

MID-CURRITUCK BRIDGE STUDY

STAKEHOLDER INVOLVEMENT FOR FINAL ENVIRONMENTAL IMPACT STATEMENT TECHNICAL REPORT

Volume 2

WBS ELEMENT: 34470.1.TA.1
STIP No. R-2576
CURRITUCK COUNTY
DARE COUNTY

Prepared by
Parsons Brinckerhoff
434 Fayetteville Street, Suite 1500
Raleigh, North Carolina 27601

for the
 **NORTH CAROLINA**
Turnpike Authority
Raleigh, North Carolina

December 2011

Appendix D

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on the DEIS**

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**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: _____
Street Address: _____ Apt./Suite No: _____

City, State, Zip: _____
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:
effective maps

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Tuesday, January 25, 2011 1:09 PM

Subject: FW: Please build bridge ASAP Thanks

Date: Tuesday, July 6, 2010 8:51 AM

From: Brown, Don <BrownDo@pbworld.com>

To: <tracy.roberts@ncturnpike.org>; <jennifer.harris@ncturnpike.org>; Ryan Walsh <rwalsh@hshassoc.com>

Cc: "Page, John" <PageJ@pbworld.com>

FOR THE PUBLIC HEARING RECORD

From: Matt [mailto:58mat26@gmail.com]

Sent: Sunday, July 04, 2010 12:50 PM

To: midcurrituck@ncturnpike.org

Subject: Please build bridge ASAP Thanks

From: donnac71@aol.com [mailto:donnac71@aol.com]

Sent: Thursday, June 24, 2010 9:56 PM

To: undisclosed-recipients

Subject:

Last year I was vacationing in Corolla when I began to feel sick. I had to drive almost 2 hours in excruciating pain to the hospital. I am only 38 years old and am now living with a chronic condition that could have been treated more effectively at a larger hospital. I no longer feel safe telling my family or friends to vacation in an area so cut off from the mainland and appropriate medical care. Its a shame since it such a beautiful area.

I would highly encourage you to build the mid Currituck bridge. Had I been able to go to a large mainland hospital I may be OK today. I am sure there are others in my situation that were seriously ill and not so fortunate.

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Subject: Mid-Currituck Bridge
Date: Friday, June 4, 2010 12:40 PM
From: Harold Adams <hlajia@comcast.net>
To: <midcurrituck@ncturnpike.org>

Question 1: I prefer MCB2 because I think it will take the danger and pressure off of the now overloaded Route 12 and 158, there could be a slight modification to widen route 12 through Duck where ever possible thus avoiding areas where the land purchase would be too great.
Question 2: I prefer C2 because it comes into route 12 where there is already commercial traffic and will cut the travel distance for those traveling from the south. Question3: I prefer mainland approach road design B because it will cost the taxpayers less. Question 4: I prefer reversing the center lane on 158 for Hurricane evacuation. Question 5 No other concerns.
Question 6: I am not a boater therefore do not have an opinion. I am a home owner in Sea Ridge in Duck. Thank you, Harold L. Adams

Harold L. Adams, FAIA
1601 The Terraces
Baltimore, MD 21209

----- Original Message -----
From: pprvhr48@charter.net <pprvhr48@charter.net>
To: Harris, Jennifer
Sent: Fri May 07 17:11:33 2010
Subject: Mid-Currituck Bridge

With all the delays this bridge construction has experienced over all these years, we have been very lucky not to have had major loss of life during a major storm - merely because we have not been hit by such a storm. We urgently need the bridge as soon as possible because we cannot count on our luck's holding out forever. People on the Currituck banks should not have to travel through Duck and Southern Shores to escape a major storm.

From: Meghan Agresto [mailto:magresto@gmail.com]
Sent: Tuesday, June 01, 2010 2:51 PM
To: midcurrituck@ncturnpike.org
Subject: Mid Currituck Bridge questionnaire

Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why? - **No bridge.**

- Not convinced it will help in hurricane
- not convinced that this isn't the machine trying to keep Duck and Dare county a little less congested while sacrificing the northern beaches/horses/undeveloped beauty
- not enough infrastructure to support the day traffickers,
- unsupported visitors take a toll on local economy
- cost of bridge is ridiculous with State budget as it is
- toll to foreign company means that locals/emergency personal/county residents who could work in Corolla instead of international labor would have to pay regardless of residency/purpose of crossing.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? Reversing center turn lane. If you add another lane, more people come. That's the problem that contributes to "needing" a bridge, which I'm opposed to. We must reinvest in the golden egg, not fry it.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

- Infrastructural supports
- Environment
- Local needs/desires/opinions

From: Barbara Akley <akley@embarqmail.com>
Date: Sat, 29 May 2010 11:00:02 -0400
To: <midcurrituck@ncturnpike.org>
Subject: I Think MCB4 is best!

As full time resident of Duck, I realize that another bridge is necessary for health and safety issues. I think MCB4 is the best plan. Bridge corridor C1 is best for the bridge corridor. Option B for the mainland approach is good. I think reversing the center lane during an evacuation is appropriate.

Thank you for your consideration.

Barbara Akley
106 Bunting Lane
Duck, NC 27949

tel. # 252-261-8739

--

Barbara

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

MAY 24 2010

Name: SARDEA ALBERTSON
 Street Address: 225 S. INHUNNOWN Rd. Apt./Suite No:
 City, State, Zip: SHAWBORO, N.C. 27978

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 because I know how badly this bridge is needed.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I could live with either one but probably C-1 because it would not displace any homes or businesses.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A because it leaves Odfeltt Road or Community in tact as is.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

No, the bridge will do it all.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The only real impact I would be concerned with is, if option B were chosen on the mainland it would be devastating to the Odfeltt Community.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

We need the Bridge built as quickly as possible

Thank you

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: LRSCPAOBX@aol.com [<mailto:LRSCPAOBX@aol.com>]
Sent: Monday, May 24, 2010 9:44 AM
To: midcurrituck@ncturnpike.org
Subject: Comments

I would like to see the mid county bridge built. Put the tollbooths on US 158. Use the Corolla entry that doesn't disturb the commercial. Put drainage on Hwy 12 immediately. Don't widen Hwy 12 thru southern Shores, Duck and Corolla.

Please put me on your email list for updates.

Your maps were great at the hearings.

Thanks,

Jean Allen

Kill Devil Hills, NC 27948

From: LPAlterman@aol.com [<mailto:LPAlterman@aol.com>]
Sent: Sunday, May 30, 2010 1:09 PM
To: midcurrituck@ncturnpike.org
Subject: Fwd: Mid-Currituck Bridge Comment Form (not previously attached)

Mid-Currituck Bridge Public Comment Form

Name: Lynne Alterman
Street Address: 100 Ocean Crest Way
City, State, Zip: Duck, NC 27949
Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

I prefer the MCB4 bridge alternative and object to any widening of NC 12 through Duck and Southern Shores.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C1 in the Corolla Bay subdivision, because it's still being developed and could be altered to accommodate the bridge corridor. This alternative would not disrupt existing businesses in the Corolla area.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I support mainland approach road design Option B.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I prefer reversing the center turn lane during an evacuation, so as not to impact existing homes, businesses or gravesites by building a third lane.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

I fully support MCB4. Let's get this bridge built as soon as possible! And never widen NC 12 through Duck and Southern Shores.

From: Doris Anderson <dba107@verizon.net>
To: Harris, Jennifer
Sent: Tue Jun 22 06:00:03 2010
Subject: NC Bridge

PLEASE build the bridge!!!
Doris Anderson

From: Jeff Anderson
To: Harris, Jennifer
Sent: Fri Apr 23 17:17:33 2010
Subject: In Support of the Mid-Currituck Sound Bridge
Ms. Harris,

This letter is in written in strong support of the Mid-Currituck Sound Bridge. As a homeowner on the Outer Banks, I have personally experienced the emergency traffic conditions associated with several hurricane evacuations during the last 20 years of home ownership in the area. In addition, the extraordinary strain on the road system going north from Kitty Hawk to Corolla on weekends during the tourist season seems to have reached a critical point. The volume of development up in the Corolla area seems to require a solution such as the sound bridge.

Please relay my support for the proposal to build the Mid-Currituck Sound Bridge.

Best Regards,

Jeffrey P. Anderson
123 Shearwater Way
Duck, NC 27949

From: RAnder651@aol.com [<mailto:RAnder651@aol.com>]
Sent: Wednesday, May 26, 2010 12:23 PM
To: midcurrituck@ncturnpike.org
Cc: RAnder651@aol.com
Subject: Mid-Currituck Bridge Project-comments

Thank you for the opportunity to comment upon the Mid-Currituck Bridge Project. We are six month residents of the Corolla area. Although we would enjoy the savings of time in reaching our second home in Corolla and the evacuation benefits, we are against the building of the bridge.

Our reasons for our point of view are: 1. environmental impact on the ecological system 2. expense versus value of the bridge benefits 3. explosion of tourist day trippers with inadequate facilities/parking 4. impact on the unique beach community due to traffic pattern changes and 5. questionable need with only 16 weekend days of 365 total days were traffic is a problem or less than 5 % of the total days of the year.

Of the choices offered ER2 would be the most desirable. Thank you.

Paddy & Bud Anderson, 585 Golfview Trail, Corolla, NC 27927 252 453 3004

From: Devon and Mike Andrew
To: Harris, Jennifer
Sent: Fri Apr 23 06:59:36 2010
Subject: MC Bridge Construction
We are homeowners since 2005 and have followed with great anticipation the bridge plans. Sooner is better, and the MCB4 plan appeals most to us.

We are terribly anxious for this bridge to be built for 3 reasons that are specific to high season renting needs. 1) our renters are horrified by the commute on and off the island due to stalled traffic. 2) Northern Virginia renters would cut a full hour off the commute and we could compete better for their reservations. 3) in an emergency, we would like the people in the upper island areas to have a chance to exit as well! The last is my children's observation and fixation.

Is there anything we can do to push to keep the bridge on a quick schedule and assure proper funding? This is a truly high priority in our minds.

Thanks,

Devon and Mike Andrew
750 Lakeshore Ct, Corolla

Charles and Mary Ellen Angus
358 Narrow Shore Road
Aydlett, NC 27916
(252) 453-2330

June 4, 2010

Mr. John Page, AICP, CEP
Parsons Brinckerhoff
909 Aviation Parkway, Suite 1500
Morrisville, NC 27560

RE: Mid Currituck Bridge Study, Aydlett NC

Dear Mr. Page,

The purpose of this letter is to confirm our telephone conversation on Thursday, May 27, 2010. As we discussed that afternoon, we have no desire for there to be a Mid Currituck Bridge or its facilities located in our community of Aydlett, let alone on our property. Having said that we feel it is inevitable that this project will take place in Aydlett.

It is our opinion this project will drastically take away from the quality of life we have enjoyed for over 36 years. The peace and serenity our farm has provided our family will be lost forever. With that being said, if the project is in fact going to take place, we have the following comments regarding the proposed plans received in the mail October 2009:

Option A:

Should the Turnpike Authority choose to proceed with option A it would put the elevated roadway approach to the bridge level with our 2nd story bedroom windows. Clearly one would understand our position that the acceleration of the vehicles going up the incline would disrupt our sleep. Also, our property's future is ruined by not having direct access to the bridge.

Option B:

This ground level approach to the west end of the bridge is preferred over Option A, especially if there is a heavily vegetated buffer along the new roadway. With that being said, keeping the bridge approach at the existing ground level means our property would be severed by a new road in order to maintain traffic flow on Narrow Shore

Charea Lee Ellen Angus
750 Aydlett Road
Aydlett, NC 27916
(252) 202-3943

June 4, 2010

Mr. John Page, AICP, CEP
Parsons Brinckerhoff
909 Aviation Parkway, Suite 1500
Morrisville, NC 27560

RE: Mid Currituck Bridge Study, Aydlett NC

Dear Mr. Page,

The purpose of this letter is to express to you that I share the same views as my parents (Charles & Mary Ellen Angus) on the issue of the Mid Currituck Bridge Study. I have included a copy of the letter they have sent to you. It is my hope that what they have proposed will be considered in the final decision of the Mid Currituck Bridge in Aydlett as this is their land. Many sacrifices were made to obtain, maintain and keep possession of this wonderful piece of property. The outcome of this project will directly affect my parents, me and my siblings.

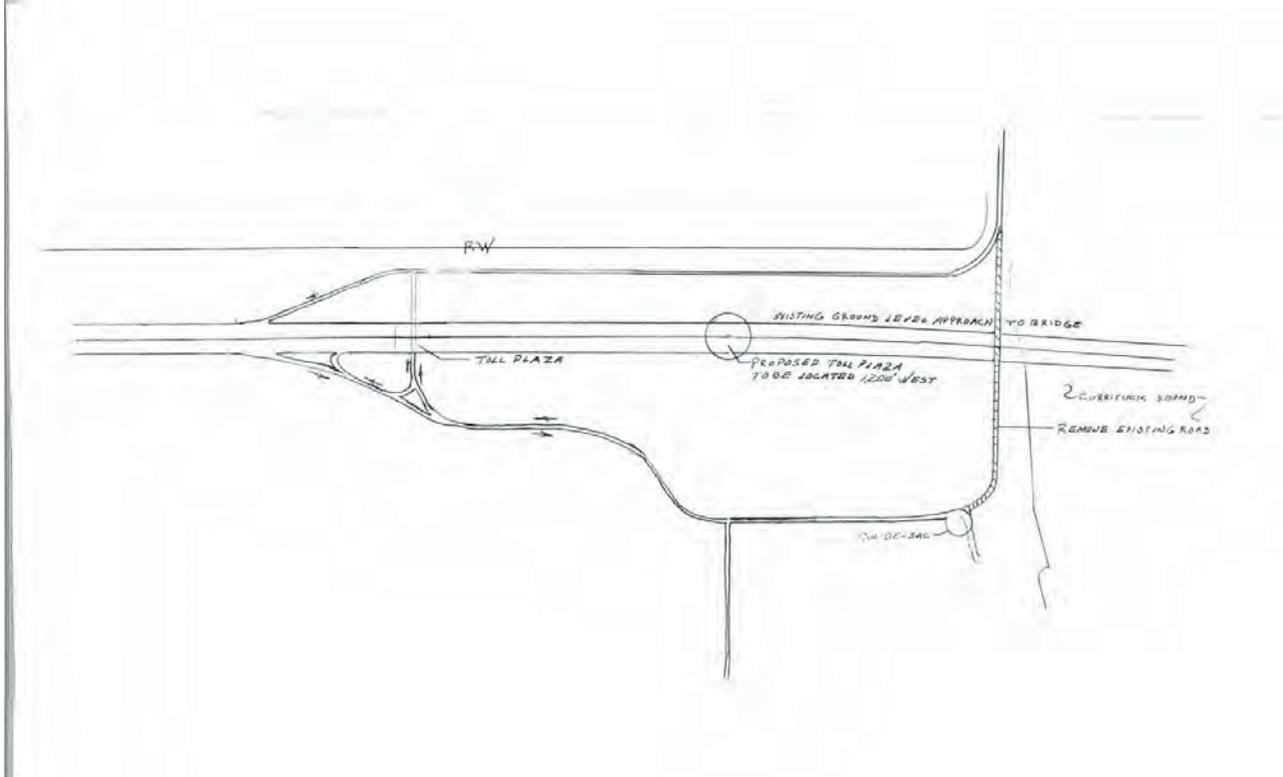
I appreciate your consideration of my parent's suggestions and look forward to discussing them with you further.

Sincerely,



Charea Angus

CC: Jennifer Harris, NC Turnpike Authority
Eugene A. Conti, Jr., NC Department of Transportation
Enclosures



Road. We believe the Turnpike's objective under Option B can be accomplished without severing our property. We are including the proposed drawing detailing our recommended changes to Option B:

1. Move the toll plaza 1200' to the west. This would minimize the noise to the residence caused by the vehicle acceleration at the toll plaza.
 - a. The toll plaza area would have a comfort facility and parking for the toll plaza personal only.
 - b. The N.C. Turnpike Authority office, maintenance, and public/private parking would be situated on HWY 158.
2. We recommend the road design provide an ingress and egress from the bridge approach road into Aydlett. We believe this will prove to be a good decision by the N. C. Turnpike Authority and will be utilized by the residents of Aydlett.
3. The Aydlett Road that goes through the Maple Swamp should not be removed. This road gives property owners access to their property and people will want to use this road.
4. We would like to see the cul-de-sac in the southeast corner where Narrow Shore Road parallels the sound and remove the pavement along the sound. The two property owners in the corner are in favor of this cul-de-sac location.
5. Lastly, we would like to see the bridge corridor C1 across the Currituck Sound.

If our property is to be severed by Option B, we request unlimited access to the easterly and westerly portions of our property caused by the creation of any road on our property.

Thank you for your time and giving us the opportunity to voice our concerns. We appreciate your consideration of our suggestions and look forward to discussing them with you further.

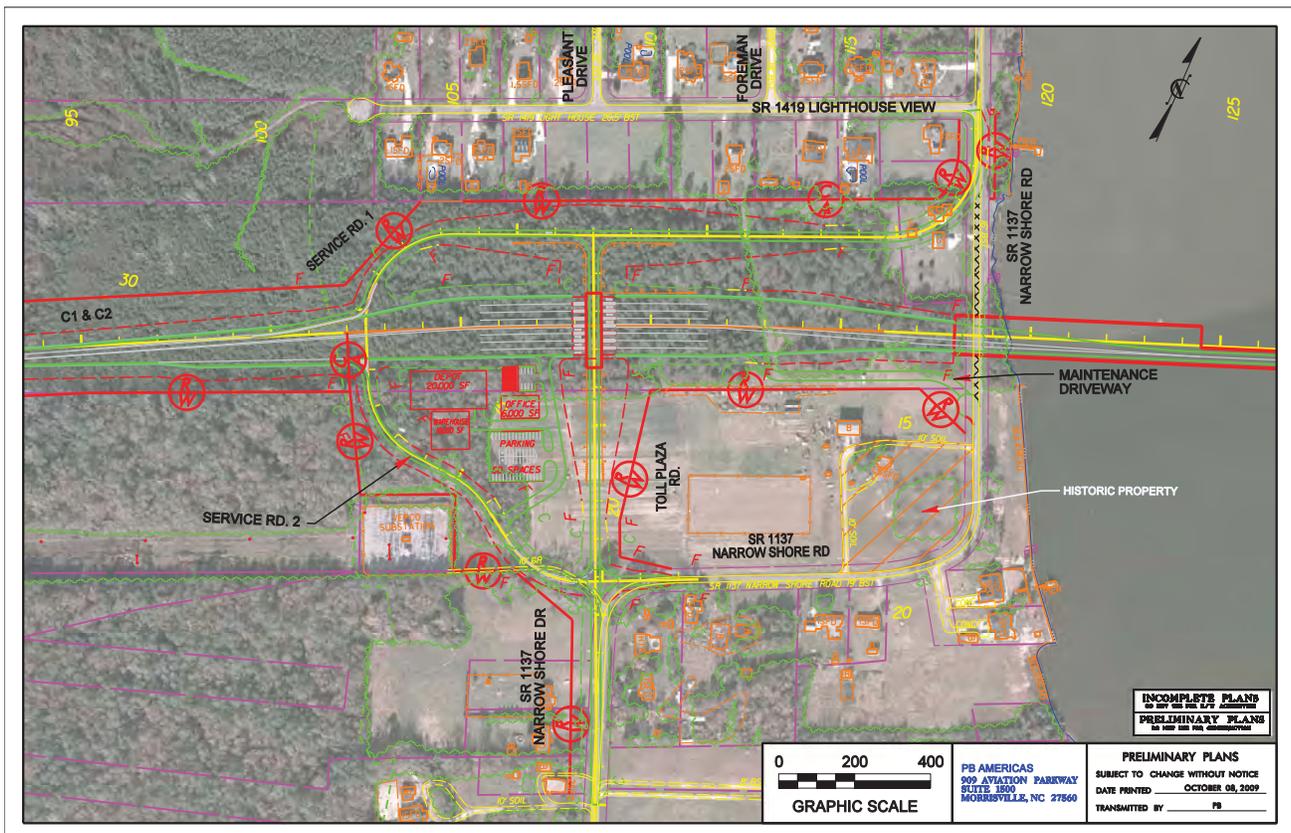
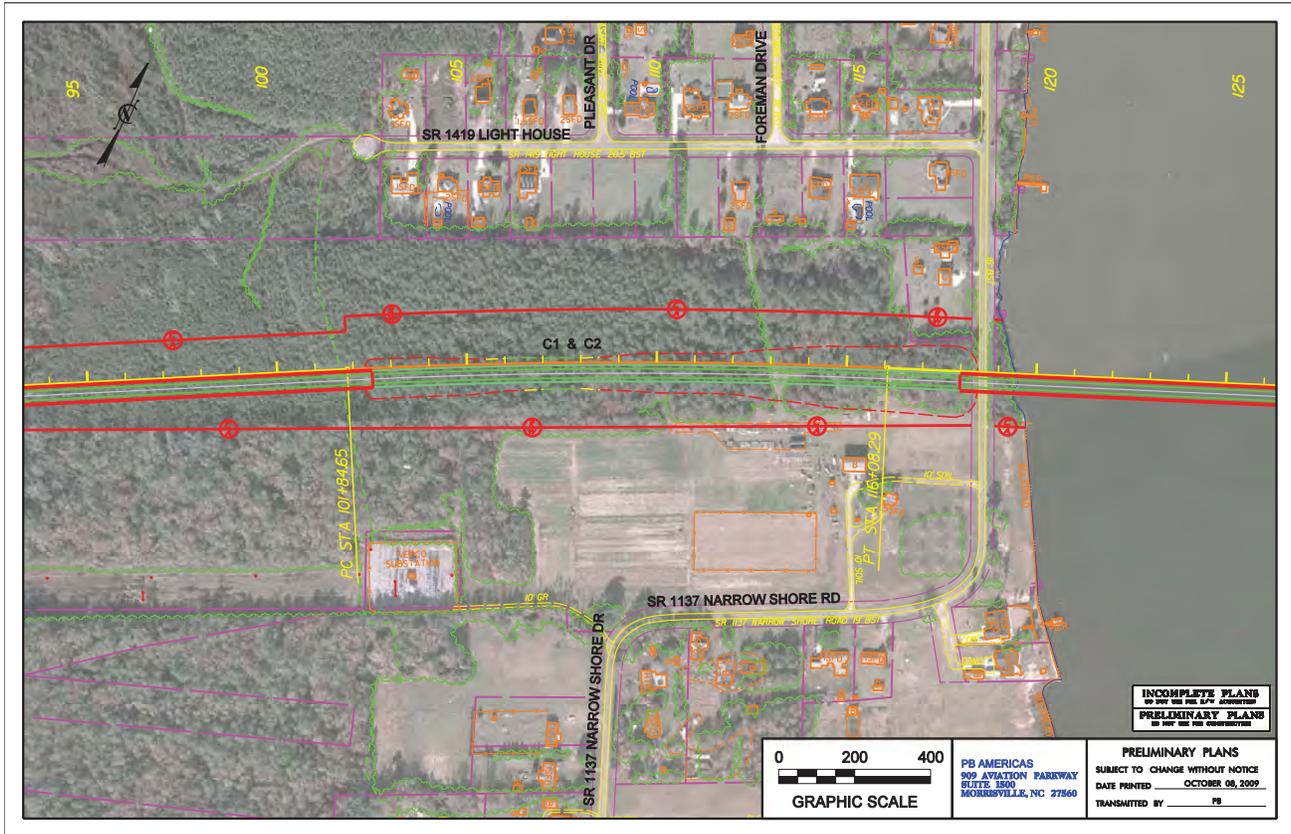
Sincerely,

