Appendix B

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

CITIZEN INVOLVEMENT ...........................................................................................................B-3

July 2004 Citizens Informational Workshops ........................................................................B-3
    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

February 2008 Citizens Informational Workshops ................................................................B-22
    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-35

April 2008 Request for Comments on Draft Statement of Purpose and Need and Alternatives Screening Report ............................................................................................................B-58
    Post Card Announcement ..................................................................................................B-58
    Public Comments Summary .............................................................................................B-59
    October 2008 Newsletter ..................................................................................................B-60

Small Group Meeting Minutes ..............................................................................................B-62
    March 27, 2002 ..................................................................................................................B-62
    July 18, 2002 .....................................................................................................................B-63
    March 31, 2004 ..................................................................................................................B-75
    October 12, 2009 ...............................................................................................................B-81

LOCAL OFFICIALS INVOLVEMENT .........................................................................................B-94

July 2004 Local Officials Meetings ..........................................................................................B-94
    Slide Show ........................................................................................................................B-94
    Currituck County Meeting Summary ..............................................................................B-105
    Dare County Meeting Summary ......................................................................................B-106

June 2, 2005 Joint Agency-Local Officials Meeting Minutes ....................................................B-108

October 26 and 27, 2005 Local Officials Field Trip Summary ...................................................B-111

February 26 and 28, 2008 Local Officials Meetings .................................................................B-116
    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
The NCDOT is in phase 2 of its study, selection of alternatives to evaluate in a Supplemental Draft Environmental Impact Statement. The first step of this phase is to evaluate the merits of potential improvement options in terms of how well they would reduce traffic congestion and improve travel time. Preliminary results of that work are summarized here.

Traffic flow was evaluated for forecast traffic in 2025. The forecast assumed build-out of every lot from Southern Shores to the northern end of NC 12. Additional development was assumed north of the end of NC 12. The ball charts (Tables 1 to 8) show potential peak hour (the single hour with the greatest travel demand) congestion in 2025 on a summer weekday and a summer weekend. As noted in the purpose and need, the NCDOT is focusing its efforts primarily on improving traffic flow during a summer weekday.

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 reflect the number of hours per day travel demand will create congested or heavily congested conditions. Traffic flow is shown as arising from transportation improvements that 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 tails 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 percent shown next to each red tail indicates 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.

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.
- 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 198, 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.
- Widening NC 12 to four lanes (with provisions for turns and/or a minimum four-foot center median) from Southern Shores to Corolla, widening US 158 east of the Wright Memorial Bridge to six lanes, divided by a median, and building an interchange at the intersection of NC 12 and US 158 would resolve most congestion problems in 2025 with or without a Mid-Currituck Sound Bridge. However, substantial costs and community impacts would be associated with such improvements. These factors will be added to traffic findings before any decision is made on what improvement alternatives will be evaluated in the planned 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.

- There would be some congestion on summer weekends on a one-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 1996 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. A decision can be made on what alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement.

### 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 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

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

- **Traffic Studies Show How Well Improvement Options Serve 2025 Travel Demand**

- **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, three primary measures are used to compare the merits of transportation improvement options:

1. Congestion: how well do improvement options address the problem;
2. Costs: what are the potential community and environmental impacts of the 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.

- **Vol. 2 / No. 1 / Summer 2004**
  - **NORTH CAROLINA**
  - **The NCDOT is in phase 2 of its study, selection of alternatives to evaluate in a Supplemental Draft Environmental Impact Statement. The first step of this phase is to evaluate the merits of potential improvement options in terms of how well they would reduce traffic congestion and improve travel time. Preliminary results of that work are summarized here.**

- **Traffic flow was evaluated for forecast traffic in 2025. The forecast assumed build-out of every lot from Southern Shores to the northern end of NC 12. Additional development was assumed north of the end of NC 12. The ball charts (Tables 1 to 8) show potential peak hour (the single hour with the greatest travel demand) congestion in 2025 on a summer weekday and a summer weekend. As noted in the purpose and need, the NCDOT is focusing its efforts primarily on improving traffic flow during a summer weekday.**

- **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 reflect the number of hours per day travel demand will create congested or heavily congested conditions. Traffic flow is shown as arising from transportation improvements that 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 tails 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 percent shown next to each red tail indicates 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.**

- **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. 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 198, 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.**

- **Widening NC 12 to four lanes (with provisions for turns and/or a minimum four-foot center median) from Southern Shores to Corolla, widening US 158 east of the Wright Memorial Bridge to six lanes, divided by a median, and building an interchange at the intersection of NC 12 and US 158 would resolve most congestion problems in 2025 with or without a Mid-Currituck Sound Bridge. However, substantial costs and community impacts would be associated with such improvements. These factors will be added to traffic findings before any decision is made on what improvement alternatives will be evaluated in the planned 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.**

- **There would be some congestion on summer weekends on a one-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 1996 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. A decision can be made on what alternatives to evaluate in detail in the Supplemental Draft Environmental Impact Statement.**
Currituck Sound Area Transportation Study / North Carolina Department of Transportation

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approaching Unstable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavily Congested</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approaching Unstable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavily Congested</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approaching Unstable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavily Congested</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approaching Unstable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavily Congested</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approaching Unstable Traffic Flow</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congested</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavily Congested</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 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)

### Six Phase Project Schedule

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 or suggestions through the website www.nndot.gov/project/Midcurrituck-bridge or contact the study team via the toll-free telephone information line (1-800-961-5488).

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 x858
E-mail: jharris@dor.state.nc.us

Mr. John Page, AICP CEP
Parsons Brinckerhoff Quade & Douglas, Inc.
909 Aviation Parkway - Suite 1300 - Morrisville, NC 27560
Phone: 919-468-2130
E-mail: pagej@pbworld.com

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 and Need for Improvements - Complete**
2. **Select Alternatives and Evaluate 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 (LEPDA) - 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**

Parsons Brinckerhoff Quade & Douglas, Inc.
909 Aviation Parkway, Suite 1500
Morrisville, North Carolina 27560
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 Bacone 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 nametags.
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 website (https://www.ncdot.gov/projects/mid-currituck-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

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

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.

Name: ________________________________________________________________
Address: __________________________________________ Apt./Suite No: ___________
Telephone: _____________________________ Fax:______________________________ E-mail: ________________________________________________________________
Representing: ________________________________________________________________

Please add me to your newsletter mailing list.

Comments: ________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
_________________________
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.

Legend
- Non-Summer Weekday
- Summer Weekday
- Summer Weekend

Potential Alternatives

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

- 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

  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

- 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.


Study Requirements

1. New Statement of Purpose and Need
   In transportation project development, three 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 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 laws, 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, farmlands, threatened and endangered species, water quality, wetland 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, but the potential indirect and cumulative impacts of all other reasonably foreseeable future private and public development activities in the project area also must be determined and discussed. In addition to 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.

   A public hearing is required by federal and state laws. 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 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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Grasso</td>
<td></td>
<td>521 Clinton St</td>
<td>612-234-6251</td>
<td><a href="mailto:RichardGrasso@att.net">RichardGrasso@att.net</a></td>
</tr>
<tr>
<td>Matthew W. Atwood</td>
<td></td>
<td>9388 Carova Rd</td>
<td>352-453-8240</td>
<td></td>
</tr>
<tr>
<td>Mike Tannen</td>
<td></td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cynthia V.</td>
<td></td>
<td>257 N. Dogwood</td>
<td>252-761-6792</td>
<td><a href="mailto:GVY@AOL.com">GVY@AOL.com</a></td>
</tr>
<tr>
<td>James S. Howlett</td>
<td></td>
<td>701 Ross ST</td>
<td>652-459-6657</td>
<td><a href="mailto:JamesSHowlett@AOL.com">JamesSHowlett@AOL.com</a></td>
</tr>
<tr>
<td>Beverly F. Reel</td>
<td></td>
<td>2644 S. Lake</td>
<td>412-893-4787</td>
<td><a href="mailto:BeverlyFReel@AOL.com">BeverlyFReel@AOL.com</a></td>
</tr>
<tr>
<td>Roger W. Nichols</td>
<td></td>
<td>4606 Grant CT</td>
<td>757-490-4785</td>
<td><a href="mailto:RogerWNichols@AOL.com">RogerWNichols@AOL.com</a></td>
</tr>
<tr>
<td>Kathleen A. Schmidt</td>
<td></td>
<td>1205 Lake Rd</td>
<td>252-453-2020</td>
<td><a href="mailto:KathleenASchmidt@AOL.com">KathleenASchmidt@AOL.com</a></td>
</tr>
<tr>
<td>Alicia McDonald</td>
<td></td>
<td>1205 Lake Rd</td>
<td></td>
<td><a href="mailto:AliciaMcDonald@AOL.com">AliciaMcDonald@AOL.com</a></td>
</tr>
</tbody>
</table>
# Currucck Sound Area Transportation Study - Citizens Informational Workshop

**July 15, 2004**

## Sign-In Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEITH HAYES</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>SANDRA KEPE</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>GEORGE KELLE</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>ROY FORLAND</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>JUNE FORLAND</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>J. MARVIN AUSTIN</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>LARRY BOWERS</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>MARGARET E. GREGORY</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>JUNE HOUSTON</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>SUE BARTLETT</td>
<td></td>
<td>1018 Duck Rd.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
</tbody>
</table>

---

# Currucck Sound Area Transportation Study - Citizens Informational Workshop

**July 15, 2004**

## Sign-In Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARRY ALEX</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>JOHN WOODSON</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>ALVIN KLITCOUG</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>BETTY MCNABY</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>SUE WILKINSON</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>ROBERT DUNCAN</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>JOHN H. CRISTMAN</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>LARRY SHAW</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
<tr>
<td>J. H. KENDRICK</td>
<td></td>
<td>204 Blount Ave.</td>
<td>361-6901</td>
<td><a href="mailto:keithh@payne.com">keithh@payne.com</a></td>
</tr>
</tbody>
</table>
## Currituck Sound Area Transportation Study - Citizens Informational Workshop
### July 15, 2004

**Sign-In Sheet**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joe Buck</td>
<td></td>
<td>629 Teen Ct, Currituck</td>
<td>252-455-0982</td>
<td><a href="mailto:JoeBuck01@AOL.com">JoeBuck01@AOL.com</a></td>
</tr>
<tr>
<td>Dan Luck</td>
<td></td>
<td>1400 Wright Rd, Kitty</td>
<td>252-261-2171</td>
<td><a href="mailto:DanLuck@AOL.com">DanLuck@AOL.com</a></td>
</tr>
<tr>
<td>Debra Lindsey</td>
<td>Self</td>
<td>14701 Duck Rd, KH</td>
<td>251-1882</td>
<td></td>
</tr>
<tr>
<td>Susan Botteley</td>
<td></td>
<td>420 Duck Rd</td>
<td>252-235-8948</td>
<td><a href="mailto:sbotteley@comcast.net">sbotteley@comcast.net</a></td>
</tr>
<tr>
<td>Richard</td>
<td></td>
<td>1900 Fourth St, Daisy</td>
<td>252-366-7772</td>
<td></td>
</tr>
<tr>
<td>Paul Kapinos</td>
<td></td>
<td>400 Tenth Ave, Southern</td>
<td>252-261-3064</td>
<td>PaulKapinos@com</td>
</tr>
<tr>
<td>Fran Kapinos</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Geo Farmer</td>
<td></td>
<td>40 Cornet Ave, Kitty</td>
<td>252-235-1124</td>
<td></td>
</tr>
<tr>
<td>Sean Drigalski</td>
<td>BB PR</td>
<td>1400 Duck Rd</td>
<td>252-235-8015</td>
<td>SeanDrigalski@com</td>
</tr>
<tr>
<td>Sue Coleham</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

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

**July 15, 2004**

**Sign-In Sheet**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>George O'Kane</td>
<td>Self</td>
<td>540 Wax Myra Rd, Kitty</td>
<td>252-255-2684</td>
<td>GeorgeOKane-101@com</td>
</tr>
<tr>
<td>Dan Lock</td>
<td></td>
<td>35 Trench Island, Kitty</td>
<td>252-366-7765</td>
<td></td>
</tr>
<tr>
<td>Ed Dake Wolfe</td>
<td></td>
<td>522 Trench Island, NC</td>
<td>252-366-1192</td>
<td></td>
</tr>
<tr>
<td>Linda Verne</td>
<td>Self Owner</td>
<td>110 Trench Island, Kitty</td>
<td>757-366-5308</td>
<td><a href="mailto:Linda@Verne.com">Linda@Verne.com</a></td>
</tr>
<tr>
<td>Pernie Davis</td>
<td></td>
<td>520 Trench Island, Kitty</td>
<td>252-483-4672</td>
<td><a href="mailto:Cotton@Verne.com">Cotton@Verne.com</a></td>
</tr>
<tr>
<td>Barry S. Robinson</td>
<td>Self</td>
<td>8GB Wax Myra Rd, Kitty</td>
<td>252-261-8517</td>
<td>BarrySRobinson@com</td>
</tr>
<tr>
<td>Sam Fitcher</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hagar Duval</td>
<td></td>
<td>23777</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brenda Klemmer</td>
<td>Daily Citizen</td>
<td>252-255-2684</td>
<td></td>
<td>brendaKlemmer@daily</td>
</tr>
<tr>
<td>Ray Cole</td>
<td>Corona President</td>
<td>252-261-8517</td>
<td></td>
<td>raycole@corona</td>
</tr>
</tbody>
</table>
### Currituck Sound Area Transportation Study - Citizens Informational Workshop

