible.
  - It was explained that the northern alignment would follow an existing utility easement.
  - Dan Scanlon mentioned that there was a proposed development that could be in the path of the southern alignment.
  - Dan indicated that the residents along SR 1137 would not want direct access to the proposed bridge.
  - The town representatives felt that it would be ideal to have a low profile bridge across the swamp (i.e., minimum height above the swamp), then elevate over SR 1137 before crossing the sound.

file no.: 2/20/05 - 5.3  
 ccr: John Conforti, NCDOT PDEA  
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## Mid-Currituck Bridge Project

Local Elected Officials Meeting  
February 2008



## Workshop Goals

- Discuss
  - Study activities and schedule
  - Statement of Purpose and Need
  - Alternatives analysis findings
- Answer other questions
- Receive public comments



## Citizens Informational Workshops

- Currituck Outer Banks – February 26
- Currituck Mainland – February 27
- Dare County Outer Banks – February 28

4:00 to 8:00 p.m.



## Presentation Focus

- Statement of Purpose and Need
- Analysis and current decisions on:
  - Project type
  - Bridge location
  - US 158 interchange and NC 12 intersection characteristics
  - Number of lanes on the bridge
- What's next
- Tolls and toll financing



## Purpose and Need

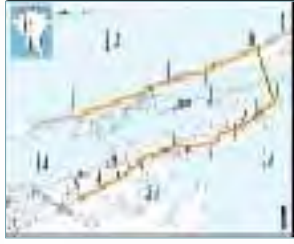
- Improve traffic flow on NC 12 and US 158
- Reduce travel time between the mainland and the Outer Banks
- Reduce hurricane evacuation time
- Improve system efficiency with an additional linkage between the mainland and Outer Banks



## Reduce Travel Time

Aydlett Road on US 158 to Albacore Street on NC 12

- 2006
  - 1 hour on summer weekday
  - 1 hour and 19 minutes on summer weekend
- 2035
  - Just over 2 hours on summer weekday
  - Almost 4 hours on summer weekend
- Worse if accidents or intersection back-ups



## Improve Traffic Flow

- 2035 Forecast Congestion



## Reduce Hurricane Evacuation Time

Via US 158/NC 168

- 2004—25.8 hours
- 2030—35.9 hours

18-Hour Legislative Standard  
75% Tourist Occupancy  
Category 3 Storm



## Improve System Efficiency

- Mid-Currituck Crossing Demand (with tolls)
  - 2006—5,500 average annual vehicles per day
  - 2035—12,600 average annual vehicles per day
- Annual million vehicle-miles traveled on US 158 and NC 12 in project area

	2006	2035
No MCB	347.2	649.0
MCB with Tolls	297.4	556.3
Reduction with MCB	49.8	82.7



## Widen Existing Roads Only



## Project Type Alternatives

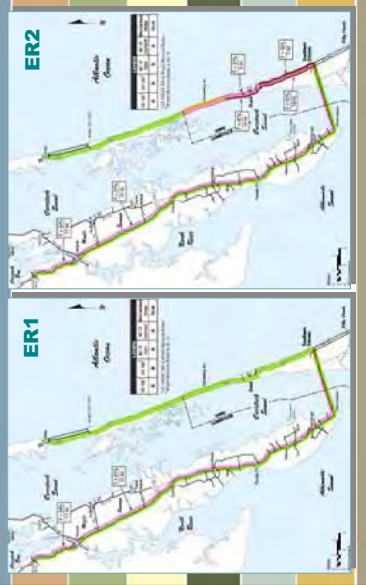
- Improving Efficiency of Existing Roads
  - Shifting Rental Times
  - Transportation Systems Management
  - Bus
- Felt
- Widen Existing Roads
- Mid-Currituck Bridge with various combinations of existing road widening

DR00

DR00



## ER1/ER2 Travel Benefits



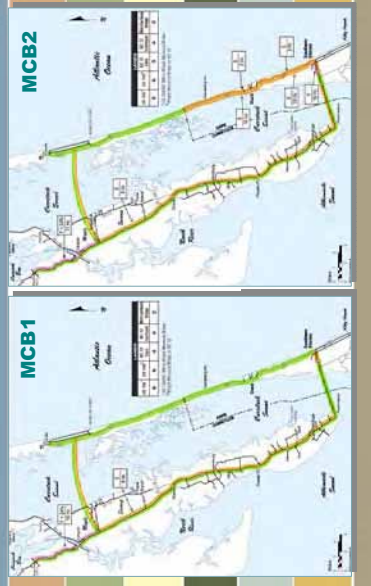
## Mid-Currituck Bridge + Widening



## Mid-Currituck Bridge



## MCB1/MCB2 Travel Benefits



## Essential NC 12 Widening

- Needed to the intersection of Clubhouse Road to keep traffic from backing up through the intersection of NC 12 and the Mid-Currituck Bridge