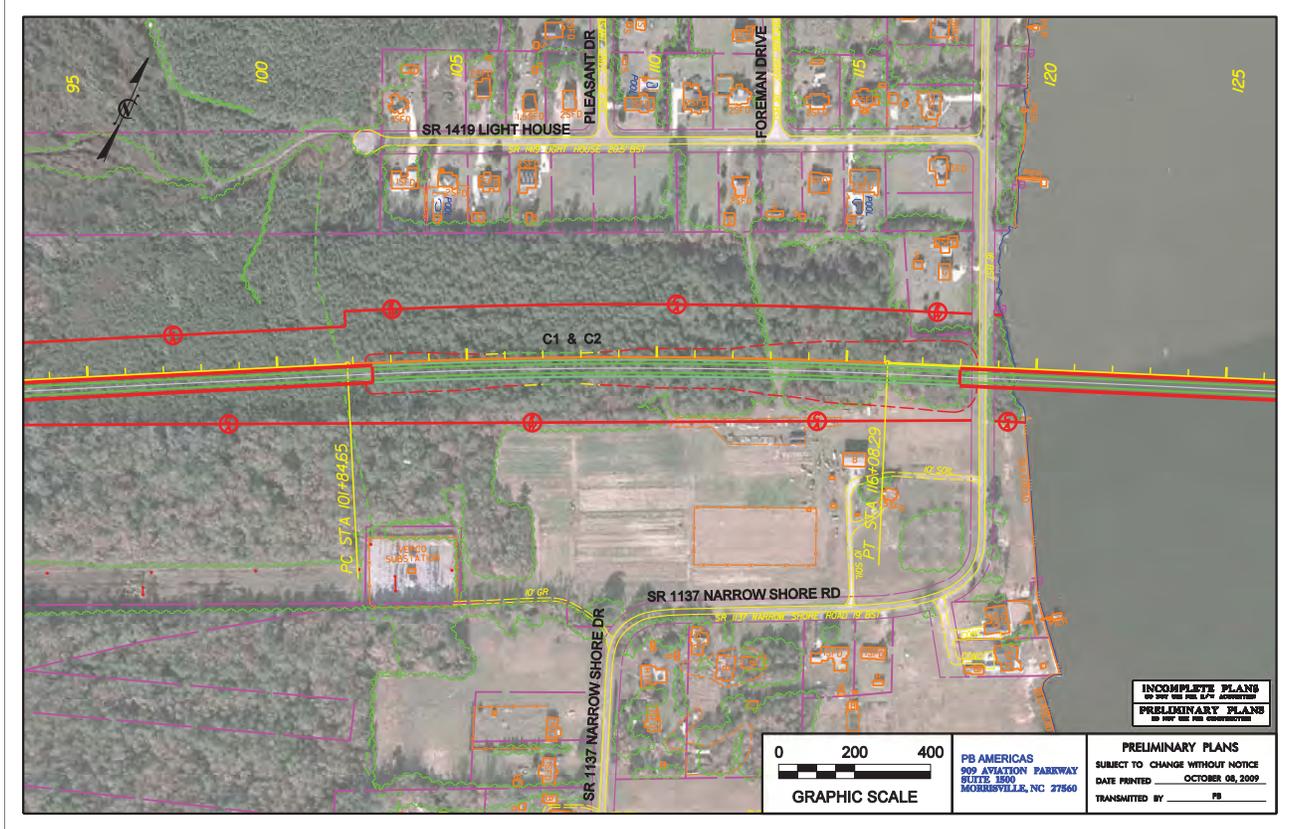
Charles and Mary Ellen Angus

CC: Jennifer Harris, NC Turnpike Authority

Eugene A. Conti, Jr., NC Department of Transportation

Enclosures





would be severed by a new road in order to maintain traffic flow on Narrow Shore Road, the Turnpike's objective under Option B can be accomplished without severing the property so severely. Included is a proposed drawing detailing the recommended changes to Option B:

1. Move the toll plaza 1200' to the west. This would minimize the noise to the residence caused by the vehicle acceleration at the toll plaza.
 - a. The toll plaza area would have a comfort facility and parking for the toll plaza personal only.
 - b. The N.C. Turnpike Authority office, maintenance, and public/private parking would be situated on HWY 158.
2. It is recommended that the road design provide an ingress and egress from the bridge approach road into Aydlett. I believe this will prove to be a good decision by the N. C. Turnpike Authority and will be utilized by the residents of Aydlett and improve their property values that would otherwise be hindered by the new bridge.
3. The Aydlett Road that goes through the Maple Swamp should not be removed. This road gives property owners' access to their property and people will want to use this road.
4. I would like to see the cul-de-sac in the southeast corner where Narrow Shore Road parallels the sound and remove the pavement along the sound. The two property owners in the corner are in favor of this cul-de-sac location.
5. Lastly, I would like to see the bridge corridor C1 across the Currituck Sound.

If my parents' property is to be severed by Option B, we request unlimited access to the easterly and westerly portions of the property caused by the creation of any road on our property.

Thank you for your time and giving me the opportunity to voice our concerns. We appreciate your consideration of our suggestions and look forward to discussing them with you further.

Sincerely,

Kimberly Angus

Kimberly C. Angus

CC: Jennifer Harris, NC Turnpike Authority

Eugene A. Conti, Jr., NC Department of Transportation

Enclosure

PRELIMINARY PLANS
 SUBJECT TO CHANGE WITHOUT NOTICE
 DATE PRINTED: OCTOBER 08, 2009
 TRANSMITTED BY: PB

Kimberly C. Angus
 145 North River Drive
 Jarvisburg, NC 27947
 (252) 202-9450

June 7, 2010

Mr. John Page, AICP, CEP
 Parsons Brinckerhoff
 909 Aviation Parkway, Suite 1500
 Morrisville, NC 27560

RE: Mid Currituck Bridge Study, Aydlett NC

Dear Mr. Page,

The purpose of this letter is to relay my thoughts and concerns regarding the proposed Mid-Currituck Bridge. Naturally, I have no desire for there to be a Mid Currituck Bridge or its facilities located in or near the community of Aydlett. Regardless of my feelings, I feel it is inevitable that this project will take place in Aydlett.

It is my opinion this project will drastically take away from the quality of life that those in Aydlett and I myself have enjoyed for so many years. I lived there for 32 years myself and only recently moved fifteen minutes south. I miss Aydlett and the peace and serenity the area provided and hoping to return soon. There is no other little town like it in all of Currituck. Having grown up on Narrow Shore Farm and, for the most part, raised my two children in Aydlett, I hate to see the bridge tear the family farm into. We still enjoy all our family gatherings and outings there and share it with a multitude of friends and family. This is my parents' retirement and inheritance for us kids.

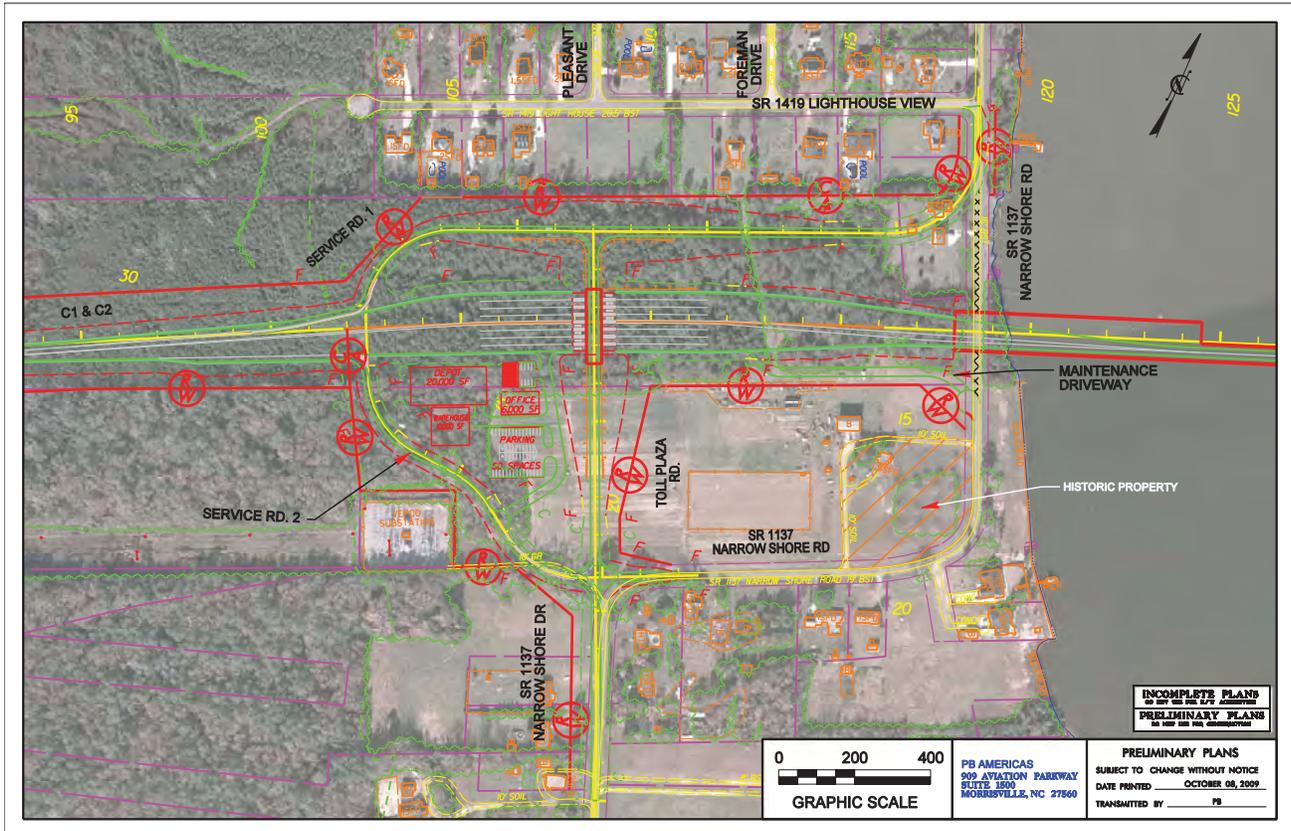
With that being said, if the project is in fact going to take place, I share my parents' thoughts with regards to the proposed plans posted on line October 2009:

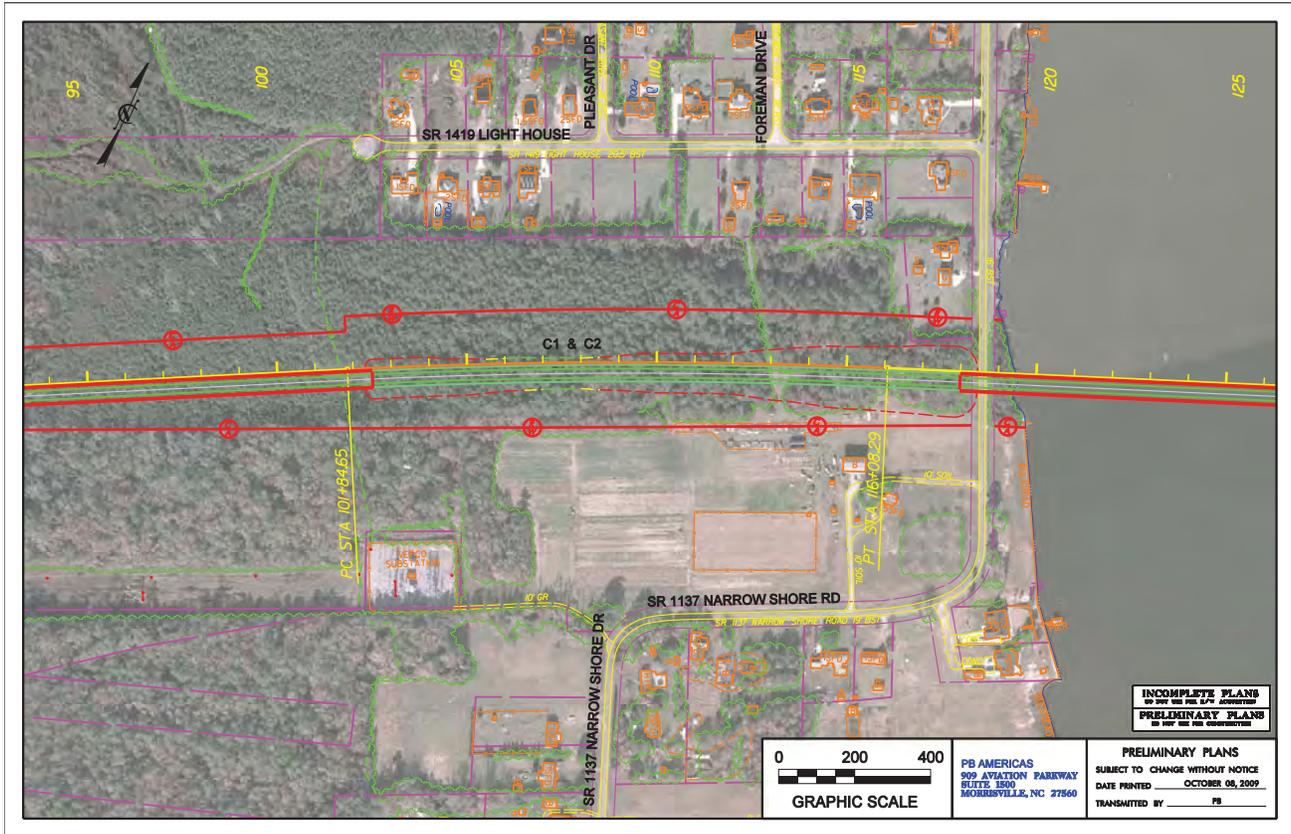
Option A:

Should the Turnpike Authority choose to proceed with Option A, it would put the elevated roadway approach to the bridge level with the 2nd story bedroom windows. Clearly, one would understand the position that the acceleration of the vehicles going up the incline would disrupt their sleep and be excessive noise to others in the community. Also, the property's future use and potential is ruined by not having direct access to the bridge.

Option B:

This ground level approach to the west end of the bridge is preferred over Option A, especially if there is a heavily vegetated buffer along the new roadway to help with the noise. Although the bridge approach at the existing ground level means the property





would be severed by a new road in order to maintain traffic flow on Narrow Shore Road, the Turnpike's objective under Option B can be accomplished without severing the property so severely. Included is a proposed drawing detailing the recommended changes to Option B:

1. Move the toll plaza 1200' to the west. This would minimize the noise to the residence caused by the vehicle acceleration at the toll plaza.
 - a. The toll plaza area would have a comfort facility and parking for the toll plaza personal only.
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4. I would like to see the cul-de-sac in the southeast corner where Narrow Shore Road parallels the sound and remove the pavement along the sound. The two property owners in the corner are in favor of this cul-de-sac location.
5. Lastly, I would like to see the bridge corridor C1 across the Currituck Sound.

If my parents' property is to be severed by Option B, we request unlimited access to the easterly and westerly portions of the property caused by the creation of any road on our property.

Thank you for your time and giving me the opportunity to voice our concerns. We appreciate your consideration of our suggestions and look forward to discussing them with you further.

Sincerely,

Kimberly Angus

Kimberly C. Angus

CC: Jennifer Harris, NC Turnpike Authority

Eugene A. Conti, Jr., NC Department of Transportation

Enclosure

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

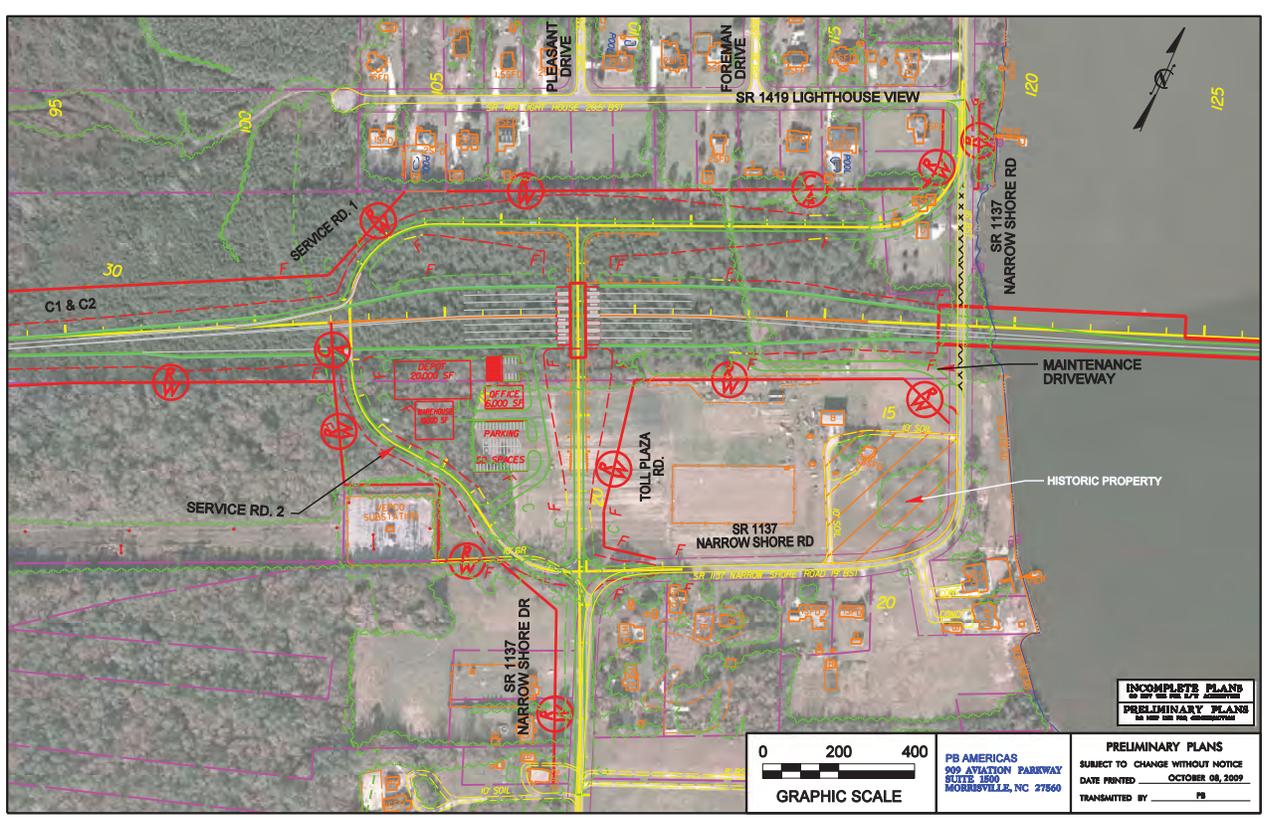
Name: JACK W. ARDET
 Street Address: 326-G2ND STREET Apt./Suite No: _____
 City, State, Zip: NEWPORT NEWS VA 23607-1914
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB2

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
MCB2 C-2

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
OPTION A



**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Jay Arnett
Street Address: 210 Gardenville Drive Apt./Suite No: _____
City, State, Zip: Yorktown VA 23693

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB2

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Peggy Amett
 Street Address: 939 Whalehead Drive Apt/Suite No:
 City, State, Zip: Corolla NC
 Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB2

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US-158 or reversing the center turn lane during an evacuation and why?

Reverse center turn lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

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NORTH CAROLINA TURNPIKE AUTHORITY
MS. JENNIFER HARRIS, P. E.
1578 MAIL SERVICE CENTER
RALEIGH NC 27699-1578
Re: Mid Currituck Bridge Public Comment
Date: 6-3-10

Ms. Harris,

Please find below two responses from Emily Ausband & Alex Lefevre in regards to the Mid Currituck Bridge Project and alternatives. We are both owners of Banks Land Company whose property is located at 6146, 6150 & 6156 North Croatan Hwy. The businesses located within this property that are also referenced as commenter's are Islander Flags of Kitty Hawk, Inc., Identify Yourself LLC, The Bean Drop Cafe, & Kitty Hawk Kayaks and Surf School and one vacant tenant space.

We prefer MCB4 using the center lane as a third outbound lane during evacuations.

You will find Emily's Comments first and then Alex's comments following.

COMMENTS ON BEHALF AND BY EMILY AUSBAND

I would like to present the following possible solution to the 158 Corridor in Kitty Hawk proposed widening or hurricane evacuation lane. Without a detailed map on which I could calculate this myself, I can only make the following observation.

Instead of the proposed widened road being **straight**, I believe some curves could provide a much better outcome. Since I believe the speed limit is to be lowered to 45 mph, I don't think slight curves would be a traffic danger.