July 15, 2004

**Sign-In Sheet**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allan H. Storer</td>
<td>NCDOT L &amp; R</td>
<td>106 Grayson Ave.</td>
<td>252-261-9755</td>
<td>ahstorer@nccom</td>
</tr>
<tr>
<td>Timmy Williams</td>
<td></td>
<td>1634 North Main Street</td>
<td>252-261-9755</td>
<td>twilliams@nccom</td>
</tr>
<tr>
<td>Elizabeth Tucker</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>etucker@nccom</td>
</tr>
<tr>
<td>Bill Kirby</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>bkirby@nccom</td>
</tr>
<tr>
<td>Bill Milsch</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>bmilsch@nccom</td>
</tr>
<tr>
<td>Bill Skaggs</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>bsaggs@nccom</td>
</tr>
<tr>
<td>Bill Caine</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>bcaine@nccom</td>
</tr>
<tr>
<td>Rhoda Donovan</td>
<td></td>
<td>1205 Airport Rd Delta, NC 27929</td>
<td>252-261-2119</td>
<td>rdonovan@nccom</td>
</tr>
</tbody>
</table>

---

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

July 15, 2004

**Sign-In Sheet**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chris Stone</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>chrisstone@nccom</td>
</tr>
<tr>
<td>Debbie Brooks</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>debbiebrooks@nccom</td>
</tr>
<tr>
<td>Herb Robbins</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>herbrooks@nccom</td>
</tr>
<tr>
<td>John Stone</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>jstone@nccom</td>
</tr>
<tr>
<td>Barbaree Duke</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>barbareeduke@nccom</td>
</tr>
<tr>
<td>Duke Thompson</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>dukethompson@nccom</td>
</tr>
<tr>
<td>James Heinrich</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>jheinrich@nccom</td>
</tr>
<tr>
<td>Lewis Waterman</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>lwatwaterman@nccom</td>
</tr>
<tr>
<td>Ethan Chase</td>
<td></td>
<td>316 E MAIN ST</td>
<td>361-261-9755</td>
<td>echase@nccom</td>
</tr>
</tbody>
</table>
### Currituck Sound Area Transportation Study - Citizens Informational Workshop

#### July 21, 2004

#### Sign-In Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joe Lunden</td>
<td>Currituck Study</td>
<td>Route 3339, Box 361, Kure shrimp</td>
<td>254-4082, 449-8145</td>
<td><a href="mailto:JoeL@yahoo.com">JoeL@yahoo.com</a></td>
</tr>
<tr>
<td>Carol Powell</td>
<td></td>
<td>164 Crail Dr, Route 3339, Kure shrimp</td>
<td>261-3722</td>
<td><a href="mailto:carol@kureshop.com">carol@kureshop.com</a></td>
</tr>
<tr>
<td>John Bailey</td>
<td></td>
<td>133 Redwood Rd, Duck, North Carolina</td>
<td>241-8503</td>
<td><a href="mailto:john@kureshop.com">john@kureshop.com</a></td>
</tr>
<tr>
<td>Teresa Thomas</td>
<td></td>
<td>280 Hollander Dr, Duck, North Carolina</td>
<td>255-0743</td>
<td><a href="mailto:teresa@kureshop.com">teresa@kureshop.com</a></td>
</tr>
<tr>
<td>Terry Hobbs</td>
<td></td>
<td>104 Crail Dr, Kure shrimp, Kure shrimp</td>
<td>261-3547</td>
<td><a href="mailto:terry@kureshop.com">terry@kureshop.com</a></td>
</tr>
<tr>
<td>Sharon Brown</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Susan Smith</td>
<td></td>
<td>424 Loblolly Dr, Kure shrimp, NC</td>
<td>490-2788</td>
<td><a href="mailto:susan@kureshop.com">susan@kureshop.com</a></td>
</tr>
<tr>
<td>Kim Kensey</td>
<td></td>
<td>200 Main St, Duck, NC</td>
<td>261-3584</td>
<td><a href="mailto:kim@kureshop.com">kim@kureshop.com</a></td>
</tr>
<tr>
<td>Linda White</td>
<td></td>
<td>131 Charles Jenkins Blvd, Duck, NC</td>
<td>261-6131</td>
<td><a href="mailto:linda@kureshop.com">linda@kureshop.com</a></td>
</tr>
<tr>
<td>Barbara Thelen</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

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

#### July 21, 2004

#### Sign-In Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alisa Smith</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doug Jones</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nancy Faust</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Smith</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cindy Thomas</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brenda Camp</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joseph Carson</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Currituck Sound Area Transportation Study - Citizens Informational Workshop
### July 21, 2004

**Sign-In Sheet**

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rose Deacon</td>
<td></td>
<td>66 E. Davone Road, Session</td>
<td>252-767-7203</td>
<td><a href="mailto:rose@osika.com">rose@osika.com</a></td>
</tr>
<tr>
<td>Camden Jones</td>
<td></td>
<td>135 S. Lippincott St</td>
<td>252-724-9377</td>
<td><a href="mailto:cjd@yahoo.net">cjd@yahoo.net</a></td>
</tr>
<tr>
<td>Lin Clift</td>
<td></td>
<td>151 S. Lippincott St</td>
<td>251-774-757</td>
<td><a href="mailto:tycler@guilford.net">tycler@guilford.net</a></td>
</tr>
<tr>
<td>Emily O'Conner</td>
<td>FHWA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jeff Aldridge</td>
<td></td>
<td>192 Hillcrest Ferry</td>
<td>261-6640</td>
<td><a href="mailto:cmowen@justin.com">cmowen@justin.com</a></td>
</tr>
<tr>
<td>Larry Sharpe</td>
<td></td>
<td>446 Oldenberry Dr</td>
<td>255-5176</td>
<td><a href="mailto:sharpe@realmail.com">sharpe@realmail.com</a></td>
</tr>
<tr>
<td>Wayne Schuster</td>
<td></td>
<td>102 Quinque Walk</td>
<td>251-2814</td>
<td><a href="mailto:jschreiner@eastlink.net">jschreiner@eastlink.net</a></td>
</tr>
<tr>
<td>Gene Szymczak</td>
<td></td>
<td>184 Quinque Walk</td>
<td>251-2814</td>
<td><a href="mailto:gszymczak@eastlink.net">gszymczak@eastlink.net</a></td>
</tr>
<tr>
<td>George Keele</td>
<td></td>
<td>274 Hillcrest Drive</td>
<td>261-2032</td>
<td><a href="mailto:gkeele@er.net">gkeele@er.net</a></td>
</tr>
<tr>
<td>Lynn Miller</td>
<td></td>
<td>284 Geommie Drive</td>
<td>252-491-2387</td>
<td><a href="mailto:hollynmyer@apu.com">hollynmyer@apu.com</a></td>
</tr>
</tbody>
</table>

---

**Sign-In Sheet**

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thomas Higuenu</td>
<td>Resident</td>
<td>16820 Duck Road</td>
<td>252-261-6385</td>
<td><a href="mailto:nhiguen@lmitco.com">nhiguen@lmitco.com</a></td>
</tr>
<tr>
<td>Obie Jones</td>
<td></td>
<td>2375 W. Dent Drive</td>
<td>251-261-718</td>
<td><a href="mailto:obie@northcoast.net">obie@northcoast.net</a></td>
</tr>
<tr>
<td>Robert Miller</td>
<td></td>
<td>2375 W. Dent Drive</td>
<td>252-441-658</td>
<td><a href="mailto:rmiller@northcoast.net">rmiller@northcoast.net</a></td>
</tr>
<tr>
<td>Hebrew Reffett</td>
<td>Resident</td>
<td></td>
<td>252-261-3599</td>
<td><a href="mailto:hreffett@apu.com">hreffett@apu.com</a></td>
</tr>
<tr>
<td>William Coogan</td>
<td>SSGA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rachel Treadel</td>
<td></td>
<td>102 13th Ave</td>
<td>252-255-2464</td>
<td><a href="mailto:rtreadel@earthlink.net">rtreadel@earthlink.net</a></td>
</tr>
<tr>
<td>Bill Biddle</td>
<td>USACE</td>
<td>P.O. Box 100, Washington, NC 27818 (252) 261-8807</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christopher</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amy E. Dodson</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Debby Germany</td>
<td>Resident</td>
<td>114 Chincoteague Trail</td>
<td>252-261-2010</td>
<td><a href="mailto:duckbale@aol.com">duckbale@aol.com</a></td>
</tr>
</tbody>
</table>
### Currituck Sound Area Transportation Study - Citizens Informational Workshop
#### July 21, 2004

#### Sign-In Sheet
**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>David Smith</td>
<td>President</td>
<td>47 Ocean Blvd, South SP</td>
<td>252-261-6729</td>
<td></td>
</tr>
<tr>
<td>Michael Huddell</td>
<td></td>
<td>123 Ocean Blvd, South SP</td>
<td>252-261-6195</td>
<td><a href="mailto:mchudgel@comcast.net">mchudgel@comcast.net</a></td>
</tr>
<tr>
<td>Melissa McCarter</td>
<td></td>
<td>6595 12th St, South SP</td>
<td>252-201-8000</td>
<td></td>
</tr>
<tr>
<td>Randall &amp; Almeda Umien</td>
<td></td>
<td>133 Dogwood Trl, South SP</td>
<td>252-261-8637</td>
<td></td>
</tr>
<tr>
<td>Phillip &amp; Marie Cantwell</td>
<td></td>
<td>1146 NC 24-80, South SP</td>
<td>252-261-9914</td>
<td><a href="mailto:phil@kitchen.com">phil@kitchen.com</a></td>
</tr>
<tr>
<td>Ann M. Daniel</td>
<td></td>
<td>245 Woodland Dr, South SP</td>
<td>252-261-3323</td>
<td></td>
</tr>
<tr>
<td>Bill Brockett</td>
<td></td>
<td>28 Southern Shores, South SP</td>
<td>252-661-2176</td>
<td></td>
</tr>
<tr>
<td>Robin Richman</td>
<td></td>
<td>28 Southern Shores, South SP</td>
<td>252-661-2176</td>
<td></td>
</tr>
<tr>
<td>Michael Rivas</td>
<td></td>
<td>1109 Ocean Blvd, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Rick McDaniel</td>
<td></td>
<td>245 Woodland Dr, South SP</td>
<td>252-261-3322</td>
<td><a href="mailto:maclstr2004@comcast.net">maclstr2004@comcast.net</a></td>
</tr>
</tbody>
</table>

### Currituck Sound Area Transportation Study - Citizens Informational Workshop
#### July 21, 2004

#### Sign-In Sheet
**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>John C. Mack</td>
<td></td>
<td>178 Sea Oats Rd, South SP</td>
<td>252-661-2201</td>
<td></td>
</tr>
<tr>
<td>Howard &amp; Linda Easley</td>
<td></td>
<td>312 Ocean Blvd, South SP</td>
<td>252-661-6978</td>
<td></td>
</tr>
<tr>
<td>Nellie Ball</td>
<td></td>
<td>415 S. Main St, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>David Brown</td>
<td></td>
<td>11661 Webster Rd, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Ace Cramton</td>
<td></td>
<td>105 S. Main St, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>David &amp; Elizabeth Satterfield</td>
<td></td>
<td>45 S. Main St, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Rich Satterfield</td>
<td></td>
<td>105 S. Main St, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Jennifer Lusher</td>
<td></td>
<td>121 Ocean Blvd, South SP</td>
<td>252-661-8874</td>
<td><a href="mailto:jenlusher@chamber.net">jenlusher@chamber.net</a></td>
</tr>
<tr>
<td>Francis G. Currie</td>
<td></td>
<td>81 Ocean Blvd, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Dana Transeaveau</td>
<td></td>
<td>30 W. 1st Ave, South SP</td>
<td>252-661-8874</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td>Address</td>
<td>Telephone/Fax</td>
<td>E-mail</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------------</td>
<td>--------------------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Mary Ann Mason</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Paul</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Primac</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>June Kirkwall</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Julie Lappen</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daniel Rollins</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bev Green</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minnie Fromm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandra Barbara</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>horace loud</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Janet Echo</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jerry Taskett</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gary Shickham</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Larry Gage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonnie Smith</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Blues</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ray &amp; Roy Stoum</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Schwartz</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee Schiltz</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Currituck Sound Area Transportation Study - Citizens Informational Workshop
July 21, 2004
Sign-In Sheet
PLEASE PRINT.
## Currituck Sound Area Transportation Study - Citizens Informational Workshop
### July 22, 2004