## Essential NC 12 Widening

- Four 12-foot lanes
- 17.5-foot median
- 10-foot multi-use path
- Except for some minor grading, will fit within the existing 100-foot right-of-way



## MCB3/MCB4 Travel Benefits



## Comparison

	ER1	ER2	MCB1	MCB2	MCB3	MCB4
Annual VMT	-0%	-0%	-13%	-13%	-13%	-13%
Annual Congested VMT	-59%	-23%	-64%	-50%	-43%	-43%
Average Summer Travel Time Via WMB	-48%	-19%	-53% +MCB	-44% +MCB	-31% +MCB	-31% +MCB
Clearance Time	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	21.4 to 27 hrs	26.2 to 27 hrs	21.4 to 27 hrs
Relocations	227	47	201	21	11	11
Wetlands Filled/Bridged	27.5/ 0.0	27.0/ 0.0	38.8/ 7.2	30.8/ 7.2	30.8/ 7.2	30.8/ 7.2
Cost (millions)	\$656	\$313	\$938	\$631	\$469	\$476
Toll Financing	No	No	Bridge	Bridge	Yes	Yes
Recommendation	DROP			SELECT		

## Agency Thoughts

- Retain ER2
  - Some travel benefit
  - Avoids major displacement in Dare County
  - Avoids natural resource impacts of Maple Swamp and Currituck Sound crossing
  - Potentially affects development patterns differently from a MCB
- Retain MCB2
  - Offers the best travel benefits while avoiding major displacement in Dare County

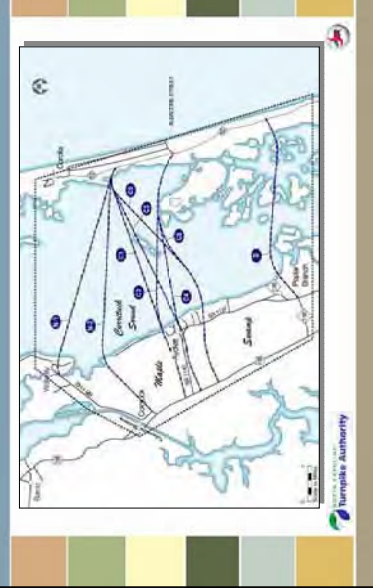
## NCTA Detailed Study Alternatives



## Bridge Corridor Alternatives



## Bridge Corridor Alternatives



## Mainland Corridor Selection

- C1/C2 Best balance between minimizing Aydlett impacts and natural resource impacts
  - C3/C4 Substantial impacts with both impacts to Aydlett and natural resources
  - C5/C6 Near southern edge of Aydlett
    - Passes through unique Bay Forest
    - New tree fragmentation
    - Likely not permissible under Section 404 of the Clean Water Act
- SELECT C1/C2  
DROPP C3/C4  
DROPP C5/C6

## Outer Banks Corridor Selection

- C1
  - Affects northern end of new subdivision
  - Minimizes wetland impacts
- C2
  - Ends commercial area
  - Bridges site selected for Official Map in the 1990's
  - Bridges wetlands and natural habitat

**SELECT**

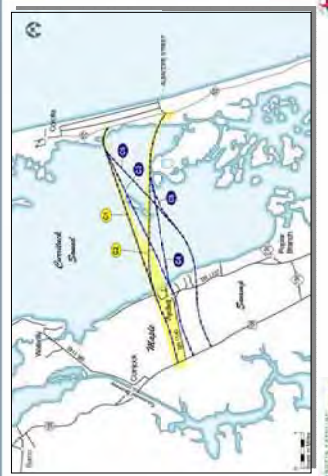
**SELECT**



## Interchange Alternatives



## NCTA Detailed Study Bridge Corridors



## C1/C2 and NC 12 Access Changes

- With four-lane road
  - Median is now the NCDOT standard
  - Full breaks in the median at 1,200-foot intervals
- Where remains two-lane
  - No change in access is required



### C2—South of TimBuckII

South of TimBuckII to Currifuck Clubhouse Drive	
NC 12 to 4 Lanes	2.1 miles
Revised Access Points	3 of 10
Right In – Right Out Only	3
Leftovers	0

TimBuckII Authority

### C1 Termini on Outer Banks

Carolla Bay to Currifuck Clubhouse Drive

NC 12 to 4 Lanes	4.1 miles
Revised Access Points	13 of 26
Right In – Right Out Only	10
Leftovers	3