1. Curve to the right from the bridge to Amandas Avenue avoiding the businesses to the north.
2. Curve to the left before Victory Chevrolet and Islander Flags including the bridge over Jean Guite Creek.
3. Curve back to the right in the empty space in front of Kitty Hawk Estates avoiding all the town homes and the Kitty Hawk School property including the much needed ball field.
4. Continue this to the Marketplace.
5. The only structure then potentially impacted would be the ABC store which has an entry on the left rather than facing 158.

It seems to me that this would accomplish the least disruption to existing businesses and would actually improve the frontage at Victory Chevrolet, Islander Flags and Kitty Hawk School, for example – utilizing already ample available space with no structures.

If this plan were feasible, it might mean changing the angle of Jean Guite Creek Bridge and re-establishing setback lines along this corridor. This should be done prior to any work so that property

owners would know that any future construction would be affected by new setback lines for highway widening.

I would appreciate a specific answer from your engineers as to the possibility of such a design. Although it might cause some additional road construction expense, I doubt it would be as costly as the expense of buying out existing commercial properties.

This option should be examined even before construction of a hurricane evacuation lane on the north side of the highway so that future planning would be established from the start.

COMMENTS BY AND ON BEHALF OF ALEX LEFEVRE

All my comments are directly related to the corridor between the Wright Memorial Bridge and The Woods Road Intersection.

- **UNDERGROUND INFILTRATION**

After meeting with NC Turnpike representatives at the Open House on May 18th at the Ramada Plaza and after discussion of the potential impact on our property... we discussed the size of the swale in the front of our property and discussed the potential of creating underground storage that could drain to adjacent property minimizing the area needed to widen the road on the south side of 158 in front of our property.

- **TURN LANES**

If the 6 Lane Super Street is developed as part of this project or a future project; there should be consideration given as to the placement of the proposed 'U Turn' Lanes and Traffic Lighting in regards to making business entrances easily accessible by adjusting the turn lanes east or west; in our case westward so that the west bound traffic could have the option of turning into our driveway vs. doing a U Turn – We find it unlikely that once motorists are traveling towards the Wright Memorial Bridge that they will turn around to come back to our property; thus negatively impacting our businesses. Placement of this light and turn lane would be critical to our business.

- **NEW GINGUITE CREEK BRIDGE**

The proposal to replace the Ginguite Creek Bridge will directly impact the business of Kitty Hawk Kayaks and Boaters using the canal that live on the south side of the bridge. Our Tenants, Kitty Hawk Kayaks, use the waterway on a daily basis, and the unimpeded access thru that area is essential to their livelihood. Great care will need to be taken if the bridge is replaced in making sure that the waterway is accessible and safe and completed in an urgent fashion with the best times being October – February.

Also, the construction of the bridge would create huge amounts of equipment activity and debris removal – we would expect this part of the project to be minimized to alleviate potential blocking of our property frontage.

- **FOOTBRIDGE & MULTIUSE PATH**

The existing footbridge and multiuse path on the north side of 158 gets an amazing amount of traffic and is great for the community. If the road is converted to a super street or an outbound lane is added, the bridge and path will need to be replaced. A consideration is to relocate the foot bridge and path on the south side of the highway as the expansion with the outbound lane pushes the perimeter/right of way even farther on the north side – to balance the space, consider replacing the footbridge and multi use path on the opposite side of the road from its existing location.

Depending on the outcome of replacing the sidewalk and foot bridge, we may be interested in acquiring the bridge and moving it to our property as a crosswalk connecting our two properties 61.46 N. Croatan with 61.56 N. Croatan.

- **GENERAL CONSTRUCTION**

Depending on the final consensus, we would expect that our property would remain free and clear of construction traffic and debris during the project. We would also request that we are supplied with a contact name and number if we have any concerns during the construction related to our location.

- **ENVIRONMENTAL**

We would expect that there be the least amount of environmental impact possible effecting Ginguite Creek, Kitty Hawk Woods and surrounding wetlands through mitigation and other alternatives.

- **MEETING**

We would request a meeting on behalf of ourselves and our tenants and potentially our business neighbors in our corridor between the Wright Memorial Bridge and The Woods Road to finalize concerns that may not have been addressed prior to construction of any of the alternatives.

Respectfully Submitted.

Emily Ausband
177 Chichauk Trail
Southern Shores NC 27949
Tel: 252-261-1791 – emily@islanderflags.com

Alex LeFevre
2608 Neptune Way
Kitty Hawk NC 27949
Tel: 252-202-1452 – alex@islanderflags.com

CC:
US Army Corps of Engineers – Wilmington District
Attn: William Biddlecome
Washington Regulatory Field Office
Post Office Box 1000
Washington NC 27889

Senator Marc Basnight – President Pro Tempore – North Carolina Senate
C/O Chris Dillon
1st District
Legislative Building
16 W. Jones Street Room 2007
Raleigh NC 27601-2808

NORTH CAROLINA TURNPIKE AUTHORITY
MS. JENNIFER HARRIS, P. E.
1578 MAIL SERVICE CENTER
RALEIGH NC 27699-1578
Re: Mid Currituck Bridge Public Comment
Date: 6-3-10

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Respectfully Submitted.

Emily Ausband
177 Chichauk Trail
Southern Shores NC 27949
Tel: 252-261-1791 – emily@islanderflags.com

Alex Lefevre
2608 Neptune Way
Kitty Hawk NC 27949
Tel: 252-202-1452 – alex@islanderflags.com

CC:
US Army Corps of Engineers – Wilmington District
Attn: William Biddlecome
Washington Regulatory Field Office
Post Office Box 1000
Washington NC 27889

Senator Marc Basnight – President Pro Tempore – North Carolina Senate
C/O Chris Dillon
1st District
Legislative Building
16 W. Jones Street Room 2007
Raleigh NC 27601-2808

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: YVONNE P. AVERY
 Street Address: 318 NARROW SHOVELD Apt./Suite No: _____
 City, State, Zip: Aydlett, NC 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I PREFER THE NO-BUILD ALTERNATIVE BECAUSE THAT WOULD BE THE LEAST DISRUPTIVE IN THE AYDLETT COMMUNITY WHERE I LIVE. I ALSO SEE NO REASON TO SPEND THAT MUCH MONEY FOR TOURISTS TO TRAVEL ONLY 26 DAYS A YEAR

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I AM OPPOSED TO OPTION B BECAUSE IT WOULD DISRUPT THE HEART OF AYDLETT. I WOULD PREFER OPTION A IF THE BRIDGE IS GOING TO BE BUILT.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I THINK REVERSING THE CENTER LANE MAKES MOST SENSE AND IS THE MOST COST EFFECTIVE. MONEY NEEDS TO BE SPENT TO REPAIR CURRENT ROADS AND BRIDGES IN N.C., NOT CONTINUE TO BUILD MORE

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I AM CONCERNED ABOUT THE WILDLIFE IN AYDLETT AND CONCERNED ABOUT THE POLLUTION ISSUES THAT WILL BE CAUSED BY THE BRIDGE (SUCH AS EMISSIONS FROM VEHICLES, NOISE, WATER CONTAMINATION INTO THE SOUND AND MIGRATORY BIRDS)

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

THE BEAUTY OF THIS AREA WILL BE FOREVER RUINED IF THE BRIDGE IS APPROVED. THE TRAFFIC WILL CONTINUE TO BE CONGESTED CR.MS WILL INCREASE, AND THE QUALITY OF LIFE OF YEAR ROUND RESIDENTS WILL BE ADVERSELY AFFECTED IN THE COMMUNITY OF AYDLETT.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Melodie Badger [mailto:melodie.badger@gmail.com]
Sent: Monday, May 31, 2010 1:24 PM
To: midcurrituck@ncturnpike.org
Subject: Information about our preference for the mid-Currituck County Bridge

Name: David and Melodie Badger
Street Address: 9818 Shepard Pl Apt./Suite # _____
City, State, Zip: Wellington, FL 33414

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:
Mail: Ms. Jennifer Harris, P.E.

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4. This is the best solution for the towns of Southern Shores and Duck who already have already been built up and have so many homes right on NC12. NC12 cannot be widened any more than it is. Whatever could have been taken was taken for the bike, walking, running path which has helped the towns more to keep traffic off the roads. In addition, there are many reasons to build the bridge than have nothing to do with hurricanes. Allowing the people to get to the northern beaches quicker from the mainland is one. Another is allowing the young children to get to their school without an hour on the bus is another. The money from the bridge tolls doesn't hurt either.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C2. Displacing commercial businesses is probably easier to take than homes. Many of the businesses in TimBuck II don't depend on just that ONE store to survive. They have many stores in many locations.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option A. We are not familiar with the area but would prefer to go with a solution that the current residents agree with. Plus we like the concept of a bridge rather than filling in that allows for a road.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
We prefer just reversing the center lane.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The impact we are concerned with is the widening of Rt 12 in Duck as there is no space to do so and would ruin the atmosphere of the town.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

We use kayaks in the sound. Non-motorized, 12 ft kayaks. We launch at the Whalehead Club since it is impossible, even with the new park, to launch from Duck. We stay up in the Whalehead Club area.

Additional Comments:

Thank you for inviting our comments as we live in Florida and it is impossible to get to the hearing.

From: MPBaecher@aol.com [mailto:MPBaecher@aol.com]

Sent: Tuesday, April 06, 2010 1:19 PM

To: midcurrituck@ncturnpike.org

Cc: MPBaecher@aol.com

Subject: MCB

To whom it may concern,

You all realize that this bridge will not help those of us who live in Corolla unless you widen NC 12. Without widening the roads, the bridge will bring even more congestion to the north-south route and will make summer weekends even more unbearable for us than they are. Instead of the tieups beginning at Pine Island, which they currently do, the tieups will begin wherever the terminus of the bridge occurs.

Duck will still be impassable and should it rain on a weekend, the traffic jams will be massive. On 158, you can at least alternate into other lanes, up here R.12 is all we have. You will be guaranteeing massive inconvenience to visitors and residents.

If you place the terminus at TimBuck II and the Fun Park is also built there, the tieups will be unreal. The proposed bridge would ultimately be valuable only if a sudden hurricane looms. With today's advanced weather reports, we would have ample time to evacuate early, just as Ocracoke does.

We wonder if this bridge will bring more trouble than it is worth? Can the NCTA afford to condemn homes to widen 12? How many more millions would that cost?

These are some of the questions to be considered. We will look forward to the May 19 hearing at the Wildlife Education Center.

Sincerely,

Marie and Richard Baecher

506 Meadow lane

Corolla, NC 27927

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: William Balzer [mailto:UPS35@comcast.net]
Sent: Sunday, May 30, 2010 8:37 AM
To: midcurrituck@ncturnpike.org
Subject: MCB4

Ms. Jennifer Harris, P.E. as manager and owners of Duck Blind Villas 2A, aka The Flying Duckman, LLC since 1985 we have seen the tremendous growth to the Outer Banks.

You have heard all the NIMBY (not in my back yard) rhetoric before, but it seems to me all who live and vacation and enjoy the Outer Banks need to give on this issue.

I know you have heard all the pros and cons from evacuation to vendors who maintain rental properties complaining about the traffic and not being able to turn and clean units between the 10 AM check out and 3 PM check in, to simply walking along NC 12 trying to listen to National Public Radio on the headset but having to blast the earphones over the car and truck noise, which could have been rerouted over the MCB.

We support MCB4 proposal.

Warmest regards,

Bill Balzer



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

Dear Ms. Harris:

The purpose of this letter is to advise you that my wife, Linda J Barker, and I are in total favor of the Mid - Currituck Sound Bridge, plan MCB4. Construction on the bridge cannot start soon enough.

We live in Southern Shores, North Carolina, off of NC 12. From May to October, the traffic on NC 12 going to and from Corolla is extremely heavy on Fridays, Saturdays and Sundays (turn over days). The Mid - Currituck Sound Bridge, plan MCB4, would reduce the traffic problems significantly. In addition, in the event of a disaster (hurricane) it would greatly assist with the evaluation of the northern Outer Banks.

We support plan MCB4. If there are any questions, please email us at wolvesdenobx@gmail.com or call 252-489-9389.

Best Regards,
Linda J Barker
Don Barker
Linda & Don Barker

From: DCBASecy@aol.com [mailto:DCBASecy@aol.com]

Sent: Sunday, May 30, 2010 8:33 PM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge Comment Form

Mid-Currituck Bridge Public Comment Form

Name: William Balzer, Duck Blind Villas 2A, dba The Flying Duckman, LLC, 134 Plover Dr. Duck, NC

Street Address: 320 Chason Wood Way

City, State, Zip: Roswell, GA 30076

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

Prefer MCB4 it gives the most relief to residents of the Outer Banks, commercial vendors doing work on the Outer Banks, and vacationers. It also provides the best and fastest relief for evacuation of the Outer Banks

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2, it would seem impacting the business makes better sense then physically dividing a sub division

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I would side with the Commission and support option A, since A has a lesser impact on the community. The quote is that A will cost more than B – and I am going to assume that the figure \$60 million is the excess cost, what is the percentage of the \$60 million to the total cost of the project?

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I am inclined to keep cost down by reversing the center turn lane, of course this begs the question how will the center lane be marked during evacuation to prevent head on collision with south bound traffic. The cost of marking the reverse lane has to be substantially less than adding another lane.

The use of the center lanes will only be used in times of emergencies so there is money to be saved by not having to permanently relocating homes, businesses outdoor signs, gravesites etc.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

None at this time

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

NA

Additional Comments:

From: Mike Barclay
To: Vance Aydlett ; Barbie Barclay ; Marc Basnight ; Owen Etheridge ; Gene Gregory ; Kay Hegan ; Paul Neal ; The Honorable William C. Owens ; John Rorer ; Dan Scanlon ; Janet Taylor ; Perdue, Bev; Harris, Jennifer; commissioners@co.currituck.nc.us ; Stan@outerbankrentals.com ; fetzer@ncoop.org

Cc: Mike Barclay
Sent: Fri May 28 13:37:11 2010
Subject: Currituck Mid-County Bridge Project / NCDOT / NCTA

RE: Currituck Mid-County Bridge Project
NCDOT and the North Carolina Turnpike Authority (NCTA)

To whom it may concern,

After reading the most recent articles involving Ruffin Poole a former aide to former Gov. Mike Easley being indicted on more than 50 federal counts including extortion, bribery and money laundering that he benefited financially while helping expedite coastal developments; one cannot help but wonder what else might be lurking in the shadows from any and all projects being put forth in this state by the NCTA (North Carolina Turnpike Authority) and NCDOT (North Carolina Department of Transportation). To add insult to injury Lanny Wilson the vice chairman of the NCTA and former member of the NCDOT also turned in his resignation letter as well.

Mr. Wilson apparently had some campaign finance issues and was linked to Cannonsgate; a Carteret County development where former Gov. Easley purchased a waterfront lot at a below-market price. As the articles go on to say that Republican Party Chairman Tom Fetzter was also asking for the resignation of Bob Wilson who sits on a commission that oversees implementation of the Coastal Area Management Act (CAMA). I still have to wonder what is going on here.

Being personally and emotionally involved in one of these proposed projects of the NCTA (The Proposed Currituck Mid-county Bridge) my friends and family of the community of Aydlett have hit the ball out of the park on this one. While I can sit here and list reason upon reason for not going forward on the Currituck Mid-County Bridge Project the current situation with these gentlemen only brings a "Foul Smell" to the already questionable intentions of the NCTA. If you have any questions go to ncturnpike.org and read the bios of the NCTA Board of Directors.

The NCTA Board of Directors is appointed by our elected government officials. There are supposed to be nine members on the board four of which are appointed by the Governor, two by the President Pro-Tem of the Senate and two by the Speaker of the House of Representatives. (4+2+2=8??). Maybe a typo on their website? Go figure. Don't know where the other one comes from. There are currently only eight listed. Since last looking at the website Mr. Lackey, Mr. Hamilton and Mr. Wilson have since departed. The Board seems to change members like the weather changes in Aydlett. While far be it from me or anyone else to accuse any one of any wrong doing; questions have to be asked as to how some of these individuals got on the NCTA board? When the Board of Directors include individuals who are currently serving or have served on the NC Real Estate Commission (i.e. Mr. Lackey, Mr. Hamilton, Mr. Wilson) one has to

wonder where their allegiance lies. Tom Fetzter with his questioning character tried to get answers to some very hard questions; should be applauded. You Mr. Fetzter are welcomed to Aydlett and my home anytime.

The community of Aydlett is bracing for a 2 lane bridge that is being proposed by the NCTA to go right through the heart of our rural community. When you read about people being trusted and put in such positions of power in this state you have to ask yourself a question and that is "What are these peoples true intentions?" I'm a blue collar worker with a blue collar family background and I work hard for my family's well being. I try to give people the benefit of the doubt, but when you see such greed taking place you just have to take a breath and stand back and try to rationalize the intentions of people and their organizations. This only adds to the anxiety that people have toward the already tarnished opinions of our public and political leaders.

Getting back to my comment earlier about the community of Aydlett hitting the ball out of the park; we have always had our suspicions about the NCTA, the Real Estate Developers and Commission and NCDOT working hand in hand on the proposed Mid-County Bridge Project and as that goes any project in this state. Articles like I have pointed out only deepen those suspicions. I wonder if there is anyone else out there in this great state of ours that feels the same way me and my comrades in Aydlett do? If so please voice your opinion.

The NCTA is supposed to have its decision by the end of the year as to the fate of the Currituck Mid-County Bridge. I have an ill feeling where it is headed. We in Aydlett have spoken to anyone that will listen, written letters opposing this bridge project, and talked till we're blue in the face about keeping this bridge out of our community. It is now up to the "Elite Eight" who sit on the Turnpike Board of Directors to hand down our sentence. They will be Judge and Jury as to our fate about the bridge. How a group of individuals (i.e. NCTA Board) who come and go like two ships passing in the night can make such crucial decisions is beyond me. I can only say that any project in this state that has the NCDOT or the NCTA stamp of approval on it, you as a tax paying citizen and voter had better get involved and voice your opinions early and often as to avoid the same fate I feel we here in Aydlett are facing.

We are paying these peoples salaries to make huge decisions about our way of life. If that doesn't scare the pants off you I don't know what will. A 700 million dollar project and all Aydlett will get out of it is a lot of noise, lights and air pollution. Considering the mounting financial issues this state is facing any money going toward this bridge project could be better spent on education, existing roads and bridges. Whatever happened to the Bonner Bridge Project? Who knows???

Aydlett, I feel will become collateral damage. We have nothing to be ashamed of as our fight has been a long and hard one. As a citizen of Currituck County in particular Aydlett I feel we have done the best we could do. I hope and pray there is someone out there with some sense who will put this bridge project in its grave.

Politics are very powerful bedfellows and with this project it is no exception.

Sincerely,
Mike Barclay
POB 106
Aydlett, NC 27916
obxsteward@yahoo.com

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

Lynne Alterman,

Ed Brooks, Treasurer

Ed Brooks, Vice President

John Warden, President

Lynne Alterman,

Ed Brooks, Treasurer

Ed Brooks, Vice President

John Warden, President

Board Members - Steve Alterman, Jan Britt, Lisa Newbern, Don Zerke

JUN 4 2010

Mid-Currituck Bridge Public Comment Form

Name: Dr. Michael C. Barclay Apt./Suite # _____

Street Address: 800 W. Abbott St.

City, State, Zip: Elizabeth City, NC 27909

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4 - widening of Rt. 12 w/ ditches is a disruptive expensive non-option - a bridge is a more valuable option of alternative

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? *Willing to support whichever option is least disruptive to Corolla residents, which may be C1.*

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design, Option A or B and why? *Option A would be less disruptive, but not sure how many Aydlett residents affected, so would choose the less expensive option B.*

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? *Reverse it to be less disruptive to all involved.*

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft

6/3/2010

Environmental Impact Statement that you feel should be considered?

Pilings/Piers at the Bridge are artificial reefs which should benefit the ecosystem

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

(MBeet) Opposed to inflatable strips for flooding

Additional Comments:

- I'm a strong supporter of the bridge having committed

bit Elizabeth City/Duck for 10 yrs daily (work/home)

Duck home is now a rental property (105 Dune Rd)

- I hope there will some discount for Dare/currituck

residents/commuters

- Project delays have been absurd & I would be

Naive to think they won't continue.

Thanks for your time & consideration

for myself and the Duck Community &

Business Allies

who I fully support

From: Charile Beahm [mailto:induck@aol.com]

Sent: Monday, May 31, 2010 12:45 PM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge Public Comment Form Attn: Ms. Jennifer Harris, P.E.

Mid-Currituck Bridge Public Comment Form

Name: __ Charles Beahm

Street Address: _120 Olde Duck Road

City, State, Zip: _Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4- 2- lane mid-Currituck Bridge: I see no advantage in adding a lane to route 158.

This would just create huge bottleneck at the Coinjock bridge and at the Virginia line. The center lane could be used if necessary.

DON'T OVERTHINK THE PROJECT!

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Have no preference. JUST BUILD THE BRIDGE.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option "A" : Supposedly has less impact on the Aydlett community

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center lane if necessary.

A third lane is not necessary. One already exists, the center turn lane, and the

addition of another lane would create bottlenecks where the lane ended, such as the Coinjock Bridge. In the event of a necessary evacuation, officials could be stationed at key points to keep the traffic flowing.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No issues or comments for question 5

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Yes, I am a boater. I have a center console boat that I use for recreational fishing and crabbing.

Height: 7 feet

Length: 18 feet.

Draft: 2 feet

252 473 0220

Additional Comments:

May 4, 2010

Campack, N.C. JUN 7 2010

Jennifer Harris P.E.
N.C. Currituck Authority
1578 Mail Service Center
Raleigh, N.C. 27699-1578

Dear Mrs. Harris,

I'm writing in response to "Next County Bridge". Why do people keep trying to "raise up"? We don't need any more bridges going over the sound. The only that have lived in Currituck County all their life, don't want this bridge. The only people that want this bridge is the many hungry real estate people. They don't care how long in this area, and on the water. They say it's going to help traffic. It's going to make it a great deal worse. Governor don't care about the state for building roads. He and mates in the Currituck Sound is and it is bad. The way the way that you want to go.

(3)
The only traffic we really have is
between Memorial Day and Labor
Day to call busy (Route 153 + 165)
who is going to pay \$10, \$15, \$20 then.
Nobody.