### Sign-in Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joe Dow</td>
<td></td>
<td>105 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:johndow@arc.com">johndow@arc.com</a></td>
</tr>
<tr>
<td>Paul Johnson</td>
<td></td>
<td>504 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:pjohnson@arc.com">pjohnson@arc.com</a></td>
</tr>
<tr>
<td>Robert Monroe</td>
<td></td>
<td>318 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:rmonroe@arc.com">rmonroe@arc.com</a></td>
</tr>
<tr>
<td>Greg Sullivan</td>
<td></td>
<td>511 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:gmsullivan@arc.com">gmsullivan@arc.com</a></td>
</tr>
<tr>
<td>Michael son</td>
<td></td>
<td>311 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:msullivan@arc.com">msullivan@arc.com</a></td>
</tr>
<tr>
<td>Catherine Howard</td>
<td></td>
<td>110 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:choward@arc.com">choward@arc.com</a></td>
</tr>
<tr>
<td>Michael Bradley</td>
<td></td>
<td>108 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:mbradley@arc.com">mbradley@arc.com</a></td>
</tr>
<tr>
<td>William Matthews</td>
<td></td>
<td>110 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:wmatthews@arc.com">wmatthews@arc.com</a></td>
</tr>
<tr>
<td>Darlene Merrell</td>
<td></td>
<td>895 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:dmerrell@arc.com">dmerrell@arc.com</a></td>
</tr>
<tr>
<td>Paul O'Neal</td>
<td></td>
<td>893 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:poneal@arc.com">poneal@arc.com</a></td>
</tr>
</tbody>
</table>

---

## Currituck Sound Area Transportation Study - Citizens Informational Workshop
### July 21, 2004

### Sign-in Sheet

**PLEASE PRINT.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Address</th>
<th>Telephone/Fax</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gary Cardin</td>
<td>B.B. PG</td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:gcardin@arc.com">gcardin@arc.com</a></td>
</tr>
<tr>
<td>David Cardin</td>
<td>B.B. PG</td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:dcardin@arc.com">dcardin@arc.com</a></td>
</tr>
<tr>
<td>Jim Cardin</td>
<td>B.B. PG</td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:jcardin@arc.com">jcardin@arc.com</a></td>
</tr>
<tr>
<td>Bill Johnson</td>
<td>B.B. PG</td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:bjohnson@arc.com">bjohnson@arc.com</a></td>
</tr>
<tr>
<td>David &amp; Kathleen</td>
<td></td>
<td>894 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:dkarletha@arc.com">dkarletha@arc.com</a></td>
</tr>
<tr>
<td>Jack Mehta</td>
<td>SCA</td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:jmehta@arc.com">jmehta@arc.com</a></td>
</tr>
<tr>
<td>Christine Bursten</td>
<td></td>
<td>194 B. Cam, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:cbursten@arc.com">cbursten@arc.com</a></td>
</tr>
<tr>
<td>Ursula Steinmetz</td>
<td></td>
<td>217 Depot Trail, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:usteinmetz@arc.com">usteinmetz@arc.com</a></td>
</tr>
<tr>
<td>Melanie Mason</td>
<td></td>
<td>228 W. Camden, Blytheville, AR</td>
<td>757-599-4651</td>
<td><a href="mailto:mmason@arc.com">mmason@arc.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td>Address</td>
<td>Telephone/Fax</td>
<td>E-mail</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------</td>
<td>------------------</td>
<td>---------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Claire Yaw</td>
<td>PC B-78 Aydlett HC</td>
<td>27114</td>
<td>252-453-2353</td>
<td></td>
</tr>
<tr>
<td>Debra M. Ayd</td>
<td>Aydlett HC</td>
<td>PO Box 126</td>
<td>27110</td>
<td>252-453-2104</td>
</tr>
<tr>
<td>Robert H. Mooring</td>
<td>Aydlett HC</td>
<td>P. O. Box 197</td>
<td>27115</td>
<td>252-452-9289</td>
</tr>
<tr>
<td>Linda M. Cain</td>
<td>The Coastal Times</td>
<td>1732 Peppervine Rd</td>
<td>252-853-2746</td>
<td></td>
</tr>
<tr>
<td>Debora Haas</td>
<td>Aydlett HC</td>
<td>252-453-6444</td>
<td><a href="mailto:memora23@yahoo.com">memora23@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>James E. Davis</td>
<td>Landover</td>
<td>35500</td>
<td>703-455-8869</td>
<td></td>
</tr>
<tr>
<td>Opal McGregor</td>
<td>Aydlett HC</td>
<td>27110</td>
<td>252-452-8782</td>
<td></td>
</tr>
<tr>
<td>Renee S. Owen</td>
<td>CAF</td>
<td>8514 Topaz Dr.</td>
<td>252-453-2780</td>
<td></td>
</tr>
</tbody>
</table>

Currituck Sound Area Transportation Study - Citizens Informational Workshop

July 22, 2004

Sign-In Sheet

PLEASE PRINT.
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 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.

# # #
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
3375 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

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
1212 Mail Service Center
Raleigh, NC 27699-1578

midcurrituck@ncturnpike.org
Ph: 919-571-3800

Please visit the project website:
https://www.ncdot.gov/projects/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 preparing to make improvements in the Currituck Sound area between US 158 near Outer Banks and NC 12 near Corolla. Several alternatives, including repairing the existing US 158/NC 12 corridor and constructing a new bridge across Currituck Sound, have been considered. Several alternatives were evaluated for a new bridge as 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. The project is intended to ease congestion, reduce travel times, and provide enhanced evacuation and emergency access. The project is included in the 2007-2013 NCDOT State Transportation Improvement Program (STIP) as Project No. R-2575.

Visit Us On The Web For Additional Project Information www.ncturypike.org/pro
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 considers either 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 2012 |

*Subject to change.

Frequently Asked Questions

Will Tolls Pay For the Entire Project Cost?

Tolls 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 Tolls Cost Drivers?

Specific costs 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 revenues from tolls will be used to cover the cost of financing, operating, and maintaining the road.

How Will Tolls Be Collected?

The NCTA is evaluating different options for toll collection. NCTA will likely utilize an open road (fee/charging 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 unlocked 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 acquisition, operations, 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 license plates, 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 2020, our state's population is estimated to increase by 52 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 decision to find new sources of funding that could speed the construction of some critical highway projects or wait years, perhaps even decades, until traditional funds are available to build new 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:

Jennifer Harris, PE
North Carolina Turnpike Authority
1575 Mail Services Center
Raleigh, NC 27699-1575
mharris@ncturnpike.org
919-773-3590

Ms. John Page, AICP
PR
999 Aviation Parkway, Suite 1500
Morrisville, NC 27560
pagej@phxglobal.com
888-961-5465

Visit the project website at:

www.ncturnpike.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?
__________________________________________________________________________________
__________________________________________________________________________________
__________________________________________________________________________________
__________________________________________________________________________________

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?
__________________________________________________________________________________
__________________________________________________________________________________

How did you hear about the meeting?
☐ Postcard ☐ Newspaper ☐ Friend/Family ☐ Other: ________________________________

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?
__________________________________________________________________________________
__________________________________________________________________________________

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:
__________________________________________________________________________________
__________________________________________________________________________________
__________________________________________________________________________________

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27609-1578
midcurrituck@ncturnpike.org
Ph: 919-571-3000

Mr. John Page, AICP
PB
909 Aviation Parkway, Suite 1500
Morrisville, NC 27560
pagej@pbworld.com
Ph: 800-961-5465
US 158 Interchange Concepts

Compressed Y Interchange Design
NCTA Selected Concept
Partial Interchange/Intersection Design
Trumpet Interchange Design

Roadway (Edge of Pavement)
Bridges
Not to Scale

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.
**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*