TimBuckII Authority

### C2—North of TimBuckII

North of TimBuckII to Currifuck Clubhouse Drive	
NC 12 to 4 Lanes	2.5 miles
Revised Access Points	10 of 17
Right In – Right Out Only	8
Leftovers	2

Official Map Site

TimBuckII Authority

### C1 NC 12 Widening at Food Lion

TimBuckII Authority

## Two-Lane Bridge Decision

- Substantially less expensive than a 4-lane bridge (\$130 million to \$200 million less)
- Provide acceptable summer weekend travel times
  - 2-Lane—38 mph and 12.6 minutes
  - 4-lane—54 mph and 8.9 minutes



## Next Steps

- Obtain public comment on purpose and need and alternatives
- Complete purpose and need and alternatives decisions
- Prepare the Draft Environmental Impact Statement
- Public Hearings
- Select a Preferred Alternative



## Bridge Alternatives



## Schedule

- Draft Environmental Impact Statement—**Summer 2008**
- Final Environmental Impact Statement—**May 2009**
- Record of Decision—**August 2009**
- Begin Construction—**October 2009**
- Project open to traffic—**Fall 2013**



## Why Toll Roads in North Carolina?

- Conventional funding not sufficient to meet all transportation needs
- 42% increase in population by 2030
- \$65 billion gap between transportation needs and revenues
- Expedite roadway construction
- Provide less congested, higher speed routes



## Tolls for Mid-Currituck Bridge

- Cash and ETC accepted
- Toll rate has not been determined
  - Tolls may be relatively high due to unique nature of the bridge location and the potential toll customer market
  - Seasonal pricing and other pricing mechanisms may be considered to market the toll bridge



## North Carolina Turnpike Authority

- Created in 2002 to use alternative financing to pay for roads
- Authorized to plan, develop, construct, operate, and maintain up to 9 toll facilities
- Mid-Currituck Bridge adopted by NCTA in 2006



## Mid-Currituck Bridge Toll Plaza



## Public Private Partnership (PPP)

- PPP
  - Contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery of transportation projects
- Long term lease agreement
  - Long term lease to a private sector concessionaire for a prescribed period during which they have the right to collect tolls on the facility
  - The private partner must operate and maintain the facility and in some cases make improvements to it



## Questions



## Pre-Development Agreement

- NCTA staff now authorized to issue a Request for Proposals for a pre-development agreement for the Mid-Currituck Bridge project.





# MEMORANDUM

To: John Page, Chris Lloyd Date: April 4, 2008  
 From: Ryan Walsh  
 Subject: Summary of Local Elected Officials Meetings, Currituck and Dare Counties

**February 26, 2008**  
**Currituck County Local Elected Officials Meeting**  
**Currituck Courthouse**

In Attendance:

Dan Scanlon, Currituck County Manager  
 Ben Woody, Currituck County Planning Director  
 Barry Nelms, Board of Commissioners, Chairman  
 Gene Gregory, Currituck County Commissioner  
 David Webb, Currituck County Chief Planner  
 Peter Bishop, Currituck Economic Development Director  
 Janet Taylor, Currituck County Commissioner  
 Brenda Clayman, Daily Advance  
 Jeff Hampton, Virginian Pilot

NC DOT, NCTA and Project Team in attendance:

Bob Capehart, North Carolina Department of Transportation  
 Steve DeWitt, North Carolina Turnpike Authority  
 Mike Fendrick, Parsons Brinkerhoff  
 Jennifer Harris, North Carolina Turnpike Authority  
 Sang Hamilton, North Carolina Turnpike Authority  
 Chip Hawke, North Carolina Turnpike Authority (Carolina Land Acquisitions)  
 BenJetta Johnson, North Carolina Department of Transportation  
 Chris Lloyd, Parsons Brinkerhoff  
 Eric Misak, Parsons Brinkerhoff  
 John Page, Parsons Brinkerhoff  
 Christy Shumate, North Carolina Turnpike Authority  
 Reid Simons, North Carolina Turnpike Authority

**HOWARD/STEIN-HUDSON ASSOCIATES, INC.**  
 517 West 35<sup>th</sup> Street, 7<sup>th</sup> Floor • New York, New York 10001 • www.hshassoc.com  
 Phone (917) 359-0488 • Fax (917) 359-1068 • info@hshassoc.com

Dewayne Sykes, North Carolina Department of Transportation  
 Roger Thomas, North Carolina Department of Transportation  
 Ryan Walsh, Howard/Stein-Hudson

### Introduction

Steve DeWitt, of the North Carolina Turnpike Authority commenced the meeting by welcoming attendees and providing introductions. The project team delivered a presentation, accompanied by a slide show, which provided a summary of the study activities, the statement of the Purpose and Need, and a detailed description of the alternatives analysis findings. Following the presentation, the meeting was opened to comments and questions from attendees.