You better start emergency
about fixing old bridges before
someone falls in the ocean
be saved and get killed. The
State of North Carolina will have
a great deal of problems.

Covington County is a beautiful
County. One already seen a beautiful
change in the last twenty years.
We are having our beautiful land-
scapes. I see a great deal of deer,
deer, rabbit, raccoon, muskrat, dogs
and cats getting killed. They don't
wonder to go, because people are
hunting to much. We see a
great many wild ducks and
geese. The population is going down
and fish in the surrounding water.
The water is getting so filled with
bead and oil, it's killing
out the fishery and that
population. Just let
our County stay as
it is.

(3)
It's not right to take away
from us that is our land to
start with. The state wants to
take all of good land and
leave our family with swamp
land. How can we raise crops
and cattle on swamp land? Don't
do this to us. Our farm has gone
through three generations of family.
The bridge in Oregon Street
needs a new bridge had. How
to pay way off the island.

The "Mid County Bridge"
is not needed.

Put our money into having
good law enforcement, better school,
by N.C.A., and junior college.
This would keep our County
a great deal.

Thank you for listening
to me, and my review on
"Countdown County"

Sincerely,
Betty Bond
5267 Paradise Hwy
Cary, N.C.
87925

Joe Beckett

From: <DCBASecy@aol.com>
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27948

John Warden, President Ed Brooks, Vice President Lynn Alaman, Secretary Ed Brooks, Treasurer Lynn Alaman

Board Members - Steve Alaman, Jim Biffi, Lisa Niswam, DorZevia

Mid-Currituck Bridge Public Comment Form

Name: JOSEPH M BECKETT
Street Address: P.O. BOX 423 Apt./Suite # _____
City, State, Zip: KITTY HAVUK NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

LOOKS TO BE LEAST EXPENSIVE

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - BRINGING ACCEPTANCE TO SOUTHERN POTENTIAL HARDWARES EVACUEES

6/4/2010

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

A A BRIDGE WOULD BE HIGHER UP AND LESS LIKELY TO FLOOD

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING CENTER TURN LANE HAVING LESS EXPENSE

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

NA

Additional Comments:

6/4/2010

From: Jennifer Behringer [mailto:jennifer_behringer@hotmail.com]
Sent: Saturday, May 01, 2010 8:30 AM
To: midcurrituck@ncturnpike.org
Subject: Mid Currituck Bridge

To whom it may concern,

If my husband and I had a vote we would like to vote for ER2. We think that would be the best change for us.

Sincerely,
Jennifer Behringer

-----Original Message-----
From: Barbara Bennett [<mailto:bahsbenn@gmail.com>]
Sent: Thursday, May 27, 2010 9:19 PM
To: midcurrituck@ncturnpike.org
Subject: Objection to C1 option ending Mid-County Bridge at Monterey Shores/Corrolla Bay

Dear Ms. Jennifer Harris,

thank you for taking the public's comments on the upcoming bridge project, we know it has been in the planning process for a long time, while we concur that a bridge will improve traffic and any potential evacuation routes, I am writing to object to a proposal to end the Mid-Currituck Bridge north of Monterey Shores as the C1 option proposes. We favor the C2 option that would connect the bridge to the outer banks in an already existing retail area rather than our small residential community. C2 would also provide incoming guests and residents easier access to the grocery store and other business.

We pay to maintain our roads and community amenities and the natural beauty and peaceful charm of the outer banks. We concur with many others who believe this would cause irreparable harm to our community.

We have just started a family and have been dreaming about a beach home on North Harbor View Road, but we are very concerned that the impending road project will result in an unsafe environment requiring our family to cross multiple lanes of traffic-even though our property is currently on the beach side of NC12.

Thank you for your attention and we look forward to your response on the views and discussions about of both the C1 and C2 options.
Sincerely,
Barbara Bennett

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

JUN 28 2010

Name: THOMAS BENNETT
 Street Address: 218 HILLCREST DR Apt./Suite No: _____
 City, State, Zip: SO. SHORES NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO - BUILD ALTERNATIVE.
THIS PROJECT RIVALS THE "BRIDGE TO NOWHERE" IN
ALABAMA.
IT IS (1) TOO EXPENSIVE
(2) TOO DISRUPTIVE
(3) SERVES TOO FEW PEOPLE.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

NA

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

NA

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE THE CENTER LANE -
ONCE AGAIN - COST EFFECTIVENESS

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

NC 12 SHOULD BE WIDENED TO THREE LANES TO AVOID
FROM 158 TO THE SOUTH TO PREVENT TO THE NORTH.
THAT IS ALL THAT NEEDS TO HAPPEN -
THANK YOU

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Marsha Berry [mailto:Marsha_Berry@msn.com]
Sent: Monday, May 10, 2010 11:19 AM
To: midcurrituck@ncturnpike.org
Subject:

I would like to register my support for alternative MCB4. It appears to relieve the congestion for those travelling to Corolla while not unnecessarily altering the area below there. I believe the other two options are misguided and will not address the problem. I strongly oppose the other two options. Thank you for considering my point of view. Marsha Berry

From: frederick berger [mailto:fbobx@msn.com]
Sent: Friday, May 21, 2010 12:30 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

Dear Ms. Jennifer Harris, P.E.

Please build the bridge!!!! Besides helping the traffic flow thru Duck to Corolla, the bridge would expedite the transport of sick or injured citizens to a full care facility such as Elizabeth City or Chesapeake Hospitals from the northern Outerbanks. Thank you for reading my email.

Fred Berger
P.O. Box 8228
Duck, N.C. 27949

Name: Gray and Alison Berryman
Address: 37 Skyline Road
City: Southern Shores
State: NC
Zip: 27949

Email: bridge@grayberryman.com

Comments: Please build the bridge--it will make money for the investors financing the project, it will be outstanding for Corolla, and it will be the best thing that every happened to Currituck mainland residents. Some of the opponents forget where all of the revenue to run Currituck County comes from--Corolla property and occupancy tax. Building the bridge is the smart thing to do for all involved.

-----Original Message-----

From: Martin Betts [<mailto:mfbjensen@comcast.net>]
Sent: Sunday, May 02, 2010 1:25 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

We have had a house in the Duck area for more than 20 years, and we have experienced the problems exiting the Outer Banks in emergency.
We STRONGLY support the MCB4 option for safety reasons, sincerely,
Martin and Jan Betts

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: PETER F. BISHOP
 Street Address: 4239 W. WASHINGTON LN Apt./Suite No: _____
 City, State, Zip: KITTY HAWK, NC
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB2 - MOST COST EFFECTIVE TO ACCOMPLISH ALL GOALS OF PROJECT + IMPACT LEAST # OF PROPERTIES/BUSINESSES

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
~~C2~~ C2 - LESS TAKING, ~~ABOVE~~ OUTSIDE CLUTTERED AREA, FUNNELS MORE DOLLARS PAST CURRITUCK BUSINESSES

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
OPTION A - B WOULD DRIVE COMMERCIAL INVESTMENT TO THE AYPRETT WATERFRONT

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
REVERSE CTR TURN LANE

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
ACCESS TO ICW / WORTH GUARD / COINJOCK COMMUNITIES & IMPROVINGLY

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:
GET THIS THING BUILT!! THE BOACH AND MAINLAND NEED IT!

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

JUN 1 2010

Name: William and Jane M. Blaylock
Street Address: 308 Narrow Shore Rd. Apt./Suite No: _____
City, State, Zip: Aydlett, N. C., 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

We prefer the "NO-BUILD."

(1) We live in Aydlett - the bridge will obstruct our view of the Sound. (2) I do not believe it will change or help the traffic build-up or hurricane ~~and~~ evacuation. (3) At this time I do not feel that money should be spent for the "tourist" and "Real Estate" people in Swabia. (4) What will it do to Currituck Sound? I believe it to be politically motivated!

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If it has to be, our community prefers MCB2 corridor C2, because C1 goes around in front of our home. If the bridge is built - I have a beautiful, well built home - I hope - would be happy to sell!

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

We would prefer the mainland approach Option A. The community of Aydlett would be a disaster with all the traffic and service needs. It would also affect our driving time to have to get on the bridge when going to our jobs. This has been a nice, great neighborhood. We ask you, please don't ruin our neighborhood!

From: Gray Blanton [mailto:grayblanton@hotmail.com]
Sent: Sunday, May 09, 2010 4:43 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

Ms. Harris,

I am a homeowner in Duck and am very excited about this new bridge for many reasons. I agree with the Draft EIS that MCB4 is the best choice.

Sincerely,

Lorimer Blanton

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Daisy Blac

Street Address: _____
City, State, Zip: _____

Apt./Suite No: _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No Build Alternative. People come to the Outer Banks because of the seclusion. Being able to go on vacation and being separated from the commercialized world is a big reason the Outer Banks differs from other beaches

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 is the better approach in my eyes. Where as C2 will destroy businesses located in Tar Beach. C1 will not destroy the lives of those business owners.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A is the best spot for the toll. It will keep it on the highway and away from the Outer Banks.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center turn lane. The other 2 lanes will have very little traffic. As I work at a local hospital I have come home from Eliz. City when the evacuation was taking place. There was hardly NO traffic going South to the beach areas.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

- (1) what will become of our neighborhood if the toll is placed in Aydell?
- (2) what impact will the gas and oil run-off lane on the Currituck Sound?
- (3) will the State of N.C. Purchase my home at "fair market value"?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Small boat - bridge would not affect our boating.

Additional comments:

Please consider the community of Aydell who will have no benefit from the bridge but will have to pay a tremendous price - giving up a beautiful view a quiet community - the affect on our sound and God's beauty!

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the turn lane is plenty to get people out, if an evacuation is needed then people will know plenty of time in advance.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

This is part of my summer life. Choosing C2 will ruin my summers and many of my friends summers as well.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Honestly a bridge is not necessary. It will only commercialize the Outer Banks and ruin the whole reason people come to vacation here.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midccurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: John Booth
To: Harris, Jennifer

Sent: Sat May 15 10:00:10 2010

Subject: Bridge

Jennifer, I live in Southern Shores and have been a resident here since 1976. I also work in Corolla, as a Real Estate Broker. Having traveled for 16 years back and forth almost every day, I fully support the Mid County Bridge and they can't build it fast enough for us. It would be nice if they could widen Hwy 12 to support the additional traffic, but I think that deal is off the table.

John R. Booth
Associate Broker
Brindley Beach Vacation and Sales
Direct 252-457-1210
252-453-3000 x 1063
Cell 252-207-3588
John@brindleybeach.com

Service First... Fun Always!

From: mbordogna [mailto:mbordogna@townisp.com]
Sent: Tuesday, June 01, 2010 1:33 PM
To: midcurrituck@ncturnpike.org
Subject: mcb4

Dear Ms. Jennifer Harris P.E.

I am a property owner in Southern Shores NC. My house is abutting route 12. I support the mcb4 plan. I oppose any widening of route 12 or additional drainage ditches in Southern Shores.

Sincerely,

Michael Bordogna

Property Owner, 25 Thirteenth Ave. Southern Shores NC.

Name: Rebecca Bostick
Address: 1819 Drury Lane
City: Alexandria
State: VA
Zip: 22307

Email: rbarch@mindspring.com

Comments: As a property owner in Southern Shores, I strongly support the Mid-Currituck Bridge. I prefer the MCB2 alternative, C2 corridor, although I would agree with either corridor. I also support the use of the center turning lane for a third outbound lane for hurricane evacuation. As an architect, I don't like dead-end corridors (It's against the building code) and I see route 12 as a very long dead end corridor. This bridge will solve a needed safety issue. Thank-you for all your hard work on this project.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 1 2010

Name: RICHYD + SUSAN GOTTOMLEY
 Street Address: 710 HUNT CLUB DRIVE Apt./Suite No: _____
 City, State, Zip: CAROLINA, NC 27927

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4 - TAKING INTO ACCOUNT COST + DESIGN CONSIDERATIONS + TRAVEL BENEFITS COMMUNITY + MINIMAL ROAD WIDENING ON RT. 12

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
NO PREFERENCE -- DECISION SHOULD BE MADE BY PROJECT TEAM

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
NO PREFERENCE -- DECISION SHOULD BE MADE BY PROJECT TEAM

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

NO PREFERENCE -- DECISION SHOULD BE MADE BY PROJECT TEAM

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:
WE HAVE BEEN COMING TO THE OUTLET BRIDGE FOR OVER 20 YEARS. THE BRIDGE HAS BEEN DISCUSSED + DEBATED FOR MANY OF THESE YEARS. IT IS PAST TIME TO MAKE THIS PROJECT FORWARD. ANYBODY WHO HAS BEEN ON THE ISLAND DURING A HURRICANE EVACUATION CAN UNDERSTAND THE NEED FOR THIS BRIDGE.

Please leave your completed comment form at the reception table or mail it to:
 Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Nancy Bowen
To: midcurrituck@ncturnpike.org
Cc: nandb Bowen@verizon.net
Sent: Thursday, June 03, 2010, 7:12 PM
Subject: Mid-Currituck Bridge Comment Form

Mid-Currituck Bridge Public Comment Form

Name: Nancy Bowen
Street Address: 567 White Whale Way
City, State, Zip: Corolla, NC 27927

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

I strongly prefer the "No-Build" alternative to the Mid-Currituck Bridge, for a variety of reasons:

1. This bridge is designed, at huge cost to the taxpayers, to alleviate traffic conditions for tourists on approximately 15 Saturdays per year, which is not economically viable. Does anyone know what the proposed toll would be? Perhaps the bridge would be built and no one would come!
2. This bridge would be an environmental disaster, both in terms of the physical environment and quality of life for residents on both sides of the sound. The Northern Outer Banks is a narrow, fragile spit of land which is already stretched to capacity. The marsh areas and wetlands support all manner of wildlife and should not be disturbed. The residents of Aydlett would find their community forever changed, and not in any good way since they would not benefit from this bridge (unless they wanted to spend a day at the beach, after paying a hefty toll of course).
3. This bridge would not alleviate traffic problems, it would simply shift them from Southern Shores to Corolla. If everyone going to Duck or any points north took the M-C bridge, there would not be any alleviation of traffic flow at all. Rather, the burden of heavy traffic would simply shift from one neighborhood (Southern Shores) to another (Corolla).
4. This bridge would forever change the character of the Northern Outer Banks, as day trippers from the Norfolk area would find a quick and easy drive to pristine beaches, especially in the 4-wheel drive area where they could park all day on the beach. However, since there are no sanitary facilities, this could be an

environmental disaster.

5. The bridge would open our fragile barrier island to further development as the community would become more easily accessible. The very qualities that attract residents and visitors to the Corolla area are the relative lack of development, the clean beaches, and the feeling of "getting away from it all." Once the character changes, and the Outer Banks become just like New Jersey or Maryland, no one will find it compelling to come here.

6. This bridge is not needed for hurricane evacuation. With the current technology, there is ample warning when a hurricane is coming, giving families plenty of time to pack up and evacuate using the current bridge at MP 1, which can be reversed in the outbound direction. With cooperation from the State of Virginia, people in the far Northern beach communities, ALL of whom have 4-wheel drive, could drive north to safety, if necessary.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

N/A, I do not support the building of this boondoggle.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Same as above.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Making the center turn lane outbound would achieve the same effect as building a third outbound lane, in my opinion, at significantly reduced cost.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Quality of life for Currituck County residents and visitors alike, respect for the environment and its fragility; cost to the taxpayers of North Carolina; maintenance of the special qualities that draw people to the Outer Banks in the first place. All of this would be destroyed by the construction of the Mid-Currituck Bridge, whatever alternative would be chosen.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional Comments:

From: jeffrey.boyle@jp.pwc.com [mailto:jeffrey.boyle@jp.pwc.com]
Sent: Wednesday, June 02, 2010 12:12 AM
To: midcurrituck@ncturnpike.org
Subject: Bridge Project

Is it my understanding then that the bridge project is moving forward with either option 1 or 2, that will have the bridge to the northern part of the Outerbanks and that the decision to expand (option 3) the existing bridge or to do nothing are no longer an options. Thanks
Jeff

シエフ ボイル / JEFFREY BOYLE | Partner | PricewaterhouseCoopers Co.,
Ltd.
〒104-0061 東京都中央区銀座8-21-1 住友不動産汐留浜離宮ビル
Sumitomo Fudosan Shiodome Hamarikyu Bldg. 8-21-1, Ginza, Chuo-ku, Tokyo
104-0061
(: 080-1315-3584 6: 03-3546-8471 *:jeffrey.boyle@jp.pwc.com 8
<http://www.pwcadvisory.co.jp/>

From: John Boyle
To: Harris, Jennifer
Sent: Mon Apr 12 08:02:19 2010
Subject: Build the Bridge Preserve our Roads
Dear Ms Harris,

I am writing you to tell you that we are strongly in favor of building the Mid-Currituck Sound Bridge as soon as humanly possible. Living on the Duck, Southern Shores portion of the Outer Banks in the high season has become increasingly uncomfortable due to the high volume of traffic traveling through our neighborhoods to reach the Corolla beach areas. Please take this email as a resounding yes to build the Mid-Currituck Sound Bridge immediately if not sooner.

Sincerely,

John and Camell Boyle
20 Tenth Avenue
Southern Shores, NC 27949

From: John Boyle [mailto:20toadhall@embarqmail.com]
Sent: Monday, April 12, 2010 8:05 AM
To: midcurrituck@ncturnpike.org
Subject: Yes to Building the Mid Currituck Sound Bridge

Please use this email as a strong **yes** vote to building the Mid-Currituck Sound Bridge as soon as possible.

Sincerely,

John and Camell Boyle
20 Tenth Avenue
Southern Shores, NC 27949

From: John Boyle [mailto:20toadhall@embarqmail.com]
Sent: Tuesday, May 18, 2010 6:38 PM
To: jennifer.harris@ncturnpike.org; midcurrituck@ncturnpike.org; steve.dewitt@ncturnpike.org
Subject: Mid-Currituck Bridge

Please use this email to put us on record that we want the Mid-Currituck Bridge built as soon as possible with the least amount of disturbance to the communities of Southern Shores and Duck which I think is Alternative MCB4. I feel it would be a sin to enlarge the existing road through these two communities with additional lanes and large drainage ditches etc. We desperately need the bridge built to help alleviate the horrendous traffic during the summer months.

Sincerely,

Camell Boyle
John Boyle
20 Tenth Avenue
Southern Shores, NC 27949

Subject: FW: proposed mid-Currituck bridge
Date: Friday, July 16, 2010 8:54 AM
From: Brown, Don <BrownDo@pbworld.com>
To: <tracyroberts@ncturnpike.org>, <jennifer.harris@ncturnpike.org>, Ryan Walsh <rwalsh@hshassoc.com>
Cc: "Page, John" <PageJ@pbworld.com>

FOR THE PUBLIC HEARING RECORD

From: ZerkFitting@aol.com [mailto:ZerkFitting@aol.com]
Sent: Thursday, July 15, 2010 8:21 AM
To: midcurrituck@ncturnpike.org
Subject: proposed mid-Currituck bridge

I am an owner of a vacation home in Corolla. I strongly support the construction of the bridge.

The current highway system (NC12 from Kitty Hawk to Corolla) is congested on weekends and would be worse in a hurricane evacuation. The bridge would bring more traffic overall, to be sure, but it would cut in half the one-way congested traffic on NC12.

I pay \$12 to use the Chesapeake Bay Bridge Tunnel and think a similar fare would be appropriate for the new bridge.

In the interim, as a stopgap and possibly an alternative, is there thought to a ferry crossing from Coinjock or similar to Corolla? NC has a great ferry system, seems they could construct two ramps quickly and get traffic moving. The environmental studies already done for each terminus could be used for the ferry system as well. Whatever you do, please do it SOON!

Thanks

Roy Bradrick

From: Janice Bradley [mailto:jbradley@wastec.org]
Sent: Tuesday, June 15, 2010 1:19 PM
To: midcurrituck@ncturnpike.org
Subject: FW: support

C1 alt

From: Janice Bradley
Sent: Tuesday, June 15, 2010 1:17 PM
To: 'midcurrituck@ncturnpike.org'
Subject: support

I am a home owner in Corolla, NC and support the project. A toll of \$5 each way would be acceptable.

Janice Comer Bradley • Executive Vice President • Waste Equipment Technology Association
4301 Connecticut Avenue NW, Suite 300 • Washington, DC 20008 • **office/direct:** 202.364.3701 •
fax: 202.966.4824 • **email:** jbradley@wastec.org

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Chris Bierswell
 Street Address: 305 W BRIDGE LANE Apt./Suite No:
 City, State, Zip: NAAS HEAD, NC 27959

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2 (MCB2) MCB4, or the No-Build Alternative and why?

Faster commute to schools and work.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C) or C2 and why?

The C2 corridor appears to me to have the largest negative effect on local businesses while corridor C1 would provide less of an impact.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I am indifferent to either option.

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Subject: Comments - ATT: Jennifer Harris, P.E.
Date: Sunday, June 6, 2010 9:14 AM
From: keithbrechtelsbauer@berryplastics.com
To: <midcurrituck@ncturnpike.org>
Cc: Nancy Brechtelsbauer <nbrechtelsbauer@gmail.com>, <keithbrechtelsbauer@berryplastics.com>, <NBrechtelsbauer@VUMH.org>

Dear Ms. Harris or To Whom it May Concern:

My wife Nancy and I are avid proponents of the new proposed Mid-Currituck County bridge. While we are very sensitive to the environmental and developmental challenges that this project presents, we think that the advantages far outweigh any potential negatives. Those negatives can all be managed thru the proper diligence that has and is being done thru the past 20 years.

We own both a home and a lot in the Currituck Club in Corolla. I grew up in Virginia Beach and currently reside in the Richmond, VA area. My sister and mother both live in Greensboro and Raleigh. We understand this region of the country very well. Please consider these points:

The 3 major bridges that were developed in the Tidewater VA area have been a huge success. The Hampton Roads Bridge Tunnel, The Monitor Merrimac Bridge Tunnel and the Chesapeake Bay Bridge Tunnel represent some of the best fishing and crabbing in the world today. The safety benefits are enormous as well. People are easily willing to pay tolls and use these facilities as designed. We have the technology to do this right and protect the environment during the process.