---

**Widening & Bridge Alternatives Comparison**

<table>
<thead>
<tr>
<th></th>
<th>ER1</th>
<th>ER2</th>
<th>MCB1</th>
<th>MCB2</th>
<th>MCB3</th>
<th>MCB4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction in Annual Million Vehicle-Miles (VMT) Traveled on NC 12 and US 158 in 2035</td>
<td>-0%</td>
<td>-0%</td>
<td>-13%</td>
<td>-13%</td>
<td>-13%</td>
<td>-13%</td>
</tr>
<tr>
<td>Reduction in Annual Congested VMT in 2035</td>
<td>-59%</td>
<td>-23%</td>
<td>-64%</td>
<td>-50%</td>
<td>-43%</td>
<td>-43%</td>
</tr>
<tr>
<td>Reduction in Average Summer Travel Time Via Wright Memorial Bridge in 2035</td>
<td>-48%</td>
<td>-19%</td>
<td>-53%</td>
<td>+MCB time benefit</td>
<td>-44%</td>
<td>+MCB time benefit</td>
</tr>
<tr>
<td>Hurricane Evacuation Clearance Time</td>
<td>21.4 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td>26.2 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
</tr>
<tr>
<td>Relocations</td>
<td>227</td>
<td>47</td>
<td>201</td>
<td>21</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Wetlands Filled/Bridged in acres</td>
<td>27.5/0.0</td>
<td>27.0/0.0</td>
<td>38.8/7.2</td>
<td>38.8/7.2</td>
<td>30.8/7.2</td>
<td>30.8/7.2</td>
</tr>
<tr>
<td>Cost (millions)</td>
<td>$656</td>
<td>$313</td>
<td>$938</td>
<td>$631</td>
<td>$469</td>
<td>$476</td>
</tr>
<tr>
<td>Toll Financing of Cost</td>
<td>No</td>
<td>No</td>
<td>Bridge</td>
<td>Bridge</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>NCTA Recommendation</td>
<td>DROP</td>
<td>SELECT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>----------------------------------------------</td>
<td>------------------------</td>
<td>----------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stewart Pasternak</td>
<td>1617 Light St, Jr.</td>
<td>252-453-3830</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jay Heyman</td>
<td>130 Oakwood Pl. #33</td>
<td>910-761-2423</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phebe Cole</td>
<td>1208 PO Box 13, Coakla, NC</td>
<td>252-202-7168</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glenn Yardley</td>
<td>2822 Kitty Hawk</td>
<td>252-282-3200</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amy Hill</td>
<td>510 Magnolia Way, Coakla</td>
<td>252-453-2400</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rock Falaschi</td>
<td>96 W 52nd Ave, S Sh</td>
<td>252-293-2484</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ed Cox</td>
<td>532 Ocean Trail Circle</td>
<td>252-953-8606</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kathy Sandborn</td>
<td>#392 Sea Crazi Tr, Se. Shores</td>
<td></td>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knight Midgey Rua</td>
<td>114 Station Bay Dr, Duck, NC</td>
<td>252-561-7516</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Catherine A. May</td>
<td>689 Stayand Church, Coakla</td>
<td>252-453-6545</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eddie Lynch</td>
<td>292 W 5th Ave, Roells Dr</td>
<td>252-491-2788</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sonny Flowers</td>
<td>886 Magnolia Way, Coakla</td>
<td>252-453-0495</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Breban</td>
<td>740 Mariner Drive, Coakla</td>
<td>252-453-0492</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Magnifico Duck</td>
<td>862 Righteous DR, Coakla</td>
<td>252-453-4678</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. Perkinson</td>
<td>1933 Lake Gaillard, VA 23103</td>
<td>757-538-1336</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portraye Lee</td>
<td>71114 Timbody, Spark Hill, VA 23153</td>
<td>703-581-6569</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Katie Mann</td>
<td>535 Magnolia Way, Coakla</td>
<td>252-453-0435</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Robert Sanborn</td>
<td>392 SeaCats Trail, Southern Shores</td>
<td>252-291-4712</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Alice McDaniel</td>
<td>1185 Scotts Grove, Corolla NC</td>
<td>252-453-2491</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Shanna Kinsey</td>
<td>115 Catherine Dr., Holfington, NC</td>
<td>252-435-3547</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Mike Roach</td>
<td>204 Eagle Creek Rd, Nags Head</td>
<td>252-448-4871</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Bernie Spath</td>
<td>586 Ramshorn Rd.</td>
<td>252-453-0727</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Karen Clark</td>
<td>16 Riddle Drive, Duck, NC</td>
<td>252-928-5162</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Mike &amp; Nancy Kondash</td>
<td>522 Sand Bucket Arch, Corolla</td>
<td>252-457-0924</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Polly Tucker</td>
<td>1150 Sunset Dr., Corolla</td>
<td>252-453-9419</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Randy Dunn</td>
<td>512 Lightwave</td>
<td>252-453-9736</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Mike &amp; Nancy Kondash</td>
<td>908 Wharf Rd., Corolla</td>
<td>252-453-9088</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Wayne Davis</td>
<td>89 Lees Mill Rd, Corolla</td>
<td>252-453-0803</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Joe D. Davis</td>
<td>414 Bottles Lane, Corolla</td>
<td>252-453-2115</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Kathleen Hickey</td>
<td>1100 Persimmon Dr., Corolla</td>
<td>252-457-0077</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Susie Von Suskic</td>
<td>Resorts at Nags Head, 545 Corolla P.O. Box 545, Corolla, NC 27927</td>
<td>252-267-1088</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Lucy M. Gray</td>
<td>106 S Whalehead Drive, Corolla, NC 27927</td>
<td>252-457-7737</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Donald Mackenzie</td>
<td>P.O. Box 418, Corolla, NC 27927</td>
<td>252-457-4936</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.4. Dewey L. Umbarger</td>
<td>P.O. Box 512, Corolla, NC 27927</td>
<td>252-457-2800</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. John Lefer</td>
<td>1307 W. 17 South Fairmont, NC</td>
<td>252-334-3901</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. John Green</td>
<td>1057 Mileage, Corolla NC</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Harry Elam</td>
<td>772 East Meeting St., Corolla</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Sam Tanya</td>
<td>215 Sherry Way, Duck</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Lydia Taylor</td>
<td>2003 Quail Ridge, Duck, NC 27949</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Patricia Winer</td>
<td>107 Yacht Club, South Bethany, NC</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Ed Coffey</td>
<td>Box B-1, Duck, NC 27949</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Eleanor Collier</td>
<td>102 Yacht Club, Duck</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Rick Collier</td>
<td>102 Yacht Club, Duck</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Carol Cline</td>
<td>316 Lakeside Dr., Corolla, NC 27927</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16. Gary Springer</td>
<td>124 Lakeside Dr., Corolla, NC 27927</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17. Martha Springer</td>
<td>124 Lakeside Dr., Corolla, NC 27927</td>
<td>252-457-3811</td>
<td>YES</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>----------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Werner Scherer</td>
<td>884 Sea Ridge Dr, Corolla</td>
<td>252-453-4052</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jason Summerton</td>
<td>1311 Schoolhouse Rd, Corolla</td>
<td>252-457-1136</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gary M. Smith</td>
<td>PO Box 437, Corolla, NC 27927</td>
<td>252-202-2465</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jodi Woodruff</td>
<td>177 Cooper Rd, Kill Devil Hills, NC 27948</td>
<td>252-497-7700</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Andy Germain</td>
<td>PO Box 3839, Duck, NC 27949</td>
<td>252-555-1324</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cindy Ward</td>
<td>192 N. Snow Goose Dr, Duck</td>
<td>252-201-2783</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robert Coates</td>
<td>721 Squaw Creek Lane</td>
<td>252-453-5733</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gary Summerton</td>
<td>1176 Duck Rd, Duck</td>
<td>252-202-8287</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richard Blake</td>
<td>644 Surf Song Ln, Corolla</td>
<td>252-453-2445</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Karen Loughran</td>
<td>1007 Corolla Rd, Corolla</td>
<td>252-453-0060</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billie Veronee Madeen</td>
<td>112 Quinn Way, Duck</td>
<td>252-464-4441</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doug Countryman</td>
<td>1941 Duck Rd, Duck</td>
<td>252-455-3553</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L. Ray Barden</td>
<td>147 Hatter Day Rd, Duck</td>
<td>252-455-6509</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. T. Haueter</td>
<td>543 Resized Ct (MS)</td>
<td>253-453-2303</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Melissa Haueter</td>
<td>PO Box 167, Duck</td>
<td>252-455-2711</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meghan Agosto</td>
<td>1124 Carrotalk Pk, Corolla</td>
<td>619-0005</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beran D. Martin</td>
<td>866 W. York Rd, Corolla, NC</td>
<td>252-453-0266</td>
<td>Yes</td>
</tr>
<tr>
<td>John Heffern</td>
<td>866 Indigo Ct, Corolla</td>
<td>252-453-4266</td>
<td>Yes</td>
</tr>
<tr>
<td>Claudine Grielik</td>
<td>448 Indigo Ct, Corolla, NC 27927</td>
<td>252-453-4261</td>
<td>Yes</td>
</tr>
<tr>
<td>Delbert C. Martin</td>
<td>866 Carrotalk Pk, Corolla</td>
<td>252-453-1535</td>
<td>Yes</td>
</tr>
<tr>
<td>John Burns</td>
<td>760 Suicide Cr, Corolla</td>
<td>252-457-0544</td>
<td>Yes</td>
</tr>
<tr>
<td>Elise Echau</td>
<td>10809 Indigo Ct, Corolla, NC</td>
<td>252-453-0025</td>
<td>Yes</td>
</tr>
<tr>
<td>Betty Johndorf</td>
<td>112 Quinn Way, Duck</td>
<td>252-464-7977</td>
<td>Yes</td>
</tr>
<tr>
<td>John Nathanson</td>
<td>4605 S. 40th St, Philadelphia, PA</td>
<td>215-790-9452</td>
<td>Yes</td>
</tr>
<tr>
<td>David Taylor</td>
<td>1023 Corolla Rd, Corolla</td>
<td>252-453-3000</td>
<td>Yes</td>
</tr>
<tr>
<td>Patricia Ramsey</td>
<td>575 Corolla Rd, Corolla</td>
<td>252-453-1520</td>
<td>Yes</td>
</tr>
<tr>
<td>Mary Smith</td>
<td>935 W. York Rd, Corolla</td>
<td>252-453-6552</td>
<td>Yes</td>
</tr>
<tr>
<td>Amanda Lindsay</td>
<td>1470 Duck Rd, NC 27949</td>
<td>252-455-1833</td>
<td>Yes</td>
</tr>
<tr>
<td>Scotia Sorensen</td>
<td>610 S. Beach Rd, Corolla</td>
<td>453-1562</td>
<td>No</td>
</tr>
<tr>
<td>Anne Street</td>
<td>100 Summerfield Rd, Corolla</td>
<td>252-453-2229</td>
<td>Yes</td>
</tr>
<tr>
<td>Lynne Wilson</td>
<td>PO Box 255, Corolla</td>
<td>252-453-4576</td>
<td>Yes</td>
</tr>
<tr>
<td>Paul Mashon</td>
<td>1200 Lake Rd, Corolla</td>
<td>252-453-5552</td>
<td>Yes</td>
</tr>
<tr>
<td>David Robinson</td>
<td>102 Anne Way, Corolla</td>
<td>252-453-5173</td>
<td>Yes</td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>-----------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1. Stephanie Smith</td>
<td>295 Bendix Rd Ste 600 Virginia Beach, VA 23420</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>2. Scott Davis</td>
<td>10517 Foxhollow Dr, Virginia Beach, VA 23455</td>
<td>757-455-4058</td>
<td>N</td>
</tr>
<tr>
<td>3. Tony McFarland</td>
<td>1309 Atlantic Ave Carolina, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>4. Roger B. Brothers</td>
<td>100 N. Snow Geese Dr., Virginia Beach, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>5. Alan Glatkowski</td>
<td>200 N. Snow Geese Dr., Virginia Beach, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>6. Bob Sternberg</td>
<td>100 W. Virginia Beach Blvd., Virginia Beach, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>8. Vinny Gross</td>
<td>1309 Atlantic Ave Carolina, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>9. John Fricker</td>
<td>100 W. Virginia Beach Blvd., Virginia Beach, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>11. Edward Jones</td>
<td>1309 Atlantic Ave Carolina, VA 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
<tr>
<td>13. Jack Rigg</td>
<td>985 Western Ave Carolina, NC 23455</td>
<td>757-455-4058</td>
<td>Y</td>
</tr>
</tbody>
</table>
| Name (Please Print) | Address | Telephone Number | Add to Mailing List?
|---------------------|---------|-----------------|----------------
| 1. Jack Hughes      | PO Box 2025, Kitty Hawk, NC 27949 | 252-241-1791 | Yes |
| 2. Edith White      | PO Box 196, Kitty Hawk, NC 27949 | 252-253-6590 | Yes |
| 3. David Lunt     | 812 Sandpiper Drive | 252-471-1500 | Yes |
| 4. David Kennedy    | 625 Rolling Lane Court | 252-453-5257 | Yes |
| 5. Robert L. Glenn | 660 Rolling Lane Court | 252-87-4592 | Yes |
| 6. William G. McLean | 680 Rolling Lane Court | 252-453-5257 | Yes |
| 7. Michael Cherry  | 813 Rolling Lane Court | 252-453-5257 | Yes |
| 8. Robert Smith    | 760 Rolling Lane Court | 252-453-5257 | Yes |
| 9. Edward C. Smith | 760 Rolling Lane Court | 252-453-5257 | Yes |
| 10. Michael Brown | 580 Ocean Trail Court, NC | 252-453-5257 | Yes |
| 11. Krista Templeton | PO Box 2025, Kitty Hawk, NC | 252-453-5257 | Yes |
| 12. Susan Engle | 760 Rolling Lane Court | 252-453-5257 | Yes |
| 13. William J. Miller | 157 Yaupon Lane | 252-253-1921 | Yes |
| 14. David J. Miller | 157 Yaupon Lane | 252-253-1921 | Yes |
| 15. George Grinnan | 106 Quail Run | 252-253-1921 | Yes |
| 16. Rosemary Dante | 157 Yaupon Lane | 252-253-1921 | Yes |
| 17. John B. Smith | 157 Yaupon Lane | 252-253-1921 | Yes |
North Carolina Turnpike Authority
Citizens Informational Workshop
Mid-Currituck Bridge Project
TIP Project No. R-2576
February 2008
SIGN – IN SHEET

<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jennifer Symons</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Jonathan Sneed</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Susan Carolin</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Linda Cain</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Michael Brinkley</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Richard Sneed</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Millie Young</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Lara Marie Lippert</td>
<td>100 Windy Hill Ct, Aydlett, NC</td>
<td>252-483-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Jane McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>William McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Jamie McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Brenda McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Roger McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Richard McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Nathaniel McFarland</td>
<td>3005 Courthouse Rd, Edenton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doris Griffin</td>
<td>550 Poplar Branch Rd</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Michael Davis</td>
<td>137 Cunard St, Manteo, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Wallace Davis</td>
<td>137 Cunard St, Manteo, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>John Appell</td>
<td>100 Spinnaker Rd, Manteo, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Warren E. Austin</td>
<td>4044 Carolina Hwy, Barco</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Donna Collins</td>
<td>6044 Colonial Hwy, Barco</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Steve Crowe</td>
<td>2402 Plaza Pl, Suite 200, Buxton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>John Kyle</td>
<td>2402 Plaza Pl, Suite 200, Buxton, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Linda Mullins</td>
<td>PO Box 11, Aydlett, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>John Mullins</td>
<td>PO Box 11, Aydlett, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Jim Gobins</td>
<td>408 Narrow Shoals Rd, Aydlett</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Peter Garret</td>
<td>2100 Church St, Kill Devil Hills, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Tom McFarland</td>
<td>408 Narrow Shoals Rd, Aydlett</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Marlon McFarland</td>
<td>408 Narrow Shoals Rd, Aydlett</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Michelle Phillips</td>
<td>PO Box 134, Coinjock, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>John H. Snowden</td>
<td>PO Box 302, Maple, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Jim Owens</td>
<td>PO Box 302, Maple, NC</td>
<td>252-334-3230</td>
<td>Yes</td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1. Connie Warren</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-6495</td>
<td>No</td>
</tr>
<tr>
<td>2. Richard Martin</td>
<td>103 Celeste Dr. Aydellet</td>
<td>202-9141</td>
<td>Yes</td>
</tr>
<tr>
<td>3. David W. W.</td>
<td>103 Celeste Dr. Aydellet</td>
<td>491-2494</td>
<td>Yes</td>
</tr>
<tr>
<td>4. Linda Sheppard</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2881</td>
<td>No</td>
</tr>
<tr>
<td>5. Tim Cook</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2201</td>
<td>Yes</td>
</tr>
<tr>
<td>6. Debra Rogers</td>
<td>103 Celeste Dr. Aydellet</td>
<td>241-2445</td>
<td>No</td>
</tr>
<tr>
<td>7. Bob Lippman</td>
<td>103 Celeste Dr. Aydellet</td>
<td>441-2415</td>
<td>Yes</td>
</tr>
<tr>
<td>8. Gary Lippman</td>
<td>103 Celeste Dr. Aydellet</td>
<td>441-2415</td>
<td>Yes</td>
</tr>
<tr>
<td>9. Peter Bayless</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-6260</td>
<td>Yes</td>
</tr>
<tr>
<td>10. Duke</td>
<td>56 Aydellet</td>
<td>453-3416</td>
<td>Yes</td>
</tr>
<tr>
<td>11. Mike</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2013</td>
<td>Yes</td>
</tr>
<tr>
<td>12. Jeff Dunn</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-3416</td>
<td>Yes</td>
</tr>
<tr>
<td>13. Kayla</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-7055</td>
<td>Yes</td>
</tr>
<tr>
<td>14. Jada</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2587</td>
<td>Yes</td>
</tr>
<tr>
<td>15. Donna</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2587</td>
<td>Yes</td>
</tr>
<tr>
<td>16. Todd Long</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2587</td>
<td>Yes</td>
</tr>
<tr>
<td>17. Marla</td>
<td>103 Celeste Dr. Aydellet</td>
<td>453-2587</td>
<td>Yes</td>
</tr>
</tbody>
</table>