### Summary of Comments and Questions

- C: Shutting of Albacore Street would present a problem for the Whalehead Club.
- C: Tourists would benefit from a 5-6 day pass that would allow multiple bridge crossings for a single payment.
- C: The project team should consider handling runoff from the bridge to minimize the environmental impacts.
- C: The impacts on Aydlett have to be a consideration.  
 A: No direct access would be provided between Aydlett and the bridge. No changes would be made to Aydlett's road system.
- C: The project team should work to get investment firms involved in financing the project, if it has not already.
- C: In the event of a Category 3 storm or greater, Virginia might close the state border. Putting a third north bound lane on US 158 might not have the desired effect if this occurs.
- C: There will be major land use changes on the mainland.
- Q: What would be the cost of the toll if implemented?  
 A: Toll rates have not been determined but would be in the \$6-12 per trip range.
- Q: Would there be a bridge over the Maple Swamp?  
 A: Yes.
- Q: What kind of federal funding might be available?  
 A: Transportation Infrastructure Finance and Innovation Act (TIFIA) funds, this is different than traditional federal funding.
- Q: Will there be a pedestrian pathway?



A: Pedestrian accommodations are being considered.

- Q: Why are only two lanes proposed for the bridge?  
A: Two lanes would provide an acceptable level of traffic service for forecast demand through 2035.
- Q: Does this project need gap funding? What would be the local or state contribution?  
A: At this time, it is expected that the project could be fully financed through a public-private partnership.

**February 28, 2008**  
**Dare County Local Elected Officials Meeting**  
**Southern Shores Town Hall**

In Attendance:

- Neil Morrison, Duck Town Council
- Don Smith, Mayor, Southern Shores
- Andy Garman, Planning Department
- Chris Layton, Duck Town Manager
- Bart Smith, Duck Town Council
- Warren Judge, Dare County Commissioner, Chairman
- Jodi Hess, Southern Shores Town Council
- Tony Sylvester, Coastland Times

NCDOT, NCTA and Project Team in attendance:

- Lonnie Brooks, North Carolina Department of Transportation
- Steve DeWitt, North Carolina Turnpike Authority
- Ted Devin, North Carolina Department of Transportation
- Mike Fendrick, Parsons Brinkerhoff
- Jennifer Harris, North Carolina Turnpike Authority
- Chip Hawke, North Carolina Turnpike Authority (Carolina Land Acquisitions)
- George Hoops, Federal Highway Administration
- Jerry Jennings, North Carolina Department of Transportation
- Donna Keener, North Carolina Turnpike Authority
- Chris Lloyd, Parsons Brinkerhoff
- Eric Misak, Parsons Brinkerhoff
- John Page, Parsons Brinkerhoff
- Christy Shumate, North Carolina Turnpike Authority
- Reid Simons, North Carolina Turnpike Authority
- Robert Spencer, North Carolina Turnpike Authority
- Ryan Walsh, Howard/Stein-Hudson
- Brian Yamamoto, North Carolina Turnpike Authority

**Introduction**

Steve DeWitt, of the North Carolina Turnpike Authority commenced the meeting by welcoming attendees and providing introductions. The project team delivered a presentation, accompanied by a slide show, which provided a summary of the study activities, the statement of the Purpose and Need, and a detailed description of the alternatives analysis findings. Following the presentation, the meeting was opened to comments and questions from attendees.

**Summary of Comments and Questions**

- C: The Town of Duck is against widening NC 12 but acknowledges that in 30 or 40 years, some widening may be necessary.
- C: Widening would destroy the environment.
- C: Widening would make crossing NC 12 unsafe for pedestrians.
- C: Widening would change the entire mentality of the Outer Banks.
- C: Widening would decrease the quality of life in the area.
- C: There is need for a bridge in order to provide access to the northern Outer Banks.
- C: The project team must recognize the unique nature of NC 12 during rain events. The road is prone to flooding and impassability
- C: The Town of Duck has a positive relationship with NCDOT
- Q: Considering there is not a private partner confirmed, will it be possible to meet the project schedule?  
A: Yes.