The economic stimulus through jobs, tourism and taxes for the State of North Carolina will be un-measurable and highly accretive to the status quo. This bridge will open up improved access to the high income corridors of Raleigh, Richmond, Washington DC, Philadelphia and other major states and cities for investment, tourism and jobs. Eastern North Carolina and the OBX deserve this success. The growth will need to be managed like other major coastal success stories. The safety benefits for disaster and hurricane evacuation are enormous of course are the most important factor of all.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I prefer reversing the center turn lane during evacuation. This also reduces amount of traffic moving into evacuation zone.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I am very concerned about "moreover CE" option. First it would eliminate a very popular water sports business in the area, and second I see negative long term effects on Timberlake II Shipping Center.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Without being to long winded, we offer our full support and welcome the opportunity to participate in anyway that we can be of service to this very important step towards the future.

Best regards,

Keith D. Brechtelsbauer
Vice President & General Manager
Specialty Films Division; Berry Plastics Corp.
11530 Nicholas Trace Court
Midlothian, VA 23113
(m) 804-301-0749
(o) 804-267-3572
Fax - 715-738-3444

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From: James A. Breit [mailto:jabreit@embarqmail.com]
Sent: Monday, May 17, 2010 4:57 PM
To: midcurrituck@ncturnpike.org
Subject: Support for the mid Currituck County bridge \\\

Please accept this strong endorsement for the construction of the subject bridge. The impact on traffic, safety for evacuation in case of storms, convenience for residents and visitors to the Currituck beaches and economic development of the area this bridge will provide are some of the reasons for our strong endorsement.

Thank You,

James A. and Marylou S. Breit
16 Ocean View Loop
Southern Shores, NC 27949

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: LEE Brickhouse
 Street Address: 8160 Newlands Rd Apt/Suite No. —
 City, State, Zip: Columbia, NC 27925

Please add me to your newsletter mailing list.
Comments
 Your opinions are important to this project. Please use the space below to write your comments. If you need additional room to write, please use additional paper or take additional comment forms.

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB2

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing Center Turn Lane
"NO Outbound Lane"

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length, its mooring location; where you travel in the sound; and your phone number

Recreational

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.



Doug Brindley

From: DCBASecy@aol.com
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Warden, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynn Altorman, Secretary
Board Members - Steve Altorman, Jon Brit, Lisa Newbern, Don Zerbe

Additional Comments:

Many people oppose the bridge. They do not know why it is being built, go forward with this and all Corolla will be happy with the results

Mid-Currituck Bridge Public Comment Form

Name: Doug Brindley
Street Address: 1023 Ocean Trail Apt./Suite #
City, State, Zip: Corolla, NC 27927
Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:
Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ntturnpike.org

Question 1: Do you prefer the ER2, MCB2 (MCB4) or No-Build Alternative and Why?
allows traffic to flow freely to Corolla

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
puts safe at traffic south of main traveled area, light at transition

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
help Aydlett residents

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lanes during an evacuation and why?
3rd lane is best, can be used EVERY SUMMER WEEKEND

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
option C1 puts all traffic through northern strip light very bad idea

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
N/A

Service Plus
Brindley Beach
VACATIONS & SALES
Douglass R. Brindley
PRESIDENT
doug@brindleybeach.com

1070 Ocean Trail, Suite C
Corolla, North Carolina
27927
www.brindleybeach.com

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Inc 50

Lisa Brininstool
1278 Golden Eagle Drive
Reston, VA 20194
(703) 796-0055

May 16, 2010

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

Re: Recommended Alternative MCB4

Dear Jennifer:

Yes, Yes, I agree with above recommended alternative MCB4.

I am a rental house homeowner in Ocean Sands. So, with selfishness, I would love a Midecrrituck BRIDGE to provide a "shortcut" to our rental house.

Also this new bridge would be essential for potential hurricanes which are almost guaranteed based on current forecasts.

My vote is for the C1 option. Seems like less of an environmental impact. BUILD THE BRIDGE!

Sincerely,



Lisa Brininstool
Lst00115@aol.com

From: Robert Brittingham

To: Marcob@ncleg.net; Billo@ncleg.net; vavdlet@co.currituck.nc.us; currituckcommish@notmail.com; commissioners@currituck.nc.us; barrvobx@compueasy.com; Sponeal@co.currituck.nc.us; jh111@irorer.com; ltaylor@yahoo.com; midcurrituck@ncturnpike.org; rbrit120@aol.com

Sent: Thursday, June 03, 2010 12:34 PM

Subject: Monterey Shores-Mid Currituck Bridge

Good Afternoon, I am writing this letter to voice my concern as to the location of the terminus of the Mid-Currituck Bridge Project. I purchased my property in Monterey Shores in 2004. I chose the location due to its quiet atmosphere and lack of hustle and bustle associated with Kill Devil Hills or Kitty Hawk. I believed that the location would be suitable for my family, guest and renters. A walk to the beach would not be a "harrowing" experience crossing 4 lanes of summer traffic. This atmosphere will come to a halt upon construction of the proposed terminus areas. In addition, it is my understanding that some of the traffic will actually be diverted through the northern area of Monterey Shores, private roads that are maintained by our association. Adding congestion and a reduction in property values. Who is going to protect our investments? Vacationer's certainly will not want cross lanes of traffic to go to the beach. If they drive there are not enough parking areas in Whalehead to accommodate them. The roads in Whalehead are already a disgrace since they are in badly need of paving. Its bad enough the economy has decreased our property values and we have to fight for every rental dollar, now this will make it worse. Perhaps the the bridge should be relocated and terminate on the sound side of Pine Island since there are no homes on the sounside in that area. Thankyou for your time and consideration. R. Brittingham, Monterey Shores Homeowner.

From: mike broderick [mailto:thebrod33@hotmail.com]
Sent: Tuesday, June 01, 2010 8:49 AM
To: midcurrituck@ncturnpike.org
Subject: Comment on bridge

I mwould like to say as a homeowner in Monterey Shores community, i do feel that a bridge is a good idea for the area. I would hope that the bridge would enter corolla in the Timbuck 11 entry point. I feel that this area is commercialized already and the disruption of the traffic flow would be minimized. Some traffic would head north and some south. If it enters at The Corolla Bay site most traffic would be moving south which would dlog up beach goers trying to cross over route 12 to the beach. It is much to residential up in corolla Bay to disrupt the natural beauty of the area with such traffic. I hope my cooments will be heard and not just a message lost on deaf ears. The entry point seems most prudent at the Timbuck 11 site. Thank you for the opportunity to be heard. Sincerely Michel Broderick 984 Ocean Forest Court Corolla NC 27927

**H BROOKS REAL ESTATE LLC
2320 BEECHRIDGE ROAD
RALEIGH, NORTH CAROLINA 27608**

JUN 4 2010

June 3, 2010

Mr. John F. Sullivan III, P.E.
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina
27601-1418

Ms. Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina
27699-1578

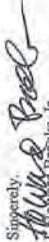
Re: Mid-Currituck Bridge: DEIS Study

Dear Mr. Sullivan and Ms. Harris:

I own three buildings at Tim Buck II Shopping Center totaling 38,421 square feet. My buildings are worth in excess of \$15 million. The buildings have historically operated at 100% occupancy and have experienced real, annual rental growth in excess of 3% per annum. The portion of the center I own is home to twenty-six tenants and over 200 employees. If you proceed with the MCB4/C2 option my shopping center will be functionally obsolete. I will lose all of my value, the tenants will no longer be able to operate and over 200 people will lose their jobs. The MCB4/C2 design would have a negative impact on my property's value and many business and their employees will lose their livelihoods.

The MCB4/C1 option would appear to make more sense as it is planned to terminate in an area that has very few completed homes. Businesses will not be displaced and peoples livelihoods will not be negatively impacted. In addition, the MCB4/C1 option has little or no completed, vertical development on the ground. Subsequently property value deterioration would be minimal when compared to the MCB4/C2 option. Finally, given limited development in the MCB4/C1 corridor traffic impacts would be negligible when compared to the MCB4/C2 option.

In closing, the MCB4/C1 option would appear to make more sense as it has a less dramatic impact on established, commercial properties with high values. In addition, the MCB4/C1 option does not displace businesses and create loss of employment. Finally, the traffic flow at MCB4/C1 option would be more fluid given the limited, completed development in that area (when compared to MCB4/C2).

Sincerely,

Howard Brooks, Jr.
Manager
H Brooks Real Estate, LLC

Monday, June 14, 2010 1:13 PM

message and all copies from your e-mail system and destroy any printed copies.

Subject: Fw: Mid-Currituck Bridge
Date: Monday, June 7, 2010 4:30 PM
From: Harris, Jennifer <jennifer.harris@ncturnpike.org>
To: midcurrituck <midcurrituck@ncturnpike.org>

hbrooks@medalistcapital.com
Jennifer Harris

From: Howard Brooks <hbrooks@medalistcapital.com>
To: v.aydlett@yahoo.com <v.aydlett@yahoo.com>; Oetheridge@co.currituck.nc.us <Oetheridge@co.currituck.nc.us>; janet.taylor@co.currituck.nc.us <janet.taylor@co.currituck.nc.us>; Jrorer@co.currituck.nc.us <Jrorer@co.currituck.nc.us>; ggregor1@mediacommbb.net <ggregor1@mediacommbb.net>; commissioners@co.currituck.nc.us <commissioners@co.currituck.nc.us>; Perdue, Bev; The Honorable William C. Owens; Marcb@ncleg.net <Marcb@ncleg.net>; Stan@outerbanksrentals.com <Stan@outerbanksrentals.com>
Cc: 'Howard Brooks' <hbrooks@medalistcapital.com>; Harris, Jennifer; john.sullivan@dot.gov <john.sullivan@dot.gov>
Sent: Mon Jun 07 16:28:27 2010
Subject: Mid-Currituck Bridge

To reiterate, it is my understanding that the NC Turnpike Authority is only committing to the bridge now. The additional road work will come later (if at all). It is my further understanding that there are currently no funds available for any additional road work associated with the bridge in Corolla. Given that the planned northern terminus is currently less developed and would thus create less disruption, the Northern Terminus would make more sense. Disrupting and disturbing the already vibrant commercial area in Corolla (at the proposed southern terminus) would make absolutely no sense as established businesses and employment centers would be in jeopardy and displaced.

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Page 1 of 2

Page 2 of 2

From: NEPCONUKES@aol.com [mailto:NEPCONUKES@aol.com]
Sent: Sunday, May 23, 2010 2:49 PM
To: midcurrituck@ncturnpike.org
Subject: Project

As a resident of Corolla, because of the lack of a bridge and the time it takes me to get to the Norfolk airport, I can only spend half the year here as travel for work is extremely difficult and time consuming. I want to express my view that this bridge is needed and the sooner the better. Anyone who spends a Saturday or Sunday on Route 12 knows what a chore driving just a few miles can be.

It the bridge is laid out properly with the entrance and exit on Route 12 having minimal impact to business and homes, I believe that the bridge will be a major benefit to the region in the long term.

Thanks,

Don Broschard

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 2 2 2010

Name: DOROTHY BROUGHTON
Street Address: 1070 WHALEHEAD DR. Apt./Suite No. _____
City, State, Zip: COROLLA, N.C. 27927

Please add me to your newsletter mailing list. 722 MUSTANG DR
FAIRVIEW, TX 75069
(WINTER)

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I PREFER THE NO-BUILD ALTERNATIVE (NO BRIDGE)
I HAVE LIVED HERE 22 YEARS. NEVER HAD A ROBERT
IN A HURRICANE. PEOPLE COME HERE FOR THE
REMOTE BEAUTY AND EVEN THOUGH THE TRAFFIC
IS HARD, THEY KEEP COMING BACK YEAR AFTER
YEAR. THE CHANGES TO THE OBY WOULD BE
CATASTROPHIC
If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
MCB4 WOULD BE PREFERABLE IF I HAD
FAITH SO, TO AVOID LOSING RESTAURANTS
WATER SPORTS & OTHER BUSINESS IN TB II

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Morgan Brown
 Street Address: 1012 Aquia Dr Apt./Suite No:
 City, State, Zip: Stafford VA 22554

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C1) or C2 and why?
Would rather not have areas of Corolla torn up!! C2 would put tm back II out of business distroying a major part of Corolla.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I THINK A THIRD OUTBOUND LANE WOULD BE BEST. HOWEVER, ATTENTION TO NOT ALLOWING TOURISTS TO COME IN A HURRICANE IS IMMINENT. FINES FOR STAYING TOO LONG, RULES TO REACTORS

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I AM CONCERNED ABOUT BUSINESSES IN COROLLA BEING DISPLACED OR LOST. THE COROLLA BAY TERMINALS CAN BE RESOLVED WITH SHUTTLES TRAFFIC LIGHTS & CROSS WALKS. NOISE AND POLLUTION TO SHOPS IN TOWN WOULD BE SIGNIFICANTLY AFFECTED WITH C2

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

THE BEAUTY OF THE NORTHERN BEACHES WOULD BE GREATLY AFFECTED BY THE BRIDGE TO MAKE IT EASIER FOR TOURISTS TO COME FOR ONLY 13 DAYS A YEAR. THEY COME FOR THE BEAUTY AND I THINK THE BRIDGE WOULD ADVERSELY AFFECT THE BEACHES AND ONCE DONE, WE CAN NEVER GO BACK!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Services Center
 Raleigh, NC 27699-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Richard Browner

Street Address: 131 DMOGES BAY ROAD Apt./Suite No. _____

City, State, Zip: ELIZABETH CITY, N.C. 27909

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2 (MCB2), MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or (C2) and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
OPTION A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midscurrituck@nclturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

IF THE MID-COUNTY BRIDGE IS BUILT YOU COULD REVERSE CENTER LANE

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

no

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

no

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: marcia

To: Harris, Jennifer

Sent: Sun May 23 12:21:55 2010

Subject: Comments on MCB project

We prefer the No-Build Alternative because:

A. It will adversely affect the natural habit of many species of plant and animals which make the Currituck Sound and Currituck Outer Banks what it is. At the May 19th meeting in Corolla many of our neighbors who are against the bridge spoke of the negative ecological affects of building the bridge--we concur with all their statements.

B. The bridge would take away from the uniqueness both of the Aydlett and Corolla community. It would create noise, pollution, and disturb quality of life for people living in both these communities. To take from a person a home that has been in the family for generations for the convenience of tourist traffic that is present for only three months out of the year is a travesty. A good portion of the renters that come to Corolla become repeat renters. The long hours of travel and traffic do not seem to deter them from coming year after year. We know of families that we've met on the beach that come from NY, CN, and NJ who travel for eight to nine hours to get to COROLLA. The hour from the Currituck Mainland to Currituck Outer Banks does not make them pick a closer spot for their summer vacation. SO THEN, WHO IS THE BRIDGE FOR?

C. The groups mentioned above hide under the premise that the Bridge is needed for the evacuation of the Outer Banks in an emergency. As stated in the May 19th hearing by long time residents both of the mainland and beach that there has never been a problem evacuating for a hurricane. Since the National Hurricane Service gives plenty of warning before a hurricane reaches landfall, evacuations are not a problem even if one should occur during peak season. Further, hurricane season is usually during the latter part of September and into October when the tourist season is over.

D. Before a bridge is built into Corolla, Corolla's infra-structure needs to be addressed. A bridge into Corolla before this happens will create more problems. Who will pay to correct these problems?--the Currituck tax payers that don't want the bridge in the first place will be the ones footing the bill. What about the bridge to Hatteras? Shouldn't that be addressed first.

In our opinion a less intrusive and costly alternative to the Bridge would be some overpass at the junction of 158 and Rt 12 in Kitty Hawk and the creation of another lane to the entire portion of Rt. 12 through Southern Shores, Duck, and Corolla. However, even this alternative to deal with heavy traffic that occurs ONLY for 3 months out of seems foolish.

We also concur with our neighbor Joseph Cassidy who sent you an email outlining his feelings on the MidCounty Bridge.

We would appreciate our comments being addressed in the DEIS.

Thank you for your attention.

Marcia E. Bruce and Robert M. Bruce, 852 Whalehead Dr., Corolla, NC 27927

From: Bugg, Elizabeth [<mailto:bugges@jmu.edu>]

Sent: Friday, April 09, 2010 1:34 PM

To: midcurrituck@ncturnpike.org

Subject: support

As property owners in Dare County, we strongly support the construction of the mid-Currituck sound bridge now.

Gary and Elizabeth Bugg

Elizabeth Bugg

Acquisitions

Carrier Library

James Madison University

Harrisonburg, VA 22807

540-568-4513

bugges@jmu.edu

Name: Carole Burchett
Address: 37 Tenth Avenue
City: Southern Shores
State: NC
Zip: 27949
Email: lcrburchett@charter.net

Comments: The Wild Currituck Bridge must be built! It is necessary

Name: Carole Burchett
Address: 37 Tenth Avenue
City: Southern Shores
State: NC
Zip: 27949

Email: lcrburchett@charter.net

Comments: The Wild Currituck Bridge must be built! It is necessary for evacuation. The traffic in Southern Shores on Rt. 12 Duck Road on the weekends makes it impossible for the residents to travel. Most of the traffic is going to Currituck. Please build the bridge for everyone!

Name: justin l. burkey, jr
Address: 2214 burgess rd.
City: chester
State: va
Zip: 23836

Email: justin.l.burkey@honeywell.com

Comments: I would like to thank those in the State of North Carolina highway department for helping move this project forward. The only issue which concerns me is the destruction of Southern Shores along NC12, by placing high ditches along this scenic stretch of roadway. Please plan on mailing everyone a 20 year supply of mosquito spray to go along with their decreasing property values.

Name: PATRICIA BURNETT
Address: 750 LAKEVIEW COURT
City: COROLLA
State: NC
Zip: 27927

Email: peaburn@comcast.net

Comments: please keep me updated. can't wait for this project to be completed!

From: Kathleen Burns [mailto:burnseyk@hotmail.com]

Sent: Monday, May 31, 2010 10:46 AM

To: midcurrituck@ncturnpike.org

Subject: MidCurrituck Bridge Questionnaire

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

No-Build.

I vacationed in Corolla for 20 years before moving here. People from all over the NE and Midwest come here because it is different.

The trip to Corolla takes hours more than MD/Delaware/NJ beaches. People who come here, do so because it is not tacky and dirty. Building the bridge will make Corolla no different from those other beaches, and no longer worth the drive. Corolla will die as a premier destination.

This will not only ruin Corolla and its ecosystem, but also the economy of Currituck County, which uses the occupancy tax revenues to pay for schools, Rec centers, libraries, and the support of the general economy. Currituck will sink into the same economic desperation as the other Eastern Carolina counties like Camden, Pasquotank, Gates, and Perquimans.

Though I do not approve of the way Currituck squanders much of the money generated by the beach, I would hate to see the county sink into the sad poverty and desolation suffered by this part of the state.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

NA

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design

Option A or B and why?

NA

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Lane reversal is the only option for the fools who stay too long.

I have evacuated from here before, and it you use common sense (like leave the day before they make it mandatory), evacuation is a snap.

A 2 lane bridge out of Corolla will simply strand folks in Corolla on Rt 12...or they will be stranded in Barco, which has even lower elevation than my house in Corolla. Yeah, that's a great plan.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

How much did the Draft EIS cost ? I would really like an answer to this.

The folks who developed the EIS should be ashamed. One main point EIS makes is it will not increase the number of day trippers. We have no facilities for day trippers here. They defecate and park in our yards and on the beaches. We have no facilities for beach cleanup.

I can only see this as getting worse. Oh boy. More drunk teens in pickups on the beach for the day chasing horses, running over our dogs- Ocean City, MD What are you thinking?

Not to mention the fact of the crime that will increase in Corolla. Minutes from Hampton Roads - do you watch TV?

Million dollar rental homes stocked with goodies and a handful of deputies and 400 old people living in beach shacks. We will be sitting ducks.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

I kayak on the sound occasionally. The sound will become a cesspool....its not too far from that already with the increased development.

Additional Comments:

The state of NC cannot and should not be allowed to tax the citizens \$15 million per year (for YEARS) so some Spanish Company can make money.

I cannot believe some smart lawyer has not looked into the TIFIA loan either. This bridge by no means qualifies as necessary infrastructure.

Spend money on the Bonner bridge...I guess that will have to collapse and injure people before that is fixed.

Too bad the people of Duck and Southern Shores are inconvenienced for 26 days per year. The traffic problem could easily be alleviated by the addition of check out days: instead of just Sat and Sunday. We have traffic in Corolla for those days, too. Stay off the road Sat and Sun. You know that when you moved here. Sure, it is OK for Duck to shut down Rt 12 over the 4th of July...geez !!!!!!!!

Too bad a handful of dare county residents, rich realtors, and greedy government officials have the ability to ruin one of the last beautiful places on the east coast.

Kathleen Burns
Corolla, NC
A Currituck Resident and NC taxpayer

Mid-Currituck Bridge Public Comment Form

Additional Comments:

Name: _____ Sir Peter Burt
Street Address: _____ 185 Schooner Ridge Drive _____ Apt./Suite

City, State, Zip: Duck, C 27295 _____

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB2 is the most attractive and offers the best solution for evacuation as well as being the best for day-to-day use

Question 2: if you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 because it is important to maintain a vibrant local business community and C1 best ensures this

Question 3: if you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

B. \$60million is worth saving

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
rd lane because it is safer and if there is a hussicane, reversing the center lane is bound to caus problems

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

None

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

We are not boaters

From: John Burton [<mailto:burton2572@comcast.net>]

Sent: Friday, May 14, 2010 5:47 PM

To: midcurrituck@ncturnpike.org

Subject: Mid Currituck Bridge Project

Ms Harris,

We strongly support the Mid-Currituck Bridge Project. We strongly favor Option MCB4. Second choice is Option MCB2. We also favor the C1 corridor. We oppose ER2.