North Carolina Turnpike Authority
Citizens Informational Workshop
Mid-Currituck Bridge Project
TIP Project No. R-2576
February 2008
SIGN -- IN SHEET
<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. J G Newbern</td>
<td>122 N Rine - Bank L Dr</td>
<td>252-491-8433</td>
<td></td>
</tr>
<tr>
<td>2. Mike Dobay</td>
<td>5017 Athens Estate Rd</td>
<td>352-202-5098</td>
<td></td>
</tr>
<tr>
<td>3. Keith Hall</td>
<td>368 Pointe Club Drive</td>
<td>252-491-8311</td>
<td></td>
</tr>
<tr>
<td>4. Ken Green</td>
<td>1287 Worth Guard Rd</td>
<td>252-953-4540</td>
<td></td>
</tr>
<tr>
<td>5. Bob Stewart</td>
<td>225 Otter Creek Dr, KPH, NC 27948</td>
<td>252-4410270</td>
<td></td>
</tr>
<tr>
<td>6. Colen Grindley, Jr</td>
<td>900 Allie B. Morris Rd, NC</td>
<td>252-453-2658</td>
<td></td>
</tr>
<tr>
<td>7. Carol P. Butler</td>
<td>150 Charlotte Dr, Grady, NC</td>
<td>453-4922</td>
<td></td>
</tr>
<tr>
<td>8. Steven J. Butler</td>
<td></td>
<td>453-4922</td>
<td></td>
</tr>
<tr>
<td>9. Lisa Ray</td>
<td>176 Radio Road, Puyall, WA</td>
<td>491-2414</td>
<td></td>
</tr>
<tr>
<td>10. Stan Davis</td>
<td></td>
<td>425-735-1661</td>
<td></td>
</tr>
<tr>
<td>12. Ernest Brichnus</td>
<td>230 Page Branch Rd</td>
<td>453-8430</td>
<td></td>
</tr>
<tr>
<td>13. Martin Powers</td>
<td>355 Mahaffey Shoals Rd</td>
<td>453-2350</td>
<td></td>
</tr>
<tr>
<td>14. Richard Campbell</td>
<td>108 Page Branch Rd, NC</td>
<td>453-9294</td>
<td></td>
</tr>
<tr>
<td>15. Laura Cape</td>
<td>4952 Page Chaney Bowman</td>
<td>453-2271</td>
<td></td>
</tr>
<tr>
<td>16. Bob Gloden</td>
<td>127 Allin Lane</td>
<td>901-6467</td>
<td></td>
</tr>
<tr>
<td>17. John Cooper</td>
<td>111 Deerfield L</td>
<td>252-453-8545</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Theresa Barnes</td>
<td>144 Lighthouse View Aydlett Soundside</td>
<td>252-453-4799</td>
<td></td>
</tr>
<tr>
<td>2. E Minton</td>
<td></td>
<td>252-453-8457</td>
<td>No</td>
</tr>
<tr>
<td>3. Paul Murphy</td>
<td>103 Murdock Hill CT Aydlett</td>
<td>252-453-4248</td>
<td>Yes</td>
</tr>
<tr>
<td>4. Eugene Bishop</td>
<td></td>
<td>252-453-4248</td>
<td>Yes</td>
</tr>
<tr>
<td>5. Sue Steward</td>
<td>226 Broadway St, Aydlett, NC</td>
<td>453-0692</td>
<td></td>
</tr>
<tr>
<td>6. Cameron Lusk</td>
<td>415 Aydlett Ave, Aydlett, NC</td>
<td>453-6194</td>
<td></td>
</tr>
<tr>
<td>7. John McDaniel</td>
<td>PO Box 100, Aydlett</td>
<td>202-8804</td>
<td></td>
</tr>
<tr>
<td>8. George Basset</td>
<td>132 North Carnation St, NC</td>
<td>232-0112</td>
<td></td>
</tr>
<tr>
<td>9. Phil Isner</td>
<td>162 Chestnut Ln</td>
<td>453-4795</td>
<td></td>
</tr>
<tr>
<td>10. Charlotte Isner</td>
<td>112 Captain Richardson Rd</td>
<td>252-453-8457</td>
<td></td>
</tr>
<tr>
<td>11. trucker</td>
<td>46196 Crumblin Tree, NC</td>
<td>453-2194</td>
<td></td>
</tr>
<tr>
<td>12. David Wooten</td>
<td>354 Hwy 15, Aydlett, NC</td>
<td>252-2217</td>
<td></td>
</tr>
<tr>
<td>13. James Isner</td>
<td>102 Carolina Rd, Maynes</td>
<td>453-2351</td>
<td></td>
</tr>
<tr>
<td>14. Dan Matlock</td>
<td>Eastern Carolina University</td>
<td>252-453-2351</td>
<td></td>
</tr>
<tr>
<td>15. Sharon Lunnell</td>
<td>209 Ainsley Rd, Laurinburg, NC</td>
<td>252-426-8325</td>
<td></td>
</tr>
<tr>
<td>16. Grant Sharp</td>
<td>110 Annalene Hwy, Laurinburg</td>
<td>253-305-7771</td>
<td></td>
</tr>
<tr>
<td>17. Jerry Wright</td>
<td>PO Box 252, Laurinburg, NC</td>
<td>253-491-8303</td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1. Scott Horsfield</td>
<td>136 OLD BOATYARD RD AYLETTE</td>
<td>252-457-0343</td>
<td>Y</td>
</tr>
<tr>
<td>2. Tim Cape</td>
<td>9954 Carpole Lane</td>
<td>252-453-8721</td>
<td>Y</td>
</tr>
<tr>
<td>3. John Roper</td>
<td>102 N. Commerce Dr. Ay. 27511</td>
<td>252-435-1680</td>
<td>Y</td>
</tr>
<tr>
<td>4. Nancy Newley</td>
<td>147 NORTH HALE L</td>
<td>252-457-0343</td>
<td>Y</td>
</tr>
<tr>
<td>5. Timmy Kuyk</td>
<td>103 Charleston Dr. Grassy</td>
<td>252-453-0282</td>
<td>Y</td>
</tr>
<tr>
<td>6. Chelsi J. Wiresz</td>
<td>000 Schwert, center, NC 27511</td>
<td>252-580-9666</td>
<td>Y</td>
</tr>
<tr>
<td>7. Robert Montgomery</td>
<td>600 S.华南, PO Box 1350 Ay. 27511</td>
<td>252-457-2520</td>
<td>Y</td>
</tr>
<tr>
<td>8. Rodney Kevorkian</td>
<td>147 NORTH HALE L</td>
<td>252-457-0343</td>
<td>Y</td>
</tr>
<tr>
<td>9. Russell Prox</td>
<td>100 Mallard Dr. Ay. 27511</td>
<td>252-232-6632</td>
<td>Y5</td>
</tr>
<tr>
<td>10. Sue &amp; Ginni Blackman</td>
<td>385 N. South Rd.</td>
<td>252-457-3060</td>
<td>Y5</td>
</tr>
<tr>
<td>11. Dorothy Armstrong</td>
<td>112 Woodcock Ln.</td>
<td>252-457-3357</td>
<td>Y</td>
</tr>
<tr>
<td>13. Carroll Tuttle</td>
<td>175 AY. 147 RD</td>
<td>252-457-4450</td>
<td>Y5</td>
</tr>
<tr>
<td>15. William Herd</td>
<td>117 Birch Rd Ay. 27511</td>
<td>252-457-4450</td>
<td>Y5</td>
</tr>
<tr>
<td>16. Nancy Davis</td>
<td>93 Savoy Ln. Ay. 27511</td>
<td>252-705-7632</td>
<td>Y4</td>
</tr>
<tr>
<td>17. Jan Black</td>
<td>Ecu, Greenville</td>
<td>252-737-1441</td>
<td>YC</td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>1. Brady Wells</td>
<td>2241 Charlotte Rd, Raleigh, NC</td>
<td>919-833-6315</td>
<td>Y</td>
</tr>
<tr>
<td>2. Larry B. Hart</td>
<td>7224 Pebble Brook Rd, Cary</td>
<td>919-453-2224</td>
<td>Y</td>
</tr>
<tr>
<td>3. JU NFERET</td>
<td>120 Litchfield Lane,</td>
<td>252-428-3142</td>
<td>Y</td>
</tr>
<tr>
<td>4. John Coates</td>
<td>495 Aydelott Rd, Raleigh</td>
<td>252-453-3338</td>
<td>Y</td>
</tr>
<tr>
<td>5. Ruby Coates</td>
<td>4051200 Old Rd, Aydelott</td>
<td>453-3004</td>
<td>Y</td>
</tr>
<tr>
<td>6. Pauline Coates</td>
<td>212 G. C. Ave, Siler City, NC</td>
<td>212-453-3000</td>
<td>Y</td>
</tr>
<tr>
<td>7. Rodney Barrett</td>
<td>4010 Dabney Rd,</td>
<td>252-453-3666</td>
<td>Y</td>
</tr>
<tr>
<td>8. Wilma Harnedy</td>
<td>1100 Poplar Creek Rd,</td>
<td>252-453-4666</td>
<td>Y</td>
</tr>
<tr>
<td>9. Cynthia Hamilton</td>
<td>150 Academy Dr, Aydelott</td>
<td>453-9264</td>
<td>Y</td>
</tr>
<tr>
<td>10. Jerome E.</td>
<td>130 Academy Dr, Aydelott</td>
<td>453-9264</td>
<td>Y</td>
</tr>
<tr>
<td>11. Betty Childers</td>
<td>130 Academy Dr, Aydelott</td>
<td>453-9264</td>
<td>Y</td>
</tr>
<tr>
<td>12. Franklin Hampton</td>
<td>4010 Dabney Rd,</td>
<td>453-9264</td>
<td>Y</td>
</tr>
<tr>
<td>13. Edgar C.</td>
<td>P.O. Box 1345, Maple Rd. NC</td>
<td>252-453-0833</td>
<td>Y</td>
</tr>
<tr>
<td>14. Richard Perkins</td>
<td>P.O. Box 1006, Kinston, N.C.</td>
<td>252-441-4569</td>
<td>Y</td>
</tr>
<tr>
<td>15. John Robinson</td>
<td>P.O. Box 183, Aydelott</td>
<td>252-453-4029</td>
<td>Y</td>
</tr>
<tr>
<td>16. R. C.</td>
<td>P.O. Box 1345, Maple Rd. NC</td>
<td>252-453-0833</td>
<td>Y</td>
</tr>
<tr>
<td>17. John Robinson</td>
<td>P.O. Box 183, Aydelott</td>
<td>252-453-4029</td>
<td>Y</td>
</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------------------------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Ruth Walker</td>
<td>5035 Carolina Hwy</td>
<td>252-453-2778</td>
<td></td>
</tr>
<tr>
<td>M. Gary</td>
<td>147 Stove Road Rd</td>
<td>704-322-9952</td>
<td></td>
</tr>
<tr>
<td>Norma B. Smith</td>
<td>234 North Hwy 543 Corwin NC 27921</td>
<td>252-831-9554</td>
<td></td>
</tr>
<tr>
<td>Doug Nance</td>
<td>658 Poplar Rd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Store</td>
<td>1095 W. 58th Pl. Harve NC 27917</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L. White</td>
<td>104 Carolina Hwy 27916</td>
<td>760-453-3996</td>
<td></td>
</tr>
<tr>
<td>Jeff Hobbs</td>
<td>221 Union St. Ne</td>
<td>751-679-2973</td>
<td></td>
</tr>
<tr>
<td>William Morey</td>
<td>325 N. Main St. Ne</td>
<td>760-453-2200</td>
<td></td>
</tr>
<tr>
<td>Jane A. Jones</td>
<td>601 Box 116. Beroe NC 27917</td>
<td>252-547-5167</td>
<td></td>
</tr>
<tr>
<td>Steve Bush</td>
<td>2681 Main St. Ne</td>
<td>760-453-2644</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

North Carolina Turnpike Authority
Citizens Informational Workshop
Mid-Currituck Bridge Project
TIP Project No. R-2576
February 2008
SIGN - IN SHEET
<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. John Smith</td>
<td>123 Main St.</td>
<td>555-1234</td>
<td>YES</td>
</tr>
<tr>
<td>2. Jane Doe</td>
<td>456 Oak Ave.</td>
<td>555-5678</td>
<td>NO</td>
</tr>
<tr>
<td>3. Bob Johnson</td>
<td>789 Pine Dr.</td>
<td>555-9876</td>
<td>YES</td>
</tr>
<tr>
<td>4. Sarah Williams</td>
<td>101 Cedar Ln.</td>
<td>555-4321</td>
<td>YES</td>
</tr>
<tr>
<td>5. Michael Brown</td>
<td>222 Elm St.</td>
<td>555-8765</td>
<td>NO</td>
</tr>
<tr>
<td>6. Emily Davis</td>
<td>333 Maple Ave.</td>
<td>555-5432</td>
<td>YES</td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Name (Please Print)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Paul Anderson</td>
<td>123 Main St.</td>
<td>555-1234</td>
<td>YES</td>
</tr>
<tr>
<td>2. Linda Foster</td>
<td>456 Oak Ave.</td>
<td>555-5678</td>
<td>NO</td>
</tr>
<tr>
<td>3. John Doe</td>
<td>789 Pine Dr.</td>
<td>555-9876</td>
<td>YES</td>
</tr>
<tr>
<td>4. Sarah Williams</td>
<td>101 Cedar Ln.</td>
<td>555-4321</td>
<td>YES</td>
</tr>
<tr>
<td>5. Michael Brown</td>
<td>222 Elm St.</td>
<td>555-8765</td>
<td>NO</td>
</tr>
<tr>
<td>6. Emily Davis</td>
<td>333 Maple Ave.</td>
<td>555-5432</td>
<td>YES</td>
</tr>
</tbody>
</table>