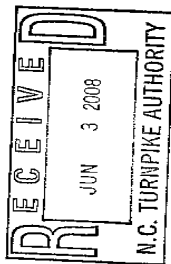


**THE ALBEMARLE COMMISSION**  
LEAD REGIONAL ORGANIZATION FOR REGION R

*Member Governments*

- Camden
- Chowan
- Currituck
- Dare
- Gates
- Hyde
- Pasquotank
- Perquimans
- Tyrrell
- Washington
- Columbia
- Creswell
- Edenton
- Elizabeth City
- Gatesville
- Hertford
- Kill Devil Hills
- Kitty Hawk
- Manteo
- Nags Head
- Plymouth
- Roper
- Southern Shores
- Winfall

Ms. Jennifer Harris  
NC Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578



Dear Ms. Harris:

Enclosed please find the Resolution in Support of the Mid-Currituck Bridge and the North Carolina Turnpike Authority, as adopted by the Albemarle Rural Planning Organization, April 2<sup>nd</sup>, 2008. The Albemarle RPO has enjoyed working with the NC Turnpike Authority, and if we can be of any assistance in the future, please do not hesitate to contact us. Thank you for your participation!

Best Regards,

*Morgan A. Jethro*  
Morgan A. Jethro  
Regional Planner/RPO Coordinator

/s/ncj



**THE ALBEMARLE COMMISSION**  
LEAD REGIONAL ORGANIZATION FOR REGION R

*Member Governments*

- Camden
- Chowan
- Currituck
- Dare
- Gates
- Hyde
- Pasquotank
- Perquimans
- Tyrrell
- Washington
- Columbia
- Creswell
- Edenton
- Elizabeth City
- Gatesville
- Hertford
- Kill Devil Hills
- Kitty Hawk
- Manteo
- Nags Head
- Plymouth
- Roper
- Southern Shores
- Winfall

**The Albemarle Rural Planning Organization**  
RESOLUTION SUPPORTING THE MID-CURRITUCK BRIDGE

AND  
NORTH CAROLINA TURNPIKE AUTHORITY

**WHEREAS**, the Albemarle Rural Planning Organization is the designated Rural Transportation Planning Organization for Region R, as sanctioned by the North Carolina Department of Transportation; and

**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

**WHEREAS**, the Albemarle Rural Planning Organization strongly supports the construction of the Mid-Currituck Bridge and agrees that the bridge will have a positive impact on Currituck County's Land Use Plan and Transportation Plan; and

**NOW, THEREFORE BE IT RESOLVED** by the Albemarle Rural Planning Organization, the designated Rural Transportation Organization for Region R, that the Mid-Currituck Bridge be Constructed in order to improve the quality of life and safety of the residents and visitors of Currituck and Dare Counties.

Adopted by the Albemarle Rural Transportation Planning Organization, this the 2<sup>nd</sup> day of April, 2008.

*Charles Ward*  
Charles Ward, Chair, Albemarle RPO Technical Advisory Committee (RTAC)  
*Morgan A. Jethro*  
Morgan Jethro, Albemarle RPO Coordinator



*David Soyner*

**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:

*Gwan H. Keene*  
Gwan H. Keene, CMG  
Clerk to the Board

*Barry C. Nelms*  
Barry C. Nelms,  
Chairman

**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

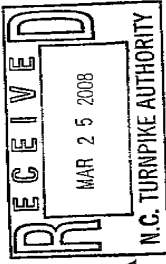
WHEREAS, plans for U.S. 158/Mid-County Bridge Interchange (Option B) and barrier wall at Waterlily Road fail to meet the expectation and requirement of the Aydlett and Church's Island communities and the Board of Commissioners for Currituck County.

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.



TOWN OF DUCK, NORTH CAROLINA



March 19, 2008

Ms. Jennifer Harris, PE  
Environmental Engineer  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27669-1578

Re: Town of Duck Comments on Mid-Currituck Bridge

Dear Ms. Harris:

The intent of this letter is to provide you with comments on behalf of the Duck Town Council regarding the recommendations provided by the North Carolina Turnpike Authority on the proposed Mid-Currituck Bridge. The Duck Town Council met on March 5, 2008 to discuss the information presented at the most recent local elected officials meeting held on February 28, 2008. First let me say that we were very impressed with the information presented at these meetings and the progress by the North Carolina Turnpike Authority and others working on this project. We were very encouraged by the recommendation of the Authority to continue to study only the two bridge alternatives which do not include widening of NC 12 north of US 158. We were also encouraged by the timeline established by the Authority and the prospect of a public/private partnership to expedite implementation of this vital transportation amenity.