We own two oceanfronts on the Outer Banks. Lot 070 in the Pine Island PUD at 433 Kitsy's Point Road, Corolla, NC 27927 and Lot 1 Section 13 Whalehead Beach at 849 Lighthouse Drive, Corolla, NC 27927

John G. Burton and Eileen S. Burton

15709 Berkeley Drive

Haymarket, Va 20169

(703) 754-2572

burton2572@comcast.net

Tim Cage
4952 Caratoke Hwy
Coinjock, NC 27923

April 12, 2010

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

RE: Mid County Sound Bridge Project

Dear Ms. Harris,

I have had a chance to read the DEIS for the Mid County Bridge project and would like to make you aware of a few concerns and comments I have. I own Henrys Gas Station and Currituck Car Clinic, which are located on the same property. My businesses have been here for over 20 years. I am concerned with the impact on my business, my family, my employees, and my community. The Purpose and Needs statement highlights three areas of concern. The traffic congestion on the main thoroughfare of Hwy 158 and NC 12, travel time and distance between the Currituck County Mianland and the Currituck Outer Banks area, and reducing hurricane evacuation times. I am not an engineer, but I have lived here through a mandatory hurricane evacuation, and I have seen first hand what the traffic congestion is like during the summer months. Without any road improvements to Hwy 158 and NC 12, this bridge will not correct those areas. No matter how you look at it, Hwy 158 will still be a 4-lane highway that cannot support the traffic it has on it now. If after all is said and done, and this bridge project gets the go ahead to build, I hope you will take a serious look at which plan is chosen, Plan A or Plan B. Plan A causes the least disruption in my community and my business. I would at least have the opportunity to relocate my business, my customers, and my employees. I have serious concerns about Plan B. Right now I have commercial property with highway access directly on Hwy 158. Changing that structure completely affects the property value of my property. It would not even be salable as commercial property. In addition, my customers would have to pass by my business by several miles to access a service road to reach my business. Anyone that has a business knows if customers pass you by, they will not turn back to reach your business. What sense does that make? You then force my business off the main highway and locate it between a wooded area and the swamp with only a service road to the highway. This will open the doors for security issues for my property and vandalism of my customers vehicles left for repair. What happens if emergency vehicles are called to my business? They also have to pass by my business by several miles and turn back to the service road to reach me. This plan will destroy my business and everything I have built up for the past 20 years. Our local government officials and the community of Aydlett do not support plan B. A letter was already issued to that effect to the Turnpike Authority and Senator Mark Basnight. I

hope that money is not the determining factor on whether this bridge project is built. People's families, businesses, and communities are affected by the decisions that will be made.

Thank you for the opportunity to voice my comments and concerns.

Sincerely,

Tim Cage

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

Name: Tim Cage - Owner of Henry's Gas Station

Street Address: 4952 Carabba Hwy Apt./Suite No. _____

City, State, Zip: Conject, NC 27923

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

Undecided

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

undecided

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A is the only option feasible for my business. Henry's Gas Station. Option B would not only ruin my business, but render my property worthless.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

My preference would be a 3rd outbound lane & have the center lane for emergency vehicles. I have been here during the last mandatory evacuation & the traffic will be at a stand still.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Impact on my community, families & businesses. Impact on the environment - wildlife & natural habitat. Impact on the economy.

If you are a boater or rent boats that use Currittuck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length, its mooring location, where you travel in the sound, and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrittuck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: deborah carroll [mailto:dcc1206@comcast.net]

Sent: Tuesday, June 01, 2010 12:31 PM

To: midcurrittuck@ncturnpike.org; marcb@ncleg.net; billo@ncleg.net; barylett@co.currittuck.nc.us; currittuckcommish@hotmail.com; commissioners@co.currittuck.nc.us; bayrobx@compuserve.com; sponaal@co.currittuck.nc.us; john@jrorer.com; taylor145@yahoo.com

Subject: MC Bridge Project

Hello Jennifer and Others,
We are very supportive of the bridge being built. We believe that, all things considered, while it's not perfect, it solves a myriad of problems, not the least of which is it will keep people significantly safer during an evacuation. Plus, as an owner of two homes in the Outer Banks (one rental, one residential), we believe that the area's economy will be vastly improved by the reduction of vacation traffic resulting from this bridge. We have had a number of renters say that they won't return to the Outer Banks because of the 2-4 hour delay on 158 on the weekends. No one wants to start their vacation aggravated and since the bulk of the economy is tourism-related here, your choice to build a bridge is admirable.

We do implore, however, a few things:

1. We hope the terminus is at Timbuck II, rather than Corolla Bay. This would reduce what will be increased traffic on the Northern Outer Banks to fewer miles of road.

2. We hope every consideration will be given to pedestrians who want to reach the beach on foot from the west side of Monterey Shores, Corolla Bay, etc. If the highway is to be widened to 3 or 4 lanes, it should still be made possible for pedestrians to cross. If the drainage ditches prohibit this, that would adversely affect both residents and visitors. We hope that if the highway is to be widened, there are pedestrian walkways across the drainage ditches at a variety of points. At least, across from Whalehead, there should be a walkway across from each east-west street. This would enable pedestrians to reach the beach from Monterey Shores. As there is already insufficient parking in Whalehead, the more people who can walk to the beach, the better.

3. We very much hope no sound barrier walls will be constructed. Our home is near (almost on) I2 but we are much less concerned about the noise than we are about what such a wall would do to the lovely and natural look of the Northern Outer Banks. So many come here for the views, it would be devastating to destroy them.

Sincerely,
Deborah and Ned Carroll
deborah carroll

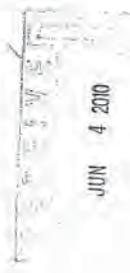
dcc1206@comcast.net

Check out my blog at <http://raisiniegamingdelighters.wordpress.com>

From: Karen Carroll
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 8:58 PM
Subject: Build the bridge

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010
Name: Karen & Mike Carroll our home location in the Outer Banks (1485 ocean Pearl Blvd in Corolla, NC 27927)
Mailing Address in PA: Street Address: 817 Appletree Road
City, State, Zip: Harding, PA 18643
o Please add me to your newsletter mailing list. obxrentals@yahoo.com
Comments

Additional comments: The bridge is definitely needed and as soon as possible. None of the other alternatives would really work. We would like to see the bridge come in at Timbuck II. We don't really know what would work the best for the residence on the other side.



JUN 4 2010

June 2, 2010

My concerns on the proposed mid county bridge are:

The environment:

I have lived and hunted her all of my life and I know how important the swamps and marshes are to my home. So much of the Maple(Laurel) swamp is going to be affected by changing the whole eco system the natural functions of the swamp.

I'm not much on reading reports but reviewing the DEIS report on how the Currituck Sound would be affected. The nursery areas of the fish, the water habitat impacts such as phytoplankton and aquatic vegetation would be disturbed. The environment for the ducks. Some say on they can go somewhere else, the beach is developing so fast humans are taking up more space and less space for them. And lights on the bridge would scare them away. Duck hunting and fishing have been our heritage here in Currituck, that should account for something.

I am in favor of ER2.

Or different locations such as Barco at the intersection of 158 and 168 or to the south north of where the dumpster site is. These areas would have less impact on the environment and have facilities to accommodate the bridge.

Sincerely,
William F. Carter

William Carter

*119 Carter's Ct
Corrylock N.C. 270923*

----- Original Message -----
From: Jane Casey <kcah@infionline.net>
To: Harris, Jennifer
Sent: Thu Apr 29 10:47:57 2010
Subject: in favor of mid-currnutuck sound bridge

As a property owner in Corolla I am in favor of the mid-Currituck Sound bridge. If there is an emergency evacuation of the the Outer Banks the current bridge will be woefully inadequate to get people out of the danger of a hurricane or other event. Even with the bridge there will be terrible congestion. The bridge will also help with tourism to move renters in and out on the weekends more efficiently and therefore happily. Jane Casey Ocean Sands, Section D, Corrolla 757 619 5647

jane cashin

From: <DCBASecy@aol.com>
To: <somers66@knology.net>
Sent: Monday, May 31, 2010 11:57 AM
Subject: Re: Mid-Currituck Bridge Comment Form (not previously attached)

JUN 14 2010

All of those terms were explained in the previous email. So I'll resend it to you. Hope it's helpful. Thank you for taking the time to comment on the survey.

Lynne Alterman
DCBA Secretary

In a message dated 5/31/2010 9:26:37 A.M. Eastern Daylight Time, somers66@knology.net writes:

Since I have no idea what mdb4 ? C1 or 2, or Option A or B is -- I can hardly give an opinion.

----- Original Message -----
From: DCBASecy@aol.com
Sent: Sunday, May 30, 2010 11:42 AM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Warden, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Alterman, Secretary

Board Members - Steve Alterman, Jon Britt, Lisa Newstein, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: Jane Cashin
Street Address: 28 Spindrift Ct Apt./Suite # _____
City, State, Zip: Duck, NC

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority

6/11/2010

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

*MCB4
Does not disturb Duck
C2 and why?
C2 - better access to Duck*

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

A - better for wildlife

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

yes - faster evacuation

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

6/11/2010

From: Joe Cassidy
To: Harris, Jennifer
Sent: Sun May 23 13:57:19 2010
Subject: Traffic Comments on the Mid-Currituck Bridge Project

Dear Ms Harris,

I sent the message below to midcurrituck@ncturnpike.org on Friday evening. On Saturday, one of my friends in Corolla told me I needed to follow it up with an email to you stating I would like the Turnpike Authority to consider my message as a comment on the Draft EIS so the Turnpike Authority can respond to the message in the Final EIS. So, just in case he is correct, here is my request to have my original message addressed in the Final EIS. Thank you very much.

Joe Cassidy

----- Original Message -----

From: Joe Cassidy <<mailto:casacassidy@earthlink.net>>

To: midcurrituck@ncturnpike.org

Sent: Friday, May 21, 2010 11:12 PM

Subject: Traffic Comments on the Mid-Currituck Bridge Project

Jennifer Harris, P.E.

North Carolina Turnpike Authority

Raleigh, NC

Dear Ms Harris,

As an individual who has spent some amount of time in the past conducting Traffic and Transportation Engineering studies (with the occasional small Environmental Impact Study thrown in) for an Engineering Consulting firm and for the Federal Government, I would like to compliment the preparers of the Mid-Currituck Bridge EIS for a professional presentation. Having been on the Traffic Engineering Study and EIS preparation side of the fence, I understand the difficult decisions that must be made in selecting which alternatives to present to the public and then to make the final decision on which alternative to build (or not to build), especially when the project is as controversial, and has lasting, major impacts on the lives of the residents of both Mainland Currituck County and the Currituck Outer Banks.

I defer to others on the obvious adverse environmental impacts (both during and after construction) of the increased noise, water, air, light, and visual pollution that residents will have to endure once the builders have come and gone. I would like to concentrate on an area I know a little bit more about, the adverse traffic impacts on the residents of Currituck County.

The EIS acknowledges the traffic issues the bridge project addresses are for 26 days (13 weekends) out of 365 days, or 7 percent of the days in the year (25 percent of the weekends in the year). Major projects such as the Mid-Currituck Bridge typically are undertaken to solve traffic congestion problems that occur at least five of the seven days of every week of the year (71 percent of the days). It should be very difficult for an Engineer or a Governmental Decision Maker to justify the expense for such a large capital project on the basis of solving a traffic problem that occurs only 7 percent of the days of the year (as opposed to the typical project that would relieve congestion 70 percent of the days of the year). Being able to justify such a large expenditure on the supposed basis of significantly improving traffic service 7 percent of the days of the year would be an astounding task I should not like to try to undertake.

No Build Alternative - I acknowledge that a strict no-build option may not be a reasonable choice, but perhaps a minimal build option that would have much less construction than proposed under ER2 should be considered. The major traffic bottlenecks are at the intersection of 12 and 158 and at Route 12 through the Town of Duck. Traffic crawls through Duck because of the lack of foresight on the part of planners by not reserving a wide enough right-of-way through town, thus allowing development too close to Route 12. The EIS discusses the high expense of widening Route 12 through Duck, yet does not flinch at the total cost of road and bridge work elsewhere. This does not make fiscal sense. It would seem the EIS has taken a position to avoid any adverse impact on Duck at the

expense of Aydlett and Corolla.

The Root cause of the weekend traffic problem is not addressed in the EIS. This root cause is the traffic flow into and out of the Currituck Outer Banks is concentrated in short time spans. No efforts have been made to spread out the arrivals and departures of visitors over more hours, or even over more days. The concept of reversible lanes is discussed only in terms of hurricane evacuation, not on traffic relief during the peak 13 weekends. All avenues should be explored to see if the congestion can be reduced to manageable levels by non-construction measures before undertaking expensive projects.

MCB4 - The EIS declared MCB4 to be the preferred alternative and takes no position on which of the two bridge alignments, the northern C1 or the southern C2, it supported. Addressing only the C1 versus C2 issue, I propose that C1 would have the least amount of impact on the Corolla community. I realize this is a divisive issue, with residents nearest to the C1 location in favor of C2, and residents nearest C2 in favor of C1. The EIS expresses a concern about C1 dividing the Corolla Bay subdivision, thus affecting community cohesion. I must admit I am puzzled by this statement about community cohesion. The last time I drove by the Corolla Bay subdivision, I remember seeing a subdivision sign, a model home, and construction workers laying out streets, and not much else. The C1 alternative seems to be in the least populated/developed area of the two alternatives. The C2 alternative places the bridge terminus adjacent to the largest traffic generators (commercial establishments) on the Currituck Outer Banks. Dropping all the bridge traffic into this already heavily traveled area makes no sense from a traffic engineering perspective. Moving the traffic away from the congested area by selecting the Northern, or C1 alternative, would seem to be the best alternative of the two presented.

Thank you for reading and accepting my comments. I am grateful for the opportunity, if you have any questions, please send me an email.

Respectfully,

Joseph F. Cassidy

From: "Nancy P. Cecil" <npceci@verizon.net>
Date: Fri, 28 May 2010 22:26:29 -0400
To: <midcurrtruck@ncturnpike.org>
Cc: DCBA <DCBAsoc@aol.com>
Subject: Response to Mid-Currituck Bridge proposal

As owners of property in Duck since 1991, we have been watching and supporting development thinking of an evacuation bridge for many years. We are delighted that the current considerations could possibly be built in the next few years. Unfortunately, we were unable to attend the public hearings, but wanted to relay our opinions for consideration.

Question 1: Which alternative do you prefer and why? We support MCB4 – the 2 lane mid-Currituck Bridge and addition of an evacuation lane on US 158 between US 158 and NC168 and the mid-Currituck Bridge plus an evacuation lane on 158 between Wright Memorial Bridge and NC 12.

This plan would greatly assist traffic evacuation in the event of a hurricane. It is currently scary thinking of an evacuation during the summer if a hurricane arose quickly. The area between Southern Shores, Duck, and Corolla would be total gridlock. Currently on a rainy summer day, Route 12 is wall to wall crawling traffic with cars traveling towards US 158, Kitty Hawk or other areas south of the intersection at Southern Shores. It can take an hour to go 5 or 10 miles. I remember one time when it took 3 hours to get from Duck across the Wright Memorial Bridge. It is imperative that there be no modification or four laning of the roads in Duck and Southern Shores in any alternative, and no linear infiltration strips. Minimal road widening on Route 12 is essential. The travel benefits, cost of design, natural resources, and village design of Duck need to be considered and this alternative offers the most benefits in all of these areas.

Question 2: If you prefer MCB4, do you prefer bridge corridor alternative C1 or C2 and why? If would appear that C2 would be the preferable area and cause less disruption to Corolla Bay, but this decision should likely be best left to the project team as we do not have all of the specific impacts.

Question 3: Do you prefer mainland approach road design Option A or B and why? Option A appears it should be preferable to Aylett property owners, but B 's cost is less. Here too, I defer to the project teams opinion.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? If funding is available, the third outbound land would be preferable, allowing those needing to turn off for some reason to still have the turn lane. As they are doing in VA, with the interchanges- they are reversing them in emergencies so it must work (but they have bars across the entrances which wouldn't be feasible). I am concerned that some incoming traffic will not adhere to this and meet oncoming traffic in the same lane – since there are so many areas people can access the road- would be much harder to monitor and perhaps cause more accidents.

Question 5: Boater – no

Question 6: Impacts of particular concern.

Of particular concern is only minimal essential modification of Rt. 12 within Duck, opposed to infiltration strips to address road flooding.

Additional comments: We are very strong supporters of constructing the bridge and have been for many years. We feel this is imperative from a safety standpoint. Without the bridge there could be major problems in a severe storm, unnecessary loss of life, etc. We do not feel that the general public will use the bridge to any big degree – only those going to Corolla and north, or Duck, and Southern Shores. Traffic going to Kitty Hawk, Nags Head, etc. would not want to use the bridge to get there as it would only take them a lot longer and cost more. Thus the concern about traffic expressed by many Corolla people, would appear unwarranted, in our opinion. We only hope there will not be any further delays, and feel people will be happy to pay a toll to have the bridge. Look at the benefits of the toll road at Chesapeake Parkway.

Thanks for the opportunity to respond, and good luck.

Nancy And Richard Cecil
Duck – 139 Quarterdeck Dr., Port Trinitie
Richmond- 11217 Wellesley Terrace Ct., Richmond, VA 23233

Monday, June 14, 2010 2:03 PM

Subject: Response to Mid-Currituck Bridge proposal

Date: Friday, May 28, 2010 10:26 PM

From: Nancy P. Cecil <npeccil@verizon.net>

To: <midcurrituck@ncturnpike.org>

Cc: DCBA <DCBASecy@aol.com>

As owners of property in Duck since 1991, we have been watching and supporting development of a mid-Currituck bridge for many years. We are delighted that the current considerations could possibly be built in the next few years. Unfortunately, we were unable to attend the public hearings, but wanted to relay our opinions for consideration.

Question 1: Which alternative do you prefer and why? We support MCB4 – the 2 lane mid-Currituck Bridge and addition of an evacuation lane on US 158 between US 158 and NC168 and the mid-Currituck Bridge plus an evacuation lane on 158 between Wright Memorial Bridge and NC 12.

This plan would greatly assist traffic evacuation in the event of a hurricane. It is currently scary thinking of an evacuation during the summer if a hurricane arose quickly. The area between Southern Shores, Duck, and Corolla would be total gridlock. Currently on a rainy summer day, Route 12 is wall to wall crawling traffic with cars traveling towards US 158, Kitty Hawk or other areas south of the intersection at Southern Shores. It can take an hour to go 5 or 10 miles. I remember one time when it took 3 hours to get from Duck across the Wright Memorial Bridge. It is imperative that there be no modification or four laning of the roads in Duck and Southern Shores in any alternative, and no linear infiltration strips. Minimal road widening on Route 12 is essential. The travel benefits, cost of design, natural resources, and village design of Duck need to be considered and this alternative offers the most benefits in all of these areas.

Question 2: If you prefer MCB4, do you prefer bridge corridor alternative C1 or C2 and why? If would appear that C2 would be the preferable area and cause less disruption to Corolla Bay, but this decision should likely be best left to the project team as we do not have all of the specific impacts.

Question 3: Do you prefer mainland approach road design Option A or B and why? Option A appears it should be preferable to Aylett property owners, but B's cost is less. Here too, I defer to the project teams opinion.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? If funding is available, the third outbound land would be preferable, allowing those needing to turn off for some reason to still have the turn lane. As they are doing in VA. with the interchanges- they are reversing them in emergencies so it must work (but they have bars across the entrances which wouldn't be feasible). I am concerned that some incoming traffic

Page 1 of 2

will not adhere to this and meet oncoming traffic in the same lane – since there are so many areas people can access the road- would be much harder to monitor and perhaps cause more accidents.

Question 5: Boater – no

Question 6: Impacts of particular concern. Of particular concern is only minimal essential modification of Rt. 12 within Duck, opposed to infiltration strips to address road flooding,

Additional comments: We are very strong supporters of constructing the bridge and have been for many years. We feel this is imperative from a safety standpoint. Without the bridge there could be major problems in a severe storm, unnecessary loss of life, etc. We do not feel that the general public will use the bridge to any big degree – only those going to Corolla and north or Duck, and Southern Shores. Traffic going to Kitty Hawk, Nags Head, etc. would not want to use the bridge to get there as it would only take them a lot longer and cost more. Thus the concern about traffic expressed by many Corolla people, would appear unwarranted, in our opinion. We only hope there will not be any further delays, and feel people will be happy to pay a toll to have the bridge. Look at the benefits of the toll road at Chesapeake Parkway.

Thanks for the opportunity to respond, and good luck.

Nancy And Richard Cecil
Duck – 139 Quarterdeck Dr., Port Trinitie
Richmond-. 11217 Wellesley Terrace Ct., Richmond, VA 23233

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Page 2 of 2

From: Frank [mailto:frankcetera@verizon.net]
Sent: Wednesday, June 02, 2010 4:25 PM
To: midcurrituck@ncturnpike.org
Subject: BUILD THE BRIDGE

To: Ms.Jennifer Harris,P.E.
I Frank Cetera is a resident of 1213 windance Ln, Corolla. I like to respond to the six Questions.
No. 1 I favor MCB4. No.2 I favor C2, No. 3 I favor Option A No. 4 I prefer adding a third
outbound evacuation lane to US 158 No. 5 will not affect me. No. 5 I have no comment to this
Question. Yes I am strong supporter of this bridge,for safety aspect alone this bridge is needed
now! Thank You Frank Cetera.

From: Chartrand, James [mailto:James.Chartrand@dopaco.com]
Sent: Tuesday, June 01, 2010 8:59 AM
To: midcurrituck@ncturnpike.org
Subject: FW: Mid-Currituck Bridge Comment Form (not previously attached)

From: DCBASecy@aol.com
Sent: 5/30/2010 12:42:35 P. M. Eastern Daylight Time
Subj: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wander, *President* Ed Brooks, *Vice President* Ed Brooks, *Treasurer* Lynne Alterman,
Secretary

Board Members – Steve Alterman, Jon Britt, Lisa Newbern, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: _____ James J Chartrand
Street Address: _____ 1226 Indian Trail Drive _____ Apt./Suite # _____
City, State, Zip: _____ Downingtown, PA 19335
Note: I am an owner in Ship's Watch, Duck, NC
Your opinions are important to this project. Please use the space below to write your
comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:
Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
I prefer MCB2 because it would cause the least amount of change to the northern Outer
Banks area.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2
and why?
I prefer C1 as this area would cause less traffic congestion.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option
A or B and why?
I prefer Option A as it will have less impact on the area.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound
evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I prefer to reverse the center turn lane as it would be the most cost effective and least disruptive solution.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I am concerned about heavier traffic through Duck on weekends if the bridge is built. Will there be any type of route guidance on 158 to advise drivers of which route is best for congestion, etc?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional Comments:

9800 Kingsbridge Drive
Apartment 102
Fairfax, VA 22031
May 20, 2010

MAY 20 2010

Dear Mr Harris:

I own a beach house in Whalehead Beach, Corolla, NC.