---

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

---

North Carolina Turnpike Authority
Citizens Informational Workshop
Mid-Currituck Bridge Project
TIP Project No. R-2576
February 2008
SIGN – IN SHEET
<table>
<thead>
<tr>
<th>Name (PLEASE PRINT)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailbox List</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Martin</td>
<td>127 Forest Grove Cir</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Jack Martin</td>
<td>266 Winding Trail, NSA</td>
<td>910-455-3369</td>
<td></td>
</tr>
<tr>
<td>Heinz Werner</td>
<td>81 Gray Rd. Lake BS</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Vinton Hawkins</td>
<td>22 Pineview Dr. SS</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Hugue Eileen Rhen</td>
<td>106 Shipwreck Ct. Duck</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Bruce Martin</td>
<td>101 Carolina Dr. Duck 52222</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Gene Schumaker</td>
<td>103 Summerville Dr. 27919</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Eric Kassen</td>
<td>123 Dickerson Dr. Summer 32518</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>El Gooding</td>
<td>41 Sycamore Ln. S:Shores 27945</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Deborah Mark</td>
<td>132 Duck Dr. Duck 27919</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Sarah Smith</td>
<td>112 Deer Trail Dr. 27945</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Bill Jackson</td>
<td>121 Deer Trail Dr. 27945</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Linda Halley</td>
<td>23 Oakleaf Ter. Coquina 27927</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Lindaable</td>
<td>54 Oakleaf Ter. 27927</td>
<td>252-455-3369</td>
<td></td>
</tr>
<tr>
<td>Samantha Brown</td>
<td>231 Oakleaf Ter. 27927</td>
<td>252-455-3369</td>
<td></td>
</tr>
</tbody>
</table>

North Carolina Turnpike Authority
Citizens Informational Workshop
Mid-Currituck Bridge Project
TIP Project No. R-2576
February 2008
SIGN – IN SHEET
<table>
<thead>
<tr>
<th>Name (First Last)</th>
<th>Address</th>
<th>Telephone Number</th>
<th>Add to Mailing List</th>
</tr>
</thead>
<tbody>
<tr>
<td>George C. Hayes</td>
<td>1202 Sycamore St, Suite 22019</td>
<td>252-255-2064</td>
<td></td>
</tr>
<tr>
<td>Jim Smith</td>
<td>100 Supply Drive, Rocky Mount</td>
<td>252-353-2001</td>
<td></td>
</tr>
<tr>
<td>James Green</td>
<td>120 Enterprise Dr, Suite 55</td>
<td>252-255-0570</td>
<td></td>
</tr>
<tr>
<td>Betty Ann Green</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe Webb</td>
<td>101 Memory Lane, Rocky Mount</td>
<td>252-251-5552</td>
<td></td>
</tr>
<tr>
<td>John Taylor</td>
<td>130 Memory Lane, Rocky Mount</td>
<td>252-354-8214</td>
<td></td>
</tr>
<tr>
<td>Tom Williams</td>
<td>120 Enterprise Dr, Suite 55</td>
<td>252-251-3995</td>
<td></td>
</tr>
<tr>
<td>William J. Campbell</td>
<td>110 Supply Drive, Rocky Mount</td>
<td>252-251-3995</td>
<td></td>
</tr>
<tr>
<td>E. D. Caldwell</td>
<td>130 Beech Tree Dr, Suite 55</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>Sue Carroll</td>
<td>120 Supply Drive, Rocky Mount</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>Heather McMillen</td>
<td>120 Memory Lane, Rocky Mount</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>Michael King</td>
<td>120 Enterprise Dr, Suite 55</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>Joe Cook</td>
<td>120 Enterprise Dr, Suite 55</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>John Smith</td>
<td>120 Memory Lane, Rocky Mount</td>
<td>252-251-2009</td>
<td></td>
</tr>
<tr>
<td>Carol Burch</td>
<td>37100 America Ave, Southern Pines, NC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name (Please Print)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1. David Brown</td>
<td>123 Main St.</td>
<td>252-555-1234</td>
<td>No</td>
</tr>
<tr>
<td>2. Jane Foster</td>
<td>456 Pine Dr.</td>
<td>252-666-5432</td>
<td>Yes</td>
</tr>
<tr>
<td>3. Robert Davis</td>
<td>789 Oak Ave.</td>
<td>252-777-6543</td>
<td>No</td>
</tr>
<tr>
<td>4. Emily Clark</td>
<td>101 Cedar Rd.</td>
<td>252-888-7654</td>
<td>Yes</td>
</tr>
<tr>
<td>5. Sarah Johnson</td>
<td>234 Elm St.</td>
<td>252-999-8765</td>
<td>No</td>
</tr>
<tr>
<td>6. Michael Wilson</td>
<td>345 Maple Ln.</td>
<td>252-111-2222</td>
<td>Yes</td>
</tr>
<tr>
<td>7. Patrick Wright</td>
<td>567 Pine Way</td>
<td>252-333-4444</td>
<td>No</td>
</tr>
<tr>
<td>8. Matthew Burns</td>
<td>789 Oak St.</td>
<td>252-555-3333</td>
<td>Yes</td>
</tr>
<tr>
<td>9. Ashley Harris</td>
<td>123 Elm Ave.</td>
<td>252-666-5555</td>
<td>No</td>
</tr>
<tr>
<td>10. Jason Smith</td>
<td>456 Cedar Rd.</td>
<td>252-777-6666</td>
<td>Yes</td>
</tr>
<tr>
<td>11. Olivia Anderson</td>
<td>345 Pine Way</td>
<td>252-888-7777</td>
<td>No</td>
</tr>
<tr>
<td>12. William Davis</td>
<td>567 Oak St.</td>
<td>252-111-2222</td>
<td>Yes</td>
</tr>
<tr>
<td>13. Sarah Johnson</td>
<td>789 Elm Ave.</td>
<td>252-555-3333</td>
<td>No</td>
</tr>
<tr>
<td>14. Emily Clark</td>
<td>123 Pine Way</td>
<td>252-666-5555</td>
<td>Yes</td>
</tr>
<tr>
<td>15. Michael Wilson</td>
<td>456 Oak Ave.</td>
<td>252-777-6666</td>
<td>No</td>
</tr>
<tr>
<td>16. Olivia Anderson</td>
<td>345 Cedar Rd.</td>
<td>252-888-7777</td>
<td>Yes</td>
</tr>
<tr>
<td>17. William Davis</td>
<td>567 Elm St.</td>
<td>252-111-2222</td>
<td>Yes</td>
</tr>
<tr>
<td>Name (Print only)</td>
<td>Address</td>
<td>Telephone/Number</td>
<td>Add to Mailing List?</td>
</tr>
<tr>
<td>------------------</td>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1. Paul Fogle</td>
<td>2021 Drexel rd, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>2. Nancy Fogle</td>
<td>2021 Drexel rd, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>3. William Jones</td>
<td>130 Aquadale pl, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>4. Margaret Taylor</td>
<td>707 Huntley Ln, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>5. Robert Miller</td>
<td>1500 Muncy Rd, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>6. Debra Hackett</td>
<td>510 Fall Rd, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>7. Sam White</td>
<td>716 Sunset Ln, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>8. John Smith</td>
<td>123 Main St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>9. Jane Doe</td>
<td>456 Elm St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>10. Mary Brown</td>
<td>789 Oak St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>11. Tom Grey</td>
<td>101 Pine St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>12. Rachel Green</td>
<td>222 Maple St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>13. John Black</td>
<td>333 Cherry St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>14. Mary White</td>
<td>444 Oak St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>15. Jane Brown</td>
<td>555 Maple St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>16. John Green</td>
<td>666 Cherry St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>17. Mary Black</td>
<td>777 Oak St, Winterville NC 28590</td>
<td>252-305-0745</td>
<td>✔</td>
</tr>
<tr>
<td>Name (Print Name)</td>
<td>Address</td>
<td>Telephone Number</td>
<td>Addy Mailing Ltr</td>
</tr>
<tr>
<td>------------------</td>
<td>---------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MEMORANDUM

To: John Page, Chris Lloyd
From: Ryan Walsh
Date: April 1, 2008
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 freeform 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.

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>292</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Expressed Preferences</td>
<td>219</td>
</tr>
<tr>
<td>In Favor of Bridge Alternatives</td>
<td>186</td>
</tr>
<tr>
<td>Opposed to Bridge Alternatives</td>
<td>30</td>
</tr>
<tr>
<td>In Favor of ER Alternatives</td>
<td>28</td>
</tr>
<tr>
<td>Opposed to ER Alternatives</td>
<td>83</td>
</tr>
<tr>
<td>In Favor of No-Build</td>
<td>11</td>
</tr>
<tr>
<td>In Favor of Ferry</td>
<td>5</td>
</tr>
<tr>
<td>Opposed to Ferry</td>
<td>5</td>
</tr>
</tbody>
</table>

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.
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 favorable 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.

  - 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.

  - Many respondents suggested that local residents should pay a discounted fare.

    - There was general consensus that visiting tourists should and would pay a high fee.

    - 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.

  - 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.

  - 28 preferred only a bridge alternative, 2 opposed a bridge
  - 3 preferred a bridge in conjunction with improvement of Existing Roads
  - 1 preferred ER options, while 11 opposed
  - 1 preferred ER options with Ferry service
  - 1 opposed Ferry Service

- 174 comments that provided addresses within the project area expressed preference for a project alternative.

  - 41 comments were received from Mainland Currituck addresses
  - 60 comments were received from Currituck County Outer Banks addresses
  - 73 comments were received from Dare County addresses
• Of the 41 stated preferences received from Mainland Currituck:
  o 17 preferred only a bridge alternative, while 6 opposed
  o 1 preferred a bridge in conjunction with improvement of Existing Roads
  o 1 preferred ER options with Ferry service
  o 1 preferred ER options only, while 3 opposed
  o 4 preferred No-Build option

• Of the 60 stated preferences received from Currituck County Outer Banks addresses:
  o 32 preferred only a bridge alternative, while 14 opposed
  o 6 preferred a bridge in conjunction with ER alternatives
  o 7 preferred ER options only, while 11 opposed
  o 1 preferred ER alternatives in conjunction with Ferry Service
  o 1 preferred Ferry Service only, while 1 opposed

• Of the 73 stated preferences received from Dare County Addresses:
  o 60 preferred bridge only alternatives, while 3 opposed
  o 2 preferred a bridge alternative in conjunction with ER alternatives
  o 1 preferred an ER alternative only, while 39 opposed
  o 2 preferred No-Build Alternatives
  o 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.
  o Believes the bridge is necessary to insure the safety of visitors and resident of the Northern Outer Banks
  o 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
  o 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
  o Believes the bridge will alleviate traffic congestion and manage efficient traffic flows
• Supports local government jurisdiction
  o 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
  o Believes the bridge is imperative for travel safety and public service reasons
• Strongly opposes the widening of NC 12 through the town of Southern Shores.
  o 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
  o 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
  o Believes the lack of a bridge is severely damaging the quality of life for communities in Currituck and Dare counties
  o 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:

- Supports the construction of the Mid-Currituck Sound Bridge as soon as possible
- Opposes the widening of NC 12
- Believes that widening NC 12 would destroy the environment and the character of the town
- Opposes Winderset NC 12

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

- Supports the immediate construction of a Mid-Currituck County Bridge
- Opposes widening alternatives
- Believes a Mid-County Bridge would best address the current traffic congestion and save energy resources
- Supports local government jurisdiction
- Believes transportation routes have not kept pace with development
- Supports the construction of the Mid-Currituck Sound Bridge and requests the State of North Carolina to recognize the need for the project as it would help meet the legislative standard evacuation time of 18 hours and provide an alternative route for safety and hurricane evacuation.
- Supports the collection of over 13,000 signatures in support of the Mid-Currituck Sound Bridge

Southern Alliances (an organization of eight counties located in the Southern Alliances area):

- Believes the bridge would provide an alternative route for safety and hurricane evacuation
- Supports the construction of the Mid-Currituck Sound Bridge and requests the State of North Carolina to assign the highest priority to the completion of said bridge.
- Opposes widening NC 12
- Believes that widening would reduce property values through right-of-way acquisitions, decreasing lot sizes, and creating zoning non-conformities
- Believes that widening would also increase noise and air quality impacts due to increased distance to the roadway for residents and businesses
- Believes that widening would increase the number of vehicles by diverting traffic from the currently used roadway, which is a major source of revenue for the town
- Believes that widening would increase the number of vehicles by diverting traffic from the currently used roadway, which is a major source of revenue for the town

Dare County Tourism Board:

- Supports immediate building of the Mid-Currituck Bridge
- Believes that transportation routes have not kept pace with development
- Supports local government jurisdiction
- Believes hurricane evacuation is a legitimate justification for the project as it presents the opportunity to provide an alternative route during a severe storm event
- Supports the immediate construction of a Mid-Currituck County Bridge
- Supports the collection of over 13,000 signatures in support of the Mid-Currituck Sound Bridge

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

- 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
- Supports the construction of the Mid-Currituck Sound Bridge and requests the State of North Carolina to assign the highest priority to the completion of said bridge.
- Opposes Widening of NC 12
- Believes that widening would destroy the environment and the character of the town
- Opposes Winderset NC 12

B-57
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

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

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.
Mid-Currituck Bridge Project

Newsletter Vol. 3, No. 1 October 2008

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 road alternative (EIS), a Mid-Currituck Bridge alternative (MCBR), and a combination of a bridge and widening existing road alternative (MCBR). Each alternative 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 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 further 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.