We agree with the stated purpose and need for the project and were pleased to see that hurricane evacuation has been added to the list of justifications for the project. We believe a bridge alternative is necessary not only to meet the legislative standard evacuation time of 18 hours, but also to provide an alternative evacuation route for the public in the event NC 12 is blocked during a severe storm event. It is not unusual for portions of NC 12 within the Town or throughout the northern Outer Banks to become virtually impassable due to overwash or heavy rainfall. There is also the potential for inlet formation within the Town. As you may already know, we are currently working on a project with the NCDOT to raise a section of NC 12 near the Tuckahoe subdivision that experiences frequent flooding. We have been very fortunate that the road has not become impassable prior to or during a mandatory evacuation. There is no evidence that a widening alternative would involve roadway re-design and reconstruction to a point where flooding problems would be resolved and an evacuation alternative would not be necessary.

Relative to the other key objectives in the stated purpose and need, we would like to provide the following comments:

P. O. Box 8369 • Duck, North Carolina 27949  
252-255-1234 • 252-255-1236 (fax) • www.townofduck.com

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.

*A. Owen Etheridge*  
A. Owen Etheridge, Chair  
Board of Commissioners

ATTEST:

*Mary S. Gilbert*  
Mary S. Gilbert  
Deputy Clerk to the Board



Reduction of travel time and improving system efficiency with an additional linkage between the mainland and the Outer Banks are two objectives that we believe specifically support a bridge rather than a widening alternative. We would argue that a widening alternative alone does not meet the objectives in the purpose and need. Simply stated, a widening alternative does not provide an additional linkage between the mainland and the Outer Banks and therefore in no way addresses this objective. Further, for destinations on the northern Outer Banks, specifically in the Corolla area, travel distance would not be reduced with a widening alternative, which would not mean a significant reduction in travel time. This fact is evidenced by data presented at the most recent project meetings, where only the bridge alternatives will result in a reduction in annual vehicle miles traveled on US 158 and NC 12 in the design year. The bridge alternatives will also serve to divert a significant amount of southbound traffic near the community of Aydtlett, which would improve traffic flow to the Wright Memorial Bridge and positively impact travel times for travelers to both the northern and southern Outer Banks communities. Although widening alternatives would include some improvements to US 158, the roadway capacity and level of service during the summer weekend would be significantly worse between Aydtlett and the US 158/NC 12 intersection with only a widening alternative. It is likely that Currituck County will continue to grow in this area, increasing local traffic and the number of signalized intersections. Even today during periods of heavy traffic, vehicles queue continuously from signal to signal from the US 158/NC 12 intersection to north of Barco and in some instances through the Virginia state line. Diversion of traffic at Aydtlett to a new bridge would significantly improve this situation.

At the most recent project meeting, it was noted that the agencies who have provided comments on this proposal believe that the Authority should continue to study alternatives that include widening NC 12 to three lanes north of US 158. This would include the ER2 and MCB2 alternatives. Based on the points noted above, we believe the ER2 alternative would not address the project purpose and need. We would also note that travel benefits are significantly less with the ER2 alternative when compared to the MCB3 and MCB4 alternatives. When reviewing the data presented by the Authority, the roadway level of service is significantly worse in the design year along NC 12 with the ER2 alternative. The estimated hours of congestion are also longer if only a three-lane widening is completed. While the MCB2 alternative would address the four objectives of the purpose and need related to travel benefits, and only because it includes a bridge alternative in addition to widening, we feel strongly that the level of community disruption from a three-lane widening would be overwhelming and entirely inconsistent with the goals we have tried to achieve as a Town. In addition to the relocations noted in the recent presentation, there are several impacts we believe are valid concerns and should be given priority in the future decisions affecting the alternatives that are carried forward for further study. These include:

*Safety/Community Separation*

The mix of thriving businesses and the location of a new 11-acre park in the Village Commercial area of Duck, as well as the ever-increasing number of tourist accommodations located in close proximity to the commercial core, are factors that have significantly increased the number of pedestrians and cyclists in the Village Commercial Area and throughout the remainder of Town. These factors, coupled with the fact that the primary pedestrian and bicycle route is also the only north/south transportation artery (NC 12) which distributes traffic in the summer season to all areas north of the Duck commercial core including the entire Currituck portion of the northern Outer Banks (over 9,000 dwelling units), have created a significant safety concern within the Duck community. With traffic volumes projected to increase significantly in the design year, Duck strongly encourages a bridge alternative, which will reduce the number of vehicle trips

through Duck by diverting traffic to the new bridge. A widening alternative will move traffic faster through the community, but it would not divert any traffic and would create a significant divide further separating the east and west sides of the community, discouraging pedestrian travel. The Duck Police Department has indicated that it is the through traffic (those with destinations north or south of Duck), rather than the local traffic, that has a tendency to travel at higher speeds and create safety issues within the community. Higher traffic volumes coupled with the number of driveway and street access points within the existing Village Commercial area ultimately means more potential for vehicular conflicts which could be avoided if many of the through trips are diverted to a new bridge.