I am opposed to building the Mid-Currituck Bridge. Plan ER 2 is acceptable.

I feel spending so much money on a bridge that will receive optimum use about sixteen weekends throughout the year is indefensible. Improving the roads to and from the Corolla beaches would be a much better plan.

I am also very concerned that our beach properties will be highly vulnerable to break-ins. There is a spate of Sheriff's Office in Corolla. However, Whalehead Beach has hundreds of houses. The bridge would provide easy access to and from unoccupied houses for anyone intending to burglarize those houses. A toll will not deter these

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: SCOTT CLARKSHUSH
 Street Address: 37 FORESTAL CIRCLE / 1059 BERNARDINE DR APT / SUITE NO:
 City, State, Zip: NEWBURN, NC 27927
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4 or the No-Build Alternative and why?

MCB4 - WIDENS ROAD TO ALLEViate TRAFFIC BACKUP FLOW
BUT DOESN'T TAKE INTO ACCOUNT AFFECT TO STREET

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - LEAST AFFECT ON NEAREST BEACHES AREA

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

OPTION A - KEEPS APPROACH RD FROM THE BEACHS

(2)

people when they can take property which is much more valuable than the cost of a toll.

I feel that environmentally and safety-wise, the Mid-Currituck Bridge would have an extremely adverse effect on the homeowners of the Currituck beaches.

I thank you for providing this opportunity to express my opinion on the Mid-Currituck Bridge Project.

Sincerely,
 Natalie Ciampa

Subject: Mid-Currituck Bridge Opinion
Date: Friday, June 4, 2010 5:33 PM
From: clapperca@aol.com
To: <midcurrituck@ncturnpike.org>

Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699

Dear Jennifer Harris,

I am writing to express my opinion concerning the Mid-Currituck Bridge. I vote in favor of constructing the bridge. I am not in favor of expanding the roads, especially Route 12 thru the town of Duck, NC.

Sincerely,

Carol Clapper

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE CENTER LANE LEAST COST

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO AT THIS TIME

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Subject: Mid-Currituck Bridge
Date: Saturday, June 12, 2010 8:40 PM
From: Scott & Stephanie Clapper <obxbums1@verizon.net>
To: <midcurrituck@ncturnpike.org>

Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699

Dear Jennifer Harris,

I am writing to express my opinion concerning the Mid-Currituck Bridge. I vote in favor of constructing the bridge. I am not in favor of expanding the roads, especially Route 12 thru the town of Duck, NC. My family and I have been vacationing in the outer banks for (15) years and fell in love with the area because of the rural type beach setting. Expanding the roadway into a (4) lane highway would destroy all of that and turn the outer banks into every other beach resort area. I current own property in Corolla and believe that the bridge would be an asset for families concerned over commuting back and forth to work and schooling for children. Thank you very much for your time. Have a great day and God Bless.

Sincerely,

Scott A. Clapper

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From: Harold [mailto:haroldclapper@hotmail.com]
Sent: Sunday, May 23, 2010 10:52 AM
To: midcurrituck@ncturnpike.org
Subject: mid-currituck bridge opinion

Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699

Dear Jennifer Harris,

I am writing to express my opinion concerning the Mid-Currituck Bridge. I vote in favor of constructing the bridge. I vote not to expand the roads especially 12 thru the town of Duck.

Sincerely,

Harold Clapper

From: [steven.clarke](mailto:steven.clarke@outerbanks4sale.com)

To: midcurrituck@ncturnpike.org

Sent: Thursday, June 03, 2010 2:39 PM

Subject: Mid-County Bridge

I am a resident of Currituck Co (Harbinger) , and a licensed real estate broker with an office in Dare Co. (Duck).

I am writing in opposition to the Option MCB4 as the recommended alternative for the construction of a mid-Currituck bridge. Writers with far more time, developed arguments, and eloquence have no doubt weighed in with the same opposition, but my basic position is that the proposed benefits do not justify the cost. The construction of this bridge will do little to alleviate the congested traffic found on the Outer Banks approximately 12 Saturday afternoons each year, and during the rest of the time may worsen the traffic and hasten overdevelopment of this fragile coastal area.

Traffic on Saturdays in the summer will still back up west of the Wright Memorial Bridge as no one going to any community other than Corolla will benefit from the MCB. The area around Duck will still be the bottleneck that it is currently. The traffic on the MCB itself will likely experience periodic stoppages due to traffic accidents and emergency vehicles. Weekend "day-tripper" traffic coming from Hampton Roads will likely further congest the areas around the Corolla terminus. Hurricane evacuation will not be assisted as evacuation times and patterns will still be primarily determined by individual decisions about when and by what route to leave the area. Unless the toll-cost is held to a minimum, which might jeopardize financing, many drivers will bypass the toll, eliminating a major justification (worker's time/expense) for the bridge. Funding for the MCB has never been discussed in detail, with officials always hopeful but never disclosing, leading me to believe that ultimately the State of NC will be forced to bear the brunt of the costs.

This MCB seems to work well for a few development interests in Corolla, for the politicians of Currituck who crave an increased tax base, and for the residents of Southern Shores and Duck who tire of the summer Saturday traffic. And they are all for it if someone else is paying the bill. If Currituck County residents were asked to fund this alternative, do you really believe they would be so supportive?

I am opposed.

Steve Clarke

Broker, ABR, GRI, CRS, REALTOR®

the outerbanks4sale team

"opening doors at the beach"

www.outerbanks4sale.com

Resort Realty

PO. Box 8147-Duck Station

Duck, NC 27949

local # 252.261.8686

cell # 252.202.2197

toll-free 1.800.545.3908

internet fax 1.866.233.7259

From: noniworm@aol.com

To: Harris, Jennifer

Sent: Fri May 14 17:39:06 2010

Subject: Mid-Currituck Bridge

My name is Courtney Clements. I have a cottage in Southern Shores, 23 Porpoise Run. I feel strongly that a second bridge be constructed. The Mid-Currituck Bridge would alleviate traffic to the northern communities (Duck and north of Duck). It will also relieve the traffic congestion in the southern communities from Southern Shores, as well as back over the Currituck Bridge to those communities. The auto noise, auto congestion, fumes would be relieved with a second bridge. I can see this as a positive, to all communities.

I live in Richmond, Virginia. Unfortunately, I have not been able to attend any of the meetings. However, I wanted to voice my opinion on this issue.

Thank you for your consideration!

Courtney Clements

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: JENNIFER HARRIS
 Street Address: 411-B JINNET BUILD Apt./Suite No:
 City, State, Zip: GREENSBORO NC 27407

Please add me to your newsletter mailing list.
Comments
 Your opinions are important to this project. Please use the space below to write your comments. If you need additional room to write, please use additional paper or take additional comment forms.

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I PREFER THE MCB4 OPTION AS I AM NOT IN FAVOR OF
WIDENING THE ROAD BETWEEN DOWNTOWN TOWNSHIP &
THE WOODLAND BEACHES.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
I PREFER THE C1 OPTION AS I BELIEVE THE
IMPACT ON EXISTING BUSINESSES IN TOWNSHIPS #
WOULD BE MUCH GREATER THAN THE IMPACT
ON THE JUST DEVELOPING GREENSBORO BAY COMMUNITY.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
I PREFER OPTION A AS I FAVOR THE US8 INTERCHANGE
AS THE BEST OPTION FOR THE TOWN FRINGE.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I PREFER REVERSING THE CENTER TURN LANE
AS AN EVACUATION ROUTE FOR PERSONS OR
VEHICLES.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I AM PARTICULARLY CONCERNED WITH THE IMPACT
ON EXISTING CHURCHES, HOMEOWNERS, BUSINESSES
& THE SOUND ENVIRONMENT.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27689-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: W. COOPER
 Street Address: 7 GINGUITE TRAIL Apt./Suite No:
 City, State, Zip: S SHORES, NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 is by far the best balance of the many options considered. The greater costs + local impacts of MCB2 weigh heavily against the alternative. ER2 is not viable at all given the great risk of a possible hurricane evacuation stop, or traffic issues.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

No preference other than favorably related considerations.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No preference

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

prefer a 3rd outbound lane as it will provide an extremely valuable option to move traffic.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No. This is an extremely thorough DEIS.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A.

Additional comments:

In general there is a need for improved drainage along several segments of NC 12 through 5 Street especially Duke. However this cost should be expected for existing project now undergoing. No EIS is needed as this is the critical path of the project.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Anglis Cole Apt./Suite No: _____
 Street Address: 1200 Ocean Trail
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - provides a bridge w/ the least amount of disturbance to existing residential properties

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - Make sense for the terminus to land in a commercialized area + again, less disturbance to existing residential properties

If you prefer MCB2 or MCB4, do you prefer mainland approach design Option A or B and why?

No preference

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

We should utilize the existing paved surface & not add more. It's more economical

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Since I understand environmental concerns of the construction of the bridge, I feel the reduction of fuel emissions as well as the major reduction in safety issues should be the environmental concern

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

As a twenty five year plus resident, I can't fully expect how disruptive we NEED the bridge for safety reasons. We have no access to medical facilities & no way to evacuate during emergencies, especially hurricanes. PLEASE BUILD THIS BRIDGE IMMEDIATELY!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mall Service Center
 Raleigh, NC 27699-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Susan Collier Apt./Suite No: _____
 Street Address: 168 Scaff Lane

City, State, Zip: Cydetts, NC 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?



Dr. Kim B. Coleman
 116 Mountain Avenue
 Berkeley Heights, NJ 07922

140 Clamshell Trail
 Southern Shores, NC 27949

May 10, 2010

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

Dear Ms. Harris:

Re: Mid-Currituck Sound Bridge

Please accept this letter as being in support of the Mid-Currituck Bridge. Moreover, I am opposed to alternative ER2 and MCB2 while supporting alternative MCB4.

I support MCB4 due to the fact that it will reduce traffic to and from the Wright Memorial Bridge and points north on Route 12 including: Southern Shores, Duck, Sanderling, and communities in Currituck County. Secondly, it would be totally irresponsible to add an additional lane on Route 12 creating additional impervious coverage. As you are aware, impervious coverage would only serve to exacerbate those conditions which are causing severe beachfront erosion. In addition, Southern Shores has significant challenges on Ocean Boulevard and Duck Road with respect to drainage.

In summary, I totally support option MCB4 and oppose options ER2 and MCB2.

Sincerely,

Kim B. Coleman
 Kim B. Coleman

KBC:ibg

cc: Mayor Hal Denny

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Blank lines for handwritten response to the first question.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

All boats should be located on Hwy 158 and not near the water over narrow shore road. Oglett Road should remain open.

Additional comments:

Blank lines for handwritten response to the second question.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

June 7, 2010

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

Dear Ms. Harris,

My name is Linda Conklin and I am a homeowner in Southern Shores, North Carolina. I am writing to strongly urge you to make the building of the Mid-Currituck Bridge across Currituck Sound your preferred alternative for road improvements in the area. In addition, there should not be any widening of Route 12 through Duck and Southern Shores as the building of the bridge would eliminate the need for any such improvements.

As I understand it, one of the primary considerations here is the improvement of hurricane evacuation alternatives. Building the bridge is the only way that will be accomplished. Any widening of Route 12 without the bridge will only accelerate the flow of traffic to Route 158 where the traffic will still need to cross a two lane bridge to leave the area. Widening Route 12 will only serve to widen the top of the funnel without doing anything about the narrow end of that funnel.

The building of the bridge is the only alternative that resolves all your issues.

Linda L. Conklin
Linda L. Conklin
1 Sandfiddler Court
Southern Shores, NC 27949

June 7, 2010 11:11 AM

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

Dear Ms. Harris,

My name is Walter Conklin and I am a homeowner in Southern Shores, North Carolina. I am writing to strongly urge you to make the building of the Mid-Currituck Bridge across Currituck Sound your preferred alternative for road improvements in the area. In addition, there should not be any widening of Route 12 through Duck and Southern Shores as the building of the bridge would eliminate the need for any such improvements.

As I understand it, one of the primary considerations here is the improvement of hurricane evacuation alternatives. Building the bridge is the only way that will be accomplished. Any widening of Route 12 without the bridge will only accelerate the flow of traffic to Route 158 where the traffic will still need to cross a two lane bridge to leave the area. Widening Route 12 will only serve to widen the top of the funnel without doing anything about the narrow end of that funnel.

The building of the bridge is the only alternative that resolves all your issues.



Walter J Conklin
1 Sandfiddler Court
Southern Shores, NC 27949

From: Dave Conlon <daveconlon@verizon.net>

Date: Fri, 28 May 2010 13:41:29 -0400

To: <midcurrituck@ncturnpike.org>

Subject: Mid Currituck Bridge

Just a short note to say as a owner of real estate in Corolla and a native of the Norfolk VA area, I can't wait for the new bridge. Please speed up the approval process as much as possible. Remember we have been waiting on this bridge since the mid 70's.

Please keep the toll as low as possible. We currently have the strange situation that most folks that live on the mainland won't make the 2 hour or more unpaid commute to go around the Currituck Sound to work in Corolla for the summer. Therefore we have a huge number of folks from the former Soviet Union and Poland working here for the summer, and living in third world conditions in Corolla.

The bridge will allow low and medium income folks that live on the mainland work in Corolla for the summer as long as the toll is not prohibitive.

This is a win win situation for everyone if common sense is followed.

Sincerely,

David Conlon
24146 Creekview Lane
Carrington VA 23314
daveconlon@verizon.net

From: BARBARA COOPER **To:** Harris, Jennifer **Sent:** Thu Apr 22 23:08:07 2010 **Subject:** Mid-Currituck Sound Bridge

As a property owner in Ocean Sands in Corolla, I would like to give you my vote of support for the bridge. Knowing that there is quick connectivity to the mainland in the event of a hurricane or a possible tsunami would be extremely comforting to me. The traffic situation during the summer weekends is horrendous and quick exit is virtually impossible.

Barbara Cooper
748 Mariner Drive
Corolla, NC 27927

From: John Cooper [mailto:cooperquality@yahoo.com] **Sent:** Friday, April 30, 2010 4:46 PM **To:** midcurrituck@hcturnpike.org **Subject:** Mid-Currituck Bridge

Dear Ms. Harris:

I have received the latest brochure regarding the options for the Mid-Currituck Bridge and the public comment period.

My brother, Ronnie, and I are the developers of Cooper Landing. We are located less than a half a mile north from where the bridge will likely cross Narrow Shore Rd.

I do see the benefit of the bridge build option. In fact, I think it could be a net positive impact on our community. The downside is that our pristine views will now include a bridge in the distance, and depending on which way the wind blows, we may hear vehicular traffic over the water. I cannot guess the potential traffic impact.

That said, the positive impacts may outweigh the negative. We will all enjoy a quick ride to Corolla, a positive impact on our property values (due to shorter ride to the beach), and of course safety in the case of any evacuations.

Some of the proposed bridge options do concern me GREATLY. Please be advised, my preferences are:

The toll plaza should be as close to Hwy 158 as possible. It would be a bold and brazen interruption in our way of life (on a daily basis) to put a vehicular toll plaza near Aydlett Rd or Narrow Shore Rd.

The road on fill dirt (Option B) is a bad idea, and I do not support it. I am in favor of the toll plaza at Hwy 158 and the bridge crossing Maple Swamp (Option A).

We are in favor of the bridge landing near Albacore St.

on the Outer Banks (C2). The more northern route (C1) not only

lands the bridge closer to a residential area on the Outer Banks,

but also makes the bridge far more visible to residents on Narrow

Shore Rd in Aydlett. The C2 option reduces our visual impact of the bridge.

Thank you for your time, and I appreciate you taking our concerns and opinions into consideration as we have invested everything we have ever earned into developing property on Narrow Shore Rd. We will be impacted by the bridge, and we are hoping that the impact is positive.

John M. Cooper

President

Cooper Quality Construction, Inc.

252-453-8785

252-207-8877

<http://www.cooperqualityconstruction.com/>

From: sam cortez [<mailto:sam.cortez@charter.net>]

Sent: Tuesday, May 18, 2010 5:14 PM

To: midcurrituck@ncturnpike.org

Subject: bridge

I am unable to attend the meeting today, however I am in full support of building the mid-Currituck bridge.

I believe the bridge will not only assist the tourist economy of the entire Outer Banks, but it will also allow full time family residents to live in the Currituck Outer Banks, something that is not now possible due to the lack of schools. It will also allow people to live in the Currituck Outer Banks and commute to work in the Chesapeake area.

It appears funding the bridge through an appropriately large toll can be achieved. The tourists that vacation in the Currituck Outer Banks are price insensitive, and full time residents could be issued a coupon book at a discount.

thanks,

Sam Cortez

252-261-6135

JCotterill

From: DCBASecy@aol.com
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

JUN 2 2010

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wanda, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynn Allenman, Secretary

Board Members - Steve Allenman, Jan Brill, Lisa Newbern, Don Zentle

Mid-Currituck Bridge Public Comment Form

Name: Jean Cotterill
Street Address: 3455 Meridian Way and 111 Vireo Way
City, State, Zip: Winston-Salem, NC 27104 Dandering, Duke, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27689-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4 saves environment - would allow traffic to get to mainland in a more timely fashion

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

leave decision to project team

5/30/2010

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option B cost less

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
reverse center lane

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
NA

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
NA

Additional Comments:

Get the damn bridge built ... we've been waiting for YEARS!

A taw bridge is a great idea... helps to reduce cost of operation. I still don't understand why the Harter/Manns Harbor Bridge was built before this bridge. Have you ever been on NC 12 on a Saturday morning in the summer between Carolla and Duck? What would happen

5/30/2010

Subject: Comments on the Currituck Bridge

Date: Monday, June 7, 2010 11:18 PM

From: Don and Janis Crego, Jr. <ncbeach@sbcglobal.net>

To: <midcurrituck@ncturnpike.org>

Have been going to the Outer Banks almost yearly for 30+ years. We own land on Carova Beach. My extended family rents 2 to 5 houses on Whalehead Beach and many will be there again at the end of July. We will be coming, this time, from Wisconsin, Pennsylvania, Utah, Minnesota, New York, California, Nevada, Germany, Virginia, The Carolinas, Maryland, and Idaho.

We have been through two hurricane 'scares'. Bob comes to mind.

YES! Build the Bridge. \$10.00 each way seems reasonable. Make sure that there is a pull over lane for stalled vehicles. We have been backed up on both the other bridges when they were just two lanes.

Just got the NORTH BEACH SUN RE Summer 2010 in the mail today- the 7th- and it is still the 7th!!! The comment deadline has been met!!!!

Thanks for your efforts.

Dr. Don and Janis Crego, Jr.
13240 Oakhurst Avenue
Elm Grove, Wisconsin 53122
262-786-7157

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From: kcox685@aol.com [<mailto:kcox685@aol.com>]

Sent: Tuesday, April 27, 2010 12:58 PM

To: midcurrituck@ncturnpike.org

Subject: bridge project

You have my encouragement and support for this project. I think it will ease the traffic jam issues and will bring in more tourists because the traffic and drive will not be as long.

Thank you for your hard work!

Kelly Cox

My name is Gwenn Cruickshanks and I live in Point Harbor... and have for the last 31 years. I find it difficult to understand the negative position of the folks in Aydlett about the bridge. In Pt Harbor, we have not one bridge span, but two bridge spans and it has not adversely affected our property values or our aesthetic quality of life.

**There are times when it is necessary to make sacrifices for the greater good - and this is one of those times. I would not like to have all the inevitable deaths which would result from people being trapped by ^athe hurricane and unable to leave the area on MY conscience....
- and all for the sake of a pretty view.**

Some may scoff at our tourists, but may I remind you that they are the fuel which powers our engine and keep our taxes so low...and have enabled us to build our Currituck government complex and, consequently, they have rights too.

As President of Build the Bridge- Save Our Roads, I can state categorically that we have over 22,000 signatures on our petition supporting the bridge.

We have approximately 20 resolutions of support from every municipality in Dare and Currituck – as well as the Dare and Currituck County Boards of Commissioners.

Indeed, The Currituck County Board of Commissioners have passed resolutions of support for the bridge each year for the last ten years.

Four public opinion polls have been taken and the results show that residents and property owners favor the building of the bridge

(1) - The Center for Social Research at East Carolina University,

(2)- the Currituck Outer Banks Green Poll,

(3) - the North Carolina Toll Authority,

and a (4) follow up Green poll all have

shown that no matter how the question was

asked, or by whom it was asked, Currituck Outer Banks residents and property owners favored the construction of the Mid-County Bridge. Not a single study has shown the opposite.

This is an overwhelming endorsement of support for the MCSB – not the minority voices of a few which we have heard. On our petition we have signatures of people both from Aydlett and Corolla.

Hurricane evacuation is a primary consideration for the construction of the MCSB.

I wonder how many here have been caught in the gridlock that occurs when there is a hurricane evacuation. I have and it is not pretty.

Contrary to all the planning in the world, people will not leave unless they believe the

hurricane will hit where they are. Hence the inevitable gridlock.

I would like to thank the North Carolina Turnpike Authority personally and on behalf of BB-PR for their diligence and efforts – and a particular thanks to Jennifer Harris. Your work is much appreciated.

As is the opportunity to speak to you tonight.

Thank you.