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 “Public-Private Development Agreement” for this project. With a Public-Private Development Agreement, the NCTA will procure a development partner consisting of investors, designers, and construction contractors. In November 2008, the NCTA will solicit 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.

www.ncturnpike.org/projects/Mid_Currituck

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
1570 Mail Service Center
Raleigh, NC 27699-1570
jharris@ncturnpike.org
919-671-3600

Visit the project website at:
www.ncturnpike.org/projects/Mid_Currituck

Project Timeline

<table>
<thead>
<tr>
<th>Phase</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Feasibility Study</td>
<td>Compl</td>
</tr>
<tr>
<td>Draft Environmental Impact Statement</td>
<td>Early 2009</td>
</tr>
<tr>
<td>Final Environmental Impact Statement</td>
<td>Mid 2009</td>
</tr>
<tr>
<td>Record of Decision</td>
<td>Late 2009</td>
</tr>
<tr>
<td>Award Project Contract</td>
<td>Early 2010</td>
</tr>
<tr>
<td>Project Open to Traffic</td>
<td>2013</td>
</tr>
</tbody>
</table>

Be sure to check the project website to read about the results of recent traffic and market surveys conducted in the project area.
Alternatives Selected for Detailed Study

The proposed project includes improvements in the Carrickton Sound area between US 158 near Barco and NC 12 near Corolla 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 158 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 service, shifting coastal unit start times, transportation demand management (TDM), and transportation systems management (TSM). The range of alternatives was presented for public comment at Citizens' Information Workshops in February 2003 and in the April 2003 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):

- **LEB**: Achieve maximum transportation benefits using existing roadways while minimizing impacts to communities along NC 12.
- **M1B**: Achieve maximum transportation benefits using Mid-Currituck Bridge and limited existing roadway improvements.
- **M1C**: Achieve maximum transportation benefits using Mid-Currituck Bridge and limited existing roadway improvements.

**In addition,** two bridge alignments are being considered with both the M1C and M1B Alternatives: Corridors C1 and C2. On the mainland, C1 and C2 have a single approach roadway, which parallels the north side of an existing power line east of the Island Road (SR 1106). On the Outer Banks, C1 and C2 have a different terminus - C2 is in the Albacore Street (SR 1102) area, and C1 is approximately 2 miles north of Albacore Street (SR 1102) at the Corolla Bay Subdivision.

Comment Summaries

In February 2003, Citizens' Information Workshops were held in three locations around the Currituck Sound and more than 500 people attended. The project team presented two alternatives that focused on improving existing roads (E1 and E2) and four alternatives that included constructing a new bridge between the Currituck County mainland and Outer Banks with various existing road improvements (M1B, M1C, M2B, and M2C).

More than 550 comments were received from residents, property owners, employees, and local officials. 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 expressed a preference for the bridge alternatives. Many commented that a new bridge would best address the area's transportation needs. Other comments also raised concerns about the bridge alternatives' threat to the area's natural resources and their impact to the Albacore 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 provide 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 supported 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.

Visit Us On The Web For Additional Project and Alternatives Information - www.restorinstitute.org/projects/Mid_Currituck
- Overview
- Newsletter Documents
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 NEPA/404 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 158 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 involved several years ago in the study for the Manns Harbor Bridge?
- Have the team members been involved in the NEPA/404 Merger process before and have there been successes?
- Will the study address the impact on Duck, Corolla, and other communities, in addition to Aydlet?
- 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

File no.: 20203 5.3

DISTRIBUTION
September 17, 2002
Page 2
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 place along NC 12?
- The NCDOT should consider hurricane evacuation times in their evaluation of alternatives.
- 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:\Documents and Settings\pagej\Local Settings\Temporary Internet Files\OLKC\Southern Shores Pres Meeting Minute notes.doc
Currituck Sound Area Transportation Study
Southern Shores Meeting
July 18, 2002

Meeting Objectives

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

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

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

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

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

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

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.

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

2001 NC 12 Traffic
Vehicles per day (peak period level of service)

<table>
<thead>
<tr>
<th>Location</th>
<th>Summer Weekday</th>
<th>Summer Weekend</th>
<th>Summer Year Round</th>
</tr>
</thead>
<tbody>
<tr>
<td>Just north of US 158 Intersection at Southern Shores</td>
<td>16,600 (D)</td>
<td>24,900 (E)</td>
<td>27,600 (F)</td>
</tr>
<tr>
<td>At Duck</td>
<td>14,700 (D)</td>
<td>20,300 (E)</td>
<td>24,200 (D)</td>
</tr>
<tr>
<td>At Sanderling</td>
<td>11,000 (D)</td>
<td>14,900 (D)</td>
<td>18,900 (D)</td>
</tr>
<tr>
<td>Just south of Albacore Road</td>
<td>10,900 (D)</td>
<td>14,800 (D)</td>
<td>17,900 (D)</td>
</tr>
<tr>
<td>Just south of Corolla</td>
<td>5,900 (C)</td>
<td>8,000 (C)</td>
<td>8,600 (C)</td>
</tr>
</tbody>
</table>
2025 NC 12 Traffic
Vehicles per day (peak period level of service)

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

Peak Period Length

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Summer Weekday</td>
<td>1 hour</td>
<td>2 hours</td>
</tr>
<tr>
<td>Summer Weekday</td>
<td>2 hours</td>
<td>4 hours</td>
</tr>
<tr>
<td>Summer Weekend</td>
<td>6 hours</td>
<td>10 hours</td>
</tr>
</tbody>
</table>

US 158/NC 12 Intersection
Level of Service

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Summer Weekday</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>Summer Weekday</td>
<td>C</td>
<td>F</td>
</tr>
<tr>
<td>Summer Weekend</td>
<td>D</td>
<td>F</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free-Flow Conditions</td>
<td>71 minutes</td>
<td>71 minutes</td>
</tr>
<tr>
<td>Non-Summer Weekday</td>
<td>79 minutes (+8 minutes)</td>
<td>86 minutes (+15 minutes)</td>
</tr>
<tr>
<td>Summer Weekday</td>
<td>82 minutes (+11 minutes)</td>
<td>103 minutes (+32 minutes)</td>
</tr>
<tr>
<td>Summer Weekend</td>
<td>87 minutes (+16 minutes)</td>
<td>117 minutes (+46 minutes)</td>
</tr>
</tbody>
</table>
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

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

- 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
- 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
- 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
- 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
- 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

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 20035 3.3)
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 (PBQ&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 Cruckshanks, 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 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 Build the Bridge-Save Our Roads
- 11 residential displacements
- 83 residential displacements
- $63.4 million in direct impacts
- $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.
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 backups. 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 25th 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/NC 12 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.

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.

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.
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 the study would 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 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 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: pagej@pbworld.com
direct line: 919-468-2130

Attachment (1)
J:\PLANNING\Currituck\3-31-04 Stakeholder Involvement\Community Meetings\03-31-04 Small Group Meeting\Currituck Meeting Minutes 3-31-04.doc
SUMMARY OF REMARKS AT BB-PUNCTO DOT MELTING 3/30/04

I. TOWN OF DUCK HOMEOWNERS ASSOCIATION - POSITIONS AND CONCERNS

(a) There are thirty-four (34) subdivisions 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 all strongly opposed to it.

(e) Sanderling Homes Association (SHA) and Sanderling Property Owners Association (SPOA) comprise approximately 331 property owners and are the largest subdivision in Duck. I am a member of the Board of Directors of SPOA and Chair of the Architectural Control Committee. I was formerly the President and a Board member of SHA. 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 2, 2001, a letter was written on behalf of 186 property owners in that association and was sent to various elected officials, including the Secretary of NCDOT, Mr. David McCay. 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 their 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 Hollar, President of Tuntikpe 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 the population of both Currituck and Dare County.

(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 in the Wright Memorial Bridge and makes it inoperable. We need only look back 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 large waves broke loose, caused 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 outer banks, the Mid-Currituck County Bridge will 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 outer banks, 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 ambiance. 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 on N.C. 12 were widened. Specifically, look at Kill Devil Islands and the Surf Shop in Duck and then check out WRV/Whitehouse Surf Shop in Kitty Hawk, ACR 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 at what it has done to the Village of Nags Head which is spread up 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 "problems."

(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 implore 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, elsewhere in 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 bypass at the junction of 158 and Route 12 in Southern Shores and build it now. Widen the merge lanes as urged by Mayor Sutherland and take steps to try to alleviate bottlenecks. Pumping 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 to 60 percent of 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 southern 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 which gets extremely heavy use in season. Currently, in order to make a left hand turn to go south on N.C. 12 on Saturday and Sunday, it involves crossing the bike path and single lane of northbound traffic. Try to do that when you have to cross a bike path and three lanes of traffic to 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. 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 unimbibable.

(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 important aspect of the experience and ambience 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 Corolla? If we've got running through the County, we're being devastated.”

(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.

(d) Let's abandon the "5 percent solution" approach once and for all. We do not 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 it's citizens, non-resident property owners and visitors desire. This is why they and we choose to live, work and visit here.

VIII. NC DOT 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 not be in the interest of NCDOT to build "Interstates," but it is in the interest 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, I ask that you reconsider. In doing so, I 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.
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.

Aydlett Community Meeting to Discuss Option B

Meeting Date: 10/12/09 at 6:30pm

Meeting Location: Currituck County Library – Barco Branch

Steve DeWitt
North Carolina Turnpike Authority

Jennifer Harris
North Carolina Turnpike Authority

José Luque
Currituck Development Group

Spencer Franklin
HNTB

Tracy Roberts
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.

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.
- They felt 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 payback 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 toll tickets 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.
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  
2. Meeting Overview  
3. Project Overview  
4. Option B Design Features  
5. Boating Activity in Currituck Sound  
6. Public Comment Opportunities and Next Steps

Steve DeWitt  
Jennifer Harris  
Tracy Roberts  
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**

<table>
<thead>
<tr>
<th>Detailed Study Alternatives</th>
<th>ER2</th>
<th>MCB2</th>
<th>MCB4</th>
</tr>
</thead>
<tbody>
<tr>
<td>NC 12</td>
<td>3-lanes (Dare Co.)</td>
<td>3-lanes (Dare Co.)</td>
<td>4-lanes from MCB to Beashell Lane</td>
</tr>
<tr>
<td>US 158 Widening</td>
<td>Wright Memorial Bridge to NC 12</td>
<td>Wright Memorial Bridge to NC 12</td>
<td>—</td>
</tr>
<tr>
<td>US 158 (Hurricane Evacuation)</td>
<td>NC 168 to Wright Memorial Bridge</td>
<td>NC 168 to Mid-Currituck Bridge</td>
<td>NC 168 to Mid-Currituck Bridge and Wright Memorial Bridge to NC 12</td>
</tr>
<tr>
<td>Mid-Currituck Bridge</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>

**Free Alternate Route**
Existing US 158 across the Wright Memorial Bridge, then NC 12

**Timeline**
- Draft Environmental Impact Statement: 4th Quarter 2009
- Citizens Informational Workshops / Public Hearing: 1st Quarter 2010
- Final Environmental Impact Statement: 2nd Quarter 2010
- Issue Record of Decision: 3rd 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
www.ncturnpike.org/projects/mid_currituck/
Currituck Sound Area Transportation Study
Public Officials Meetings

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

Citizens Informational Workshops
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*

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

**Functional analysis of alternatives**

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

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

- Travel time reduction
Traffic would not be congested on summer weekdays in 2025. With or without the bridge, improvements needed on US 158 alone do not solve the problem. NC 12 helps but remains heavily congested. Three lane NC 12/bridge/reversing lanes on weekends is best for congestion reduction of four lanes. Less congestion than Dare County but similar patterns. Bridge increases congestion south of its terminus.

Bertha Wright Memorial Bridge

Albemarle Sound

US 158 in Currituck County

US 158 in Dare County

NC 12 Dare County

NC 12 Currituck County
Some congestion on summer weekdays with a two-lane bridge

Table 6: Traffic Flow on a Mid-Currituck Sound Bridge in 2025

<table>
<thead>
<tr>
<th>Location</th>
<th>Summer</th>
<th>Weekend</th>
<th>Summer</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-Currituck Sound Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congestion hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Average Peak Period Travel Time from Barco to Corolla

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>1 hour/11 minutes</td>
<td>1 hour/16 minutes</td>
</tr>
<tr>
<td>2025 (no improvements)</td>
<td>1 hour/28 minutes</td>
<td>1 hour/53 minutes</td>
</tr>
<tr>
<td></td>
<td>+24%</td>
<td>+49%</td>
</tr>
</tbody>
</table>

Barco to Corolla

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025</td>
<td>1 hour/28 minutes</td>
<td>1 hour/53 minutes</td>
</tr>
<tr>
<td>Widen US 158 in Dare and 4-Lane NC 12</td>
<td>1 hour/14 minutes</td>
<td>1 hour/25 minutes</td>
</tr>
<tr>
<td></td>
<td>-16%</td>
<td>-25%</td>
</tr>
</tbody>
</table>
### 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

### 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

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

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

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

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

Original Study Area

from

• US 158 near Aydlett and Poplar Branch
• NC 12 near Albacore Road and Monteray Shores

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).
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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Process Is Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>For all state projects</td>
</tr>
<tr>
<td>2</td>
<td>For all federally-funded projects</td>
</tr>
<tr>
<td>3</td>
<td>To obtain a US Coast Guard Bridge permit</td>
</tr>
<tr>
<td>4</td>
<td>To obtain a US Army Corps of Engineers for other water resource impacts</td>
</tr>
</tbody>
</table>

**Schedule and Study Requirements**

- New Statement of Purpose and Need
- Complete
- January 2005
- Supplemental Alternatives Development and Analysis
- Planned
- Completion Date
- Process is Required For all state projects
- Process is Required For all federally-funded projects
- Process is Required To obtain a US Coast Guard Bridge permit
- Process is Required To obtain a US Army Corps of Engineers for other water resource impacts
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

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

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

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 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)

### 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

### 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**

### Questions?

- New Statement of Purpose and Need
- Required Planning Process
Summary of Meeting

Attendees:
Gene Gregory   County Commissioner
Diane Sawyer   Director of Public Information
Dan Scalfon   County Manager
Paul Martin   County Commissioner
Brian Yamamoto  NCDOT
Karen Taylor   NCDOT
John Page   PB
Reggie Scales   PB
Mushtaqur Rahman  PB
Roland Robinson  PB
Jonathan Reid   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. 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 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 impacts 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. There is also a study looking specifically at this.
C: The traffic shocks caused by this 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?
A: 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 the 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 is that we should look at 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, permitting options. We need to get to a smaller number of options so that we can begin to seriously think about development constraints.
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: In the future, please work more closely with County officials when setting dates for both public official meetings and public workshops.
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, permitting options. We need to get to a smaller number of options so that we can begin to seriously think about development constraints.
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!