*Relocations*

Even a three-lane widening would displace 47 properties, many of which are located within the Duck community.

*Right-of-Way Acquisitions*

In addition to relocations, it is anticipated that additional right-of-way would be necessary to accommodate a three-lane roadway. This would degrade property values by reducing lot sizes and creating zoning non-conformities. Additionally, right-of-way acquisitions could impact required septic areas which could render properties unusable without the necessary area for wastewater disposal. Many residences or businesses would experience additional noise and air quality impacts due to a decrease in their distance to the roadway.

*Pedestrian and Bicycle Impacts*

In recent years, Duck has enacted land use regulations to improve pedestrian safety and encourage pedestrian travel. Duck has adopted a series of design guidelines for commercial areas to support shared accesses and limit vehicular conflicts with pedestrians, and require developers to install on-site pedestrian linkages to shopping and recreation, including the Town's trail system. Regulations have also been adopted which limit the width and number of curb cuts and provide minimum separation distances from other curb cuts and street intersections. Widening of NC 12 in lieu of a Mid-Currituck Bridge would negate many of the efforts we have made as a community to encourage non-motorized travel.

*Consistency with Land Use Plan*

The Town of Duck Land Use Plan was adopted on February 2, 2005. The Land Use Plan clearly supports a bridge alternative and maintenance of NC 12 through Duck in its current configuration and alignment. A widening alternative would be inconsistent with the Town's adopted Land Use Plan. Some of the relevant goals, policies, and objectives from the Land Use Plan include:

- GOAL #26: Ensure a safe, efficient transportation system with NC 12 remaining a two-lane facility and the construction of a mid-Currituck County bridge.
- POLICY #26a: Duck supports the construction of a mid-Currituck County bridge and maintenance of the existing two-lane configuration of NC 12 with the Duck Trail along NC 12 through Duck.
- OBJECTIVE #26a: Lobby for the construction of a mid-Currituck County bridge.
- OBJECTIVE #26b: Lobby for maintaining NC 12 as a two-lane facility in its present configuration through Duck.

- OBJECTIVE #26d: Encourage the provision of a safe, efficient transportation system given State and local finances, topography, geography, and natural systems and surrounding land uses and development.

One of the core components of the Land Use Plan includes an adopted Vision Statement for the Town. The Vision Statement describes the general form and appearance the Town wishes to maintain. It is a critical description of our community character and the quality of life we enjoy and desire to preserve. The Vision Statement as well as the Land Use Plan were developed through an extensive public involvement process. The Vision Statement states that "the Town of Duck desires to remain a slow paced, coastal village and family oriented vacation destination." For this to occur it notes that "the continuation of its present physical appearance and form is important-if not critical-to-the Town if it is to maintain its unique character..." Throughout the development of the Land Use Plan and the Vision Statement, one of the most commonly cited threats to the accomplishment of this vision was the widening of NC 12 throughout the Town of Duck. It is clearly not only the safety issues, property acquisitions, or pedestrian and bicycle impacts that represent the primary effects of the NC 12 widening; it is the appearance of a widened facility and the changes to this corridor that would degrade our community and the vision we have worked so hard to achieve.

In closing, we would like to reiterate that we strongly agree with the recommendation of the North Carolina Turnpike Authority to select the MCB3 and MCB4 alternatives for further study and implementation. We believe these alternatives best meet the stated purpose and need for the project while recognizing and mitigating the potential environmental and community impacts within the project area and within the Town of Duck. Widening of NC 12 through the Duck community would fundamentally change the character of the Town and would be contrary to the efforts we have made to establish and maintain our Town's vision. We are hopeful that the Authority will consider only the bridge alternatives in future phases of the project.

Thank you for the opportunity to comment during this phase of the Mid-Currituck Bridge project. If there is any further assistance we can provide regarding these comments or any other items necessary to support your efforts, please feel free to contact us at any time.

Sincerely,

*Neil Morrison*  
Neil Morrison  
Mayor

cc: Members of the Duck Town Council  
Senator Marc Basnight  
Representative Timothy L. Spear  
Build the Bridge-Preserve Our Roads, Inc. (BB-PR)  
Dare County, Currituck County, Town of Southern Shores, Town of Kitty Hawk,  
Town of Kill Devil Hills, Town of Nags Head, Town of Manteo