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.
Q: This wasn’t a problem on the Dare County bridges built recently. Why here?
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 least 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 Watters     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’s 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 hard 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.
Q: At some point, NCDOT just needs to pick one bridge corridor option!
A: That point is after the EIS is complete.
Q: 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 both 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 had 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 as the next step. Maybe over time we will bring in an independent mediator or agency to run it.
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, Town of Duck – Mayor
- Allan Beres, Town of Duck – Town Council
- Chris Layton, Town of Duck – Manager
- Bill Harris, Town of Kitty Hawk – Mayor
- Gary McGee, Town of Kitty Hawk – Manager
- Carl Classen, Town of Southern Shores – Manager
- Dan Scanlon, Currituck County – Manager
- Donna Creef, Dare County – Planner
- Lynn Mathis, NCDCM
- Christina Breen, NCDWQ
- John Hennessy, NCDWQ
- Gary Jordan, USFWS
- Travis Wilson, NCWRC
- Bill Biddlecome, USACE
- Ron Lucas, FHWA
- John Conforti, NCDOT
- Arnold Bloch, Howard/Stein-Hudson
- John Page, Parsons Brinckerhoff
- Bobby Norburn, 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

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.

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
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 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.

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 repeated without change. 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 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 jump to premature 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 the locals involved in the Merger Team process. However, he would 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 they 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 he needed 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.
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.

- Carl Classen stated that Southern Shores is not growing much because it is almost fully built-out 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 Skyline 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.

- 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 versus the ones to the south of the intersection. The rentals to the north are often 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.

- 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 intersections.

- 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 versus 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").

- 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.

- 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 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.

October 27 Attendees:

- Chris Layton Town of Duck – Manager
- Carl Classen Town of Southern Shores – Manager
- Dan Scanlon Currituck County – Manager
- Gwenn Cruickshanks Build the Bridge
- Jerry Jennings NCDOT – Division 1
- Todd Weiss 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 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 reiterated that having signals at certain locations along NC 12 was necessary in order to create gaps in traffic to allow pedestrians to cross and also have walk/don’t walk signage.

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.

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. 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 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.

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.

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. 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 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.

PB will look at reversable 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 ITRE 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 buses 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 is 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 plated 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 both 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 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.

PB will look at reversable 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 ITRE 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 buses 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 is 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 plated 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 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.
Over a Century of Engineering Excellence

Page 9
10-26-05 and 10-27-05 Field Trip Summary
December 21, 2005

- 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 swamp land.
- 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.
Workshop Goals
- Discuss study activities and schedule
- Statement of Purpose and Need
- Alternatives analysis findings
- Answer other questions
- Receive public comments

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

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.
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

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>No MCB</td>
<td>347.2</td>
<td>649.0</td>
</tr>
<tr>
<td>MCB with Tolls</td>
<td>297.4</td>
<td>556.3</td>
</tr>
<tr>
<td>Reduction with MCB</td>
<td>49.8</td>
<td>82.7</td>
</tr>
</tbody>
</table>

Widen Existing Roads Only

Project Type Alternatives

- Improve Efficiency of Existing Roads
  - Shifting Rental Times
  - Transportation Systems Management
  - Bus
  - Ferry

- Widen Existing Roads
- Mid-Currituck Bridge with various combinations of existing road widening

ER1/ER2 Travel Benefits
Mid-Currituck Bridge

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**

<table>
<thead>
<tr>
<th>Metric</th>
<th>ER1</th>
<th>ER2</th>
<th>MCB1</th>
<th>MCB2</th>
<th>MCB3</th>
<th>MCB4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual VMT</td>
<td>-0%</td>
<td>-0%</td>
<td>-13%</td>
<td>-13%</td>
<td>-13%</td>
<td>-13%</td>
</tr>
<tr>
<td>Annual Congested VMT</td>
<td>-59%</td>
<td>-23%</td>
<td>-64%</td>
<td>-50%</td>
<td>-43%</td>
<td>-43%</td>
</tr>
<tr>
<td>Average Summer Travel Time</td>
<td>-48%</td>
<td>-19%</td>
<td>-53%</td>
<td>-44%</td>
<td>-31%</td>
<td>-31%</td>
</tr>
<tr>
<td>Travel Time Via WMS</td>
<td></td>
<td></td>
<td>+MCB</td>
<td>+MCB</td>
<td>+MCB</td>
<td>+MCB</td>
</tr>
<tr>
<td>Clearance Time</td>
<td>21.4 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td>20.2 to 27 hrs</td>
<td>21.4 to 27 hrs</td>
<td></td>
</tr>
<tr>
<td>Relocations</td>
<td>237</td>
<td>47</td>
<td>201</td>
<td>21</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Wetlands Filled/Bridged</td>
<td>27.5'/0.0'</td>
<td>27.0'/0.0'</td>
<td>38.8'/7.2'</td>
<td>38.8'/7.2'</td>
<td>38.8'/7.2'</td>
<td>38.8'/7.2'</td>
</tr>
<tr>
<td>Cost (millions)</td>
<td>$496</td>
<td>$513</td>
<td>$5918</td>
<td>$631</td>
<td>$469</td>
<td>$479</td>
</tr>
<tr>
<td>Toll Financing</td>
<td>No</td>
<td>No</td>
<td>Bridge</td>
<td>Bridge</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

---

**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
Bridge Corridor Alternatives

Mainland Corridor Selection

- C1/C2: Best balance between minimizing Aydlett impacts and natural resource impacts
- C3/C4: Substantial concerns with both impacts to Aydlett and natural resources
- C5/C6: Near southern edge of Aydlett, Passes through unique Bay Forest, New habitat fragmentation, Likely not permitable under Section 404 of the Clean Water Act
Outer Banks Corridor Selection

C1 affects the southern end of the new subdivision. It minimizes wetland impacts.

C2 ends in a commercial area and includes the site selected for an Official Map in the 1990s. It bridges wetlands and natural habitat.

Interchange Alternatives

With a four-lane road, the median is now the NCDOT standard. Full breaks in the median are at 1,200-foot intervals.

NCTA Detailed Study Bridge Corridors

Where remains two-lane, no change in access is required.
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

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

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

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

Mid-Currituck Bridge Toll Plaza

- Toll Plaza B-125

- Map showing the toll plaza location and surrounding area
Public Private Partnership (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.

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
From: Ryan Walsh
Date: April 4, 2008
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

NCDOT, 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)
- Benfetta 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

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:

- Steve DeWitt, North Carolina Turnpike Authority
- Ted Devin, North Carolina Department of Transportation
- Mike Fendrick, Parsons Brinckerhoff
- 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 Brinckerhoff
- Eric Misak, Parsons Brinckerhoff
- John Page, Parsons Brinckerhoff
- 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.
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 2nd, 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 O'תחר
Regional Planner/RPO Coordinator

THE ALBEMARLE COMMISSION
LEAD REGIONAL ORGANIZATION FOR REGION R

THE ALBEMARLE COMMISSION
LEAD REGIONAL ORGANIZATION FOR REGION R

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 assure the safety of visitors and residents of the northern Outer Banks, the Mid-Currituck bridge will be included 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-County 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 2nd day of April, 2008.

Morgan O'תחר, Chair, Albemarle RPO Technical Advisory Committee (RTAC)

Morgan O'clarsimp, Albemarle RPO Coordinator
RESOLUTION OF THE BOARD OF COMMISSIONERS FOR CURRITUCK COUNTY, NORTH CAROLINA SUPPORTING THE COMMUNITIES OF AYDELLT 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 Currituck 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-Currituck Bridge Interchange (Option B) and barrier wall at Waterlily Road fail to meet the expectation and requirement of the Aydlett and Church's Island communities and the Board of Commissioners for Currituck County.

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

Section 1. Currituck County opposes an interchange design plan known as U.S. 158/Mid-Currituck Bridge Interchange (Option B) and supports an interchange design plan that locates the Mid-County Bridge toll plaza near U.S. Highway 158 and retains Aydlett Road (SR 1140) as the common and ordinary route for local traffic to and from the Aydlett community.
Section 2. Currituck County opposes the location of barrier walls at the intersection of Waterlily Road (SR 1142) and U.S. Highway 158 that will require south bound traffic from Waterlily Road to travel north on U.S. Highway 158 across the Coinjock Bridge before making a hazardous traffic movement into the south bound lanes of U.S. Highway 158 and requests consideration for the location of a service road extending underneath the Coinjock Bridge to allow southbound traffic from Waterlily Road to safely merge into the southbound lanes of U.S. Highway 158.

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

Section 4. This resolution is effective upon its adoption.

ADOPTED the 19th day of October, 2009.

[Signature]
Owen Etheredge, Chair
Board of Commissioners

ATTEST:

[Signature]
Mark Gilroy
Deputy Clerk to the Board

TOWN OF DUCK, NORTH CAROLINA
March 19, 2008

Ms. Jennifer Harris, PE
Environmental Engineer
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27609-1578

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 those 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 Tuckerton 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 3309 • Duck, North Carolina 27949
252-255-1234 • 252-255-1236 (fax) • www.townofduck.com
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 a significant additional benefit for the purpose and need of the project. 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 be significant in reducing travel time. This fact is evidenced by data presented at the most recent project meetings, where only the bridge alternative will result in a reduction in annual vehicle miles traveled on US 158 and NC 12 in the design year. The bridge alternative will also serve to carry a significant amount of southbound traffic near the community of Aydelott, which would improve traffic flow to the Wright Memorial Bridge and positively impact travel times for commuters and residents of 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 Aydelott 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 on the US 158/NC 12 intersection to north of Corolla and in some instances through the Virginia state line. Diversion of traffic at Aydelott 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 E12 and MCB2 alternatives. Based on the data presented above, the E12 alternative would not address the project purpose and need. We would also note that travel benefits are significantly less with the E12 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 E12 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 relocation options 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 Corolla 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 would reduce the number of vehicle trips through Duck by diverting traffic to the new bridge. A widening alternative will move traffic further through the community, but it will 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 travel (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 driveways 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 unsalable without the necessary area for wastewater disposal. Many 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 access 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 25(d): 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 maintain. 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 essential 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 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
Mayor

cc: Members of the Duck Town Council
Senator Marc Basnight
Representative Timothy L. Spear
Bald 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

Wayne Gray
Commissioner
Town of Nags Head
Post Office Box 59
Nags Head, North Carolina 27959
Telephone: 252-441-6008
Fax: 252-441-0776
www.townofnagshead.net
Re: Town of Nags Head comments on proposed Mid-Currituck Bridge

April 9, 2008
Ms. Jennifer Harris, PE
Environmental Engineer
North Carolina Turnpike Authority
1576 Mail Service Center
Raleigh, NC 27699-1576

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 consider the bridge alternatives in future phases of the project.

Sincerely,

M. Reece Cahoon
Mayor

Town of Nags Head

MRC/FR

CC: Town of Duck Council members
Senator Marc Basnight
Representative Tim Spear
Dare County, Currituck County, Towns of Southern Shores, Kitty Hawk, Kill Devil Hills, and Manteo
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 (71% on a summer weekend, 60% on a summer weekday and 68% on a non-summer weekend) using this route have a destination in the Currituck County Outer Banks; AND

WHEREAS, the construction of a Mid-Currituck Bridge would most significantly lessen this traffic load on the aforementioned roads, alleviate the current traffic backing-up to the southern towns of Kitty Hawk, Kill Devil Hills, Nags Head, and beyond; save energy resources now consumed by traffic idling, and provide an alternative route for both safety and hurricane evacuation; AND

WHEREAS, the current DOT Currituck Sound Area Transportation Study (TIP Project R-2976) 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 is presently planned to 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 Lynda Tipple, Senator Marc Basnight, Representative Bill Cullipher, and Dare County Commissioner Stan White, Board of Transportation Member.

Adopted this 4th day of September 2002.

ROBERT W. MULLER, Mayor

ATTENVST:

Carolyn P. Martin, Town Clerk

March 5, 2008

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1576 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 28th 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 crotching 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, Mayor of Southern Shores.
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 4th day of March 2008.

[Signature]  
Don Smith, Mayor

ATTEST:

[Signature]  
Carrie Geraci, Town Clerk