**M. Renée Cahoon**  
Mayor

**Anna D. Sadler**  
Mayor Pro Tem

**Charles L. Cameron**  
Town Manager

**Town of Nags Head**

Post Office Box 99  
Nags Head, North Carolina  
27859

Telephone 252-441-5508

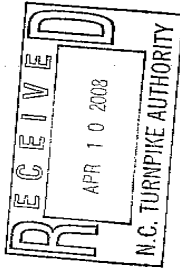
Fax 252-441-0776

www.townofnagshead.net

**Wayne Gray**  
Commissioner

**Bob Oakes**  
Commissioner

**Doug Remaley**  
Commissioner



April 9, 2008

Ms. Jennifer Harris, PE  
Environmental Engineer  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Re: Town of Nags Head comments on proposed Mid-Currituck Bridge

Dear Ms. Harris:

At the April 9, 2008 Town of Nags Head Board of Commissioners meeting, it was Board consensus to fully support the recommendation of the North Carolina Turnpike Authority on the proposed Mid-Currituck Bridge. The recommendation of the Authority is to continue to study only two bridge alternatives which does not include the widening of NC 12 north of US 158. Some additional comments:

- Hurricane evacuation is an important justification for the bridge project; Bridge construction would reduce travel time as well as provide an additional link between the mainland and the Outer Banks
  - A bridge alternative is strongly encouraged due to ever-increasing traffic volumes in the Town of Duck community - diverting traffic to the new bridge would reduce number of vehicle trips through the Town of Duck
- In closing, the Town of Nags Head Board of Commissioners fully supports the Town of Duck and strongly agrees with the recommendation of the North Carolina Turnpike Authority to consider only two bridge alternatives for further study and implementation. We are hopeful that the Authority will only consider the bridge alternatives in future phases of the project.

Regards,

*M. Renée Cahoon*  
M. Renée Cahoon, Mayor  
Town of Nags Head

MRC/cfm

CC: Town of Duck Council members  
Senator Marc Basnight  
Representative Tim Spear  
Build the Bridge - Preserve Our Roads, Inc (BB-PR)

RESOLUTION NO. 02-09-027

**RESOLUTION 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; AND **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 to the southern towns of Kitty Hawk, Kill Devil Hills, Nags Head, and beyond, 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 Nags Head Board of Commissioners firmly believes 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.

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

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

Adopted this 4th day of September 2002.

ATTEST:

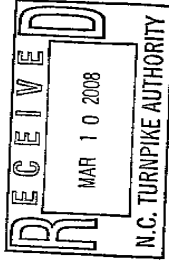
*Carolyn F. Marks*  
Carolyn F. Marks, Town Clerk

*Robert W. Muller*  
ROBERT W. MULLER, Mayor



**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



March 5, 2008

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Dear Ms. Harris,

This letter is a follow-up to my attending the Mid-Currituck Bridge meeting on February 28<sup>th</sup> in Southern Shores. As Mayor, I want to express my appreciation of all your efforts on moving forward with the bridge. As many of our citizens have expressed we do not desire RT 12/ Duck Road widened because it would have a devastating impact on our environment and our property values. There would also be added safety issues including but not limited to crossing 4 or 5 lanes of traffic.

As I stated during the meeting the traffic problem in large part is the result of the developing of the Currituck Outer Banks and the bridge will help to alleviate a large part of the traffic congestion traveling thru the towns of Southern Shores, Duck and Kitty Hawk. We are looking forward to the opening of the bridge in 2013.

Thanks again.

Sincerely,

*Don Smith*

Don Smith, Mayor of Southern Shores.



## Town of Southern Shores

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

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Resolution #2008-03-03

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

Whereas, the Town of Southern Shores has long-supported the construction of the Mid-Currituck Sound Bridge; and,

Whereas, the Mid-Currituck Sound Bridge was originally one of the projects that was to be funded wholly or in part by a toll used to pay for construction expenses of the Bridge and to later maintain the Bridge; and,

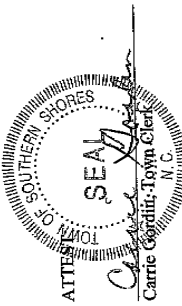
Whereas, the traffic congestion in Currituck and Dare counties caused by the lack of a Bridge is severely damaging the quality of life for communities in both counties; and,

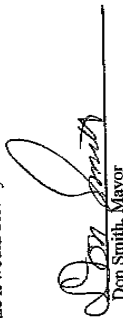
Whereas, construction of a Mid-Currituck Bridge would most significantly lessen this traffic in the above mentioned counties, save energy resources consumed by traffic gridlock, and provide an alternative route for both safety and hurricane evacuation.

Now, Therefore, Be it Resolved, the Southern Shores Town Council supports construction of the Mid-Currituck Sound Bridge and supports financing of the Bridge through imposition of a toll.

Be it Further Resolved, that the Southern Shores Town 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.

Approved this 4<sup>th</sup> day of March 2008.



  
Don Smith, Mayor