**Gwenn Cruickshanks
110 Acorn Lane
Point Harbor, NC 27964
252/491-8515**

Monday, June 14, 2010 12:09 PM

Subject: Fw: Mid Currituck Bridge Route 12 Expansion
Date: Sunday, June 6, 2010 9:03 PM
From: Harris, Jennifer <jennifer.harris@ncturnpike.org>
To: midcurrituck <midcurrituck@ncturnpike.org>

nonicurran@yahoo.com
Jennifer Harris

From: Noni Curran <nonicurran@yahoo.com>
To: Harris, Jennifer
Sent: Sun Jun 06 21:02:11 2010
Subject: Mid Currituck Bridge Route 12 Expansion

Dear Ms. Harris,
My husband and I reside at 750 Ridge Point Drive in Corolla and are concerned about the plans to expand Route 12 to a four lane road directly next to our neighborhood. This expansion brings far too many cars within very close proximity to the backyards of my neighbors causing a considerable increase in traffic noise and a visual eyesore. The community of Corolla is a small, quaint town and the expansion of Route 12 will ruin the character and living experience of our beach community. All great vacation destinations have traffic problems at times, but increasing traffic flow at the expense of the people who choose to live in Corolla is unfair. Please consider scaling back to a three lane road.

Sincerely,
Linda and William Curran

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Page 1 of 1

From: Roxy Darling
To: Harris, Jennifer
Cc: vaydlett@yahoo.com ; Oetheridge@co.currituck.nc.us ; janet.taylor@co.currituck.nc.us ; Jrorer@co.currituck.nc.us ; garegor1@inteliport.com ; commissioners@co.currituck.nc.us ; Perdue, Bev, The Honorable William C. Owens; Marcb@ncleg.net ; Stan@outerbankrentals.com
Sent: Wed May 26 20:03:13 2010
Subject: PROPOSED MCB

To All of You who hold our resources in your hands-

To all who DON'T seem too concerned about this proposed bridge: there are many of us who ARE. Granted, we citizens and visitors are not an enormous voice in this quiet little corner of our world, because Currituck County does not have any incorporated towns, but we feel very strongly about this issue nonetheless, and demand to be heard, and respected, in our requests. Has not this ridiculous proposal gone on long enough, tearing at the hearts of our residents, and threatening our rural and quiet way of life? We are a very small corner of North Carolina, we demand little of our government, but we ARE demanding this: REMOVE this proposal from the books once and for all, and concentrate our limited resources on much needed projects-almost too numerous to name, but better pay for our teachers, and a safe bridge to Hatteras Island being two that are desperately needed. This bridge is a self serving project for a few. Of no concern to them is our delicate and fragile ecosystem and environment. Of no concern to them is the future of their children, or ours. Of no concern to them are the reasons that so many visitors come to this part of the Outer Banks-for the undeveloped sanctuary it is-the tiny bit that is left. Please convince us what exactly it is about this project that is worth destroying irreversibly this exquisitely fragile piece of land and body of water. Please explain, and as elected leaders of The people, it is your graven duty, to the humble residents of the small community of Aydlett EXACTLY WHY it is necessary to destroy and/or compromise their homes and roads and night sky. Perhaps you cannot imagine living in a place where at night you can not only look up, but look all around the horizon at a black night sky-filled with stars and planets, some so bright that they reflect off the darkened waters of our beloved Currituck Sound. We do not desire THIS bridge with all it's accompanying horrors-flooding and blinding light, crime, noise, pollution. Nor is there a REAL need for it. Curiously, we can, and sadly do, destroy, but we cannot rebuild our environment. Look at the Gulf of Mexico, lest you disagree. Roxy Darling of Waterlily, NC

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 7 2010

Name: Rob Davey
Street Address: 902 Emerald Ct. Apt./Suite No.: _____
City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list, but not: Rob Davey
PO Box 1333
Cockeysville, MD 21030

Comments
Your opinions are important to this project. Please use the space below to write, please use additional paper or take additional comment forms.

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4... overall, it makes the most sense... Fewest environmental impacts, most community impact...

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1, because it is a largely undeveloped area (Coral Bay), whereas the timberland area would eventually be developed. The landing there would create a rail to Harvest and Harvest would be a business & more. C1 is more desirable and no impact on the coast.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I would prefer Option B due to its increased cost, but if Option A is the only way to approach the NIMBYs and get this thing moving, do be it.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane substantially effectively adds a 3rd outbound lane. During an evacuation, people will be leaving - not turning. Why disrupt the status quo and add unnecessary costs?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Only, why congestion that would be created with landing corridor C2...

If you are a boater or rent-boater that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

The sooner, the better!

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Jon David and Janet F. Harden
Address: 37 Pintail Trail
City: Southern Shores
State: NC
Zip: 27949
Email: djharden@charter.net

Comments: We want to add our voices in support of the MCB4 Alternative with no modifications to NC12 through Southern Shores or Duck.

From: Brad Davis
To: Harris, Jennifer

Sent: Sat May 29 10:19:16 2010

Subject: Mid County Bridge - Currituck

I wanted to spend a few minutes to express my opposition to the Mid County Bridge in Currituck. The points of my opposition center on the following:

- Poor Location Planning
- Negative Impact to Corolla, NC
- Public / Private Funding
- Evacuation Planning
- Environmental Impact

The Mid County Bridge has suffered from poor planning in regards to its track across the sound to Corolla. The chosen location of the bridge has illuminated the lack of understanding of our county, and ruins several key elements that make Corolla attractive to our guests. As tourists stand atop of one of the largest Corolla attractions, the Currituck Beach Lighthouse, their once picturesque view of the Currituck Sound at sunset will now be plagued by a view of a concrete bridge. In addition to ruining the views of Corolla, the bridge also threatens to ruin the quiet ambiance of Corolla as well. What makes Corolla attractive to tourists in the first place? It is a beach that takes an extra hour to get to due to the current road conditions. And yet, countless tourists pass Kitty Hawk, Southern Shores and Duck every year to vacation here. I propose this is due to the simple seclusion of the town; the seclusion brings only the tourists looking for peace of mind and a separation between the general bustle of life and vacation. Putting a bridge directly to the town of Corolla essentially makes the town into Kitty Hawk; soon, tourists will pass this beach for another further out of the way of their daily lives, offering the seclusion that Corolla once offered them. The bridge is threatening much more than a beautiful view; it threatens what makes Corolla attractive. The bridge threatens to turn our weekly tourist industry into a daily tourist industry, where day trippers from Virginia pay a toll to flood the beach. Day trippers bring with them much more strain on county resources, such as beach accesses, water and sewage treatment; I fear that Currituck has not properly estimated the strain this will have on the town of Corolla.

By choosing Aydlett as the cross point for the bridge, the State of North Carolina has chosen one of the widest cross points for the Currituck Sound. In doing so, the State has raised not only the cost of the bridge, but also the concerns of our residents. Some have made arguments that the bridge intends to serve the needs of the public, providing an outlet for Corolla residents to have access to Currituck Services. This argument is weak; Knotts Island is home to many more full time residents than Corolla, and has been serviced by a ferry very successfully since 1962. If this bridge served only to meet the needs of residents, ferry services from Corolla would be suitable and less costly.

The next point I would like to address is Public / Private funding through a turnpike authority. One of the responsibilities of North Carolina to its taxpayer base is fiscal responsibility. By building roads without funding, the state is turning a blind eye to those responsibilities. In situations where the State lacks funding for projects which are time sensitive and essential to the health and safety of our residents, private funding may be appropriate. When the state seeks private funding because of public backlash or lack of foresight and planning, taking private money only provides an increase in potential conflicts of interest. There are potential conflicts

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Carolyn Sandy Davis

Street Address: 197 Courthouse Rd Apt./Suite No: _____

City, State, Zip: Currituck NC 27929

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No Build - Community impact

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

of interest in who the funding is ultimately coming from, developers seeking to make money on the new bridge and their relation to public officials. Private industry seeks to cut cost in order to increase revenue; therefore, there are potential conflicts of interest in the development of the bridge, like how many steps are being taken to protect the environment versus the cost of bridge. Additionally, as I have stated, this bridge has been marketed by the state as "good for residents". If this was truly targeted to the needs of the residents, charging residents for something the state considers "necessary to the core resources" seems ludicrous. Having a toll on the bridge alone illuminates, in my opinion the true motivator of this bridge: \$\$ money \$\$.

The State has also suggested evacuation as a key motivator behind the bridge. The safety of residents and tourists is key after all. However, the location of the Mid County Bridge does not alleviate the burden of evacuation ** at all **. Evacuation can be seen as a simple formula, where a volume of people need to leave an area. The volume of people need to pass through a limited pass [like a tunnel] to completely leave the Outer Banks. When people currently evacuate Corolla, they are forced to drive through Southern Shores on Highway 12, where they are connected to Highway 158, taking this north to the funnel points of Virginia, or breaking off in Barco, NC to head west towards Elizabeth City, NC. So, in the end, Barco and Virginia are the endpoints for Corolla residents. By building the Mid County bridge, the endpoints for the evacuating residents would be: Barco, NC and Virginia. There has been no alleviation of total number of cars to the road. And therefore, the traffic moving through the two end points will not be alleviated. Now, instead of evacuees potentially being stuck on Highway 12 during a storm, we have them pinned to Highway 12 and a bridge.

Lastly, the environmental impact for the Mid County Bridge will be extreme; the planned bridge will cut through Maple Swamp. Maple Swamp is home to many species of wildlife which would be undoubtedly harmed by another road cutting through the north side of the swamp. The road will undoubtedly impact the natural flow of the swamp, both in regards to the water drainage and wildlife movement. In addition to the effects on the swamp, the bridge's proposed route will harm the Sound, as runoff from the bridge will drain directly into the water. The Currituck Sound is a delicate environment which will now be burdened with additional motor oil run off and noise from cars; I believe this will be detrimental to both fish and subsequently migratory birds which rely on these waters for sustenance.

I have been blessed to grow up along the beautiful waters of the Currituck Sound; I have sat in screened porches and have listened to the rain move over the Sound during the evening summer thunderstorms. I have felt the crisp winter air, while sitting on our pier with my eyes closed, listening to the calls of the migratory birds. I have watched the sun rise over the Outer Banks, its red haze reflecting over the water. Nothing will be more heartbreaking then when I wake up to the sounds of traffic, horns and engines, the sight of gray and black asphalt replacing the once vibrant canvas of our morning sunrise over the Sound. Once this bridge is in place, it will set into motion a number of changes that can never be undone. It will forever change our home, the destinations of our tourists, and the beautiful, serene ambiance of the Northern Outer Banks.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

reverse the center lane
There will be less impact on the environment.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Taking people land from them.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

I cannot believe that you would so threaten the community of Aydlett, instead of accepting land for the County I feel and offered for the approved.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Ms. Jennifer Harris, PE
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699
Jennifer.Harris@ncturnpike.org

Gary Davis, CHMM
574 Cooper Garrett Rd.
Moyock, NC 27958
gdavis@embargo.com
252-435-6561

Re: DEIS Comments – Currituck Mid-County Bridge

Ms Harris:

My comments are divided into three sections. First, a general summary of main points. Second, general dissenting comments, and third, specific comments on the DEIS. Please take the time to review this document. I would appreciate your consideration of all of its points.

I. Main Point Summary

1. I support the No-Build Alternative.
2. Traffic is not congested 98% of the time. (Actually less than ~12 hours of 15 Saturdays per year. 8580/8760 hours = 98%). Therefore, the expenditure of \$700,000,000+ is unwarranted for this minor hindrance, especially to benefit so relatively few North Carolina residents.
3. The current traffic problems could be alleviated by expanding check-in and checkout times for rental properties to Friday, Saturday, and Sunday, and extended for more than day light hours, instead of the current 9 a.m. to 5p.m. on Saturday schedule.
4. Modification of two intersections, one at Southern Shores, NC (Hwy 158 / Hwy 12) and the other at Barco, NC (Hwy 158 / Hwy 168) with flyover left turns at each are the only modifications, and expenditures, that could be justified by the lack of traffic congestion during the vast majority of time.
5. It is horrendously unfair to burden the majority of NC taxpayers with this huge cost, at anytime, but especially during an economic recession. Benefiting a small portion of the population by burdening the majority is absolutely ludicrous, un-American, and bordering on criminal.
6. I have sailed, and would like to be able to continue to sail, in the Currituck Sound in the area of the proposed bridge. The type of bridge proposed is a major hindrance to that activity. I have noticed several sailboats traversing and crossing the sound off Aydlett, recently. In addition to sailboats and sailboards, there is a large amount of powerboat activity throughout the year in this area. Some waterfowl hunting craft and commercial fishing vessels have extended cabins that

require eight to ten feet of clearance. The sailboats I have seen extend to as much as 25-30 feet above the water. One raised section of the proposed bridge is inadequate, and any bridge at all ruins what is one of the best sailing venues I have ever had the pleasure of enjoying.

7. The instance of John Page falling asleep in front of the gathered audience at the Currituck Extension Office presentation was highly unprofessional, insulting, and obviously representative of the attitude of the consultants, the NC Turnpike Authority, and the NC DOT.
8. One general comment regarding the Environmental Science portion of the DEIS. The evidence presented is admittedly presumptive, as stated in many places, highly speculative, and based on extrapolation of studies performed on areas that may, or may not be, representative of the Currituck Mid-County Bridge, and its alternatives. There is only one incontrovertible, unquestionable fact related to the impact of the environment of these proposals. The impact will in some measurable, and possibly highly measurable amount, and to a currently unknown extent, be most assuredly and unfortunately, unnecessarily, negatively affected.

II. General Comments

I would like to express my extreme opposition to the option of construction of any mid-Currituck County bridge. Therefore, I prefer the No-Build Alternative first, with a second preference of ER2.

My reasons are related to the entire premise for the mid-county bridge being flawed by inane, unsupported logic, affected by collusion that borders on what is in my opinion, possibly criminal activity by political office holders, developers, the NC Turnpike Authority, and the NC DOT. The activities of the aforementioned groups are egregious enough, as I see it, to warrant investigation by the Attorney General of the State of North Carolina.

First, the bridge project's cost exceeds what any citizen should consider as a reasonable expenditure, especially related to a two-lane bridge, which would obviously become immediately inadequate based on the so called projections of "need" related to any hurricane evacuation, and to be funded by the vast majority of NC taxpayers, for the benefit of a miniscule percentage of the state's population. There is no possible way that tolls can be levied that would pay for this project, and completely fund its construction.

The bridge option, and likely the entire road expansion project, could completely be eliminated as a necessity, with one minor adjustment. If the developers and real estate agents (and their only slightly removed paid-for-politicians) would simply stagger the check-in / checkout times for some portion of the weekly rental properties in Dare and Currituck Counties, no bombastically grandiose action, such as what will easily become a \$750,000,000+ expenditure, would be needed. This would save precious funding, during this significant economic downturn, for more important considerations, such as education of a future generation of hopefully more intelligent politicians, developers, and real estate agents.

It is ludicrous to consider such an outlandish expenditure, with its related negative affect on so many people, when it could be so simply mitigated. The stubborn people that stand to benefit from a bridge (the developers and real estate agents that see this as a way to expand the population of the Outer Banks) have purposely refused to make any adjustment to the days and/or times of scheduling, holding those that have loudly complained for so many years, as literal hostages. This is simply an example of "means justifying the ends", increased development at any cost, utilizing the public as the voice that drives the intended action. The re-scheduling of check-in times could occur on at least two, and maybe three days of the week and for that matter, any hour of the day or night. That adjustment would generate a real boon to the economy. The hiring of additional staff to accommodate multiple days, and evening check-in and checkout. Obviously, if tourists are willing to pay \$30+ or more for a toll to cross the bridge, they certainly could absorb any costs related to extending or adjusting the check-in times. The clever but cruel plan by developers is admittedly beyond the imagination, but history and these current events are proving it true.

Simply having one-third of the current renters change on Friday, one-third on Saturday, and one-third on Sunday, would alleviate the back-ups that currently occur on only approximately 15 Saturdays per year. This type of scheduling is common throughout the resort / tourist industry, literally, all over the world. Nowhere have I traveled has such a staunchly strict narrow window of check-in and checkout. This practice is obviously contrived as the ulterior motive, to create a problem that developers will ultimately address. Flexible scheduling works perfectly everywhere else that I know of, such as Myrtle Beach, Orlando, Caribbean resorts, Europe, and with major timeshare groups such as Interval International. There are multiple change-out days that occur at each of these more sophisticated destinations.

Additionally, modifications of the Southern Shores Hwy 168 to Hwy 12 interchange, with a north bound, left hand turn fly-over, and the Barco Hwy 168 to Hwy 158 interchange with a west bound, left hand turn fly-over, would eliminate bottlenecks that cause traffic congestion throughout Currituck County. Synchronization of traffic signal timing in Moyock would alleviate congestion in the north in Currituck County.

The refusal to pursue these types of solutions is apparently intentional, as the delay in doing so extends to a period prior to the most recent Hwy 168/158 widening, when physical modifications to interchanges could easily, and more economically, have been performed. Along with the DOT establishment of a development industry-heavy "Authority" to use taxpayers' monies to meet the self-serving goal of increasing population, the appearance of the proposed bridge and the alternatives appear highly suspicious.

The entire idea of placing what will be the longest bridge in North Carolina at one of the widest portions of Currituck Sound is absolutely the most ridiculous idea any sane person could imagine. Even small children and those with mental deficiencies traverse a mud puddle at its narrowest point, certainly not at its widest. The alternative to utilize the

existing NC Highway 12 right-of-way from the Virginia state line to Corolla was immediately discounted as impossible, without proper investigation into the reasons that make it so sensible. Road improvements and relatively minor construction from Highway 168 north of Moyock, to a short high rise bridge across the Intracoastal Waterway (crossing the northern portion of the North Landing River) from Gibbs Woods to Macey Island, then surface roads across Knotts Island to a short bridge to Carova, joining the existing right-of-way toward Corolla, would be so much more reasonable if the goal was to simply “get people to and from the Outer Banks”. Construction of roads in National Parks and Seashores happens, if it is pursued, planned, and presented properly. Utilization of extended, raised wildlife passages would prevent negative impact in those areas. It could even serve to provide a spectacular vantage point for viewing the birds and wild areas. Additionally, this action would eliminate the “dead end” nature of the current situation at Carova, which will not be remedied by a mid-county bridge.

Regarding the Draft Environmental Impact Statement (DEIS), the recent presentations by the Turnpike Authority, and the calculatedly purposeful actions related above, literally made me ill, and frankly, the audacity of its presentation was an insult of my intelligence.

The presentation of maps, and the computer-generated illustrations included in the DEIS are cheesy, confusing, one-sided, and purposely misleading. Illustrations of the highway exchanges show little-to-no traffic (a true panacea, but unrealistic), the computer-generated view of the bridge as it extends from the Aydlett shoreline eastward to Corolla, simply fades away, like it disappears about one-half mile from shore, and the changing orientation of the maps presented, surely confused all but the experienced topographers. One map shows the Corolla area bridge landing from an eastern vantage point, with Highway 12 heading north, then switches, according to the presenter, to “the same view”, but oriented with a western vantage point, and Highway 12 still extending to the north, with the explanation of “still looking at the same approach...”. This was highly confusing. The maps contained small, or no orientation clues, such as labeling of the Atlantic Ocean versus the Currituck Sound, no compass rosette, and no label indicating “Eastward facing” or “Westward facing” orientation. Those illustrations appeared intentionally misleading and confusing, especially considering they were generated by consultants hired by the Turnpike Authority, whose Board of Directors is rife with members of the development and real estate industry, and whose very existence depends on spending public funds, and whom did spend public funds, to provide a second class presentation, and a clearly biased DEIS.

The most disgusting portion of the May 20, 2010 Turnpike Authority public presentation that took place at the Currituck County Extension Office was related to the sheer lack of respect provided to speakers by the male presenter, I believe to be John Page, of Parsons Brinckerhoff, as he could not see fit to keep himself awake while affected members of the community (at least the anti-bridge supporters) spoke. He had no problem being actively attentive while the pro-bridge developers and real estate agents blathered on. How insulting that he sat in front of the audience and literally fell asleep. He could not see fit to stand up and refresh himself, but amazingly appeared wide-awake and interested when he desired. This was the epitome of unprofessionalism. His presentation of the maps

was completely confusing, and was a boringly worthless waste of my time. His condescending attitude was evident, with his smarmy demeanor and lack of enthusiasm. He showed no real interest in educating anyone of the proposed routes, and with the helter-skelter orientation of the maps (as referenced above), I would have left the public hearing more confused about them than prior to arriving, had I not briefly studied the maps in the adjoining exhibit hall for 5 minutes prior to his presentation. His amateurish behavior was appalling and absolutely disgusting. I refrained from openly engaging him only because I desired to maintain a congenial, polite, proper Currituckian-nature in a public setting. Anyone paying a company to perform as Mr. Page did on that evening is being short-changed, and the worst part about that is that it is again, with public funds.

It was requested that information regarding boating in Currituck Sound be provided. I have in the past, and plan to again, sail a Prindle catamaran in the area of the proposed bridge. The mast on that boat is 18 feet long, and when mounted on the boat, it extends to 20+ feet above the water line. It is unthinkable that one of the most suitable sailing venues on the east coast could be ruined by placement of a bridge across its middle. In addition to myself, I know of several sailboard enthusiast, and even some taller sailing vessels that use the area of the proposed mid-county bridge. One portion of high-rise is not sufficient to prevent the ruination of such a fine body of sailing water. I have also hunted on that body of water using “gas” boats that had cabins that approached ten feet from the water line. I have water skied, boated, and swum in that area of Sound, and the thought of a bridge bisecting it disgusts me. Again, other alternatives are more logical.

III. DEIS Specific Comments

The DEIS is flawed in many areas. I will outline them below.

1. The cover sheet.

The flashy cover page is unnecessary. No grand pictures are needed on an official document. This immediately sets the tone of this document as a cheap sales pitch with obviously too much funding. That type of graphic artistry is suitable for a sales brochure, not a document of this type. It is highly disappointing that again public funds were wasted in this manner. It does however uncover the attitude and personality of the writers. All flash, no substance. It demonstrates that the document is completely bourgeois. This kind of presentation does not fool anyone, and is insulting in so many ways.

2. Section 1-2, page 1-3. Purpose of and Need for Action Section “Question – What needs is the project trying to meet? Bullet point Three. The need to reduce substantially hurricane evacuation times from the Outer Banks for residents and visitors who use US 158 and NC 168 as an evacuation route.”

This determination of “need” is questionable and flawed in several ways. The premise that simply building a bridge that will get people off the Outer Banks, does not eliminate the hazards related to a hurricane, nor does it automatically evacuate the people from the

potentially hazardous area. Without substantially improving the mainland roads, all the way to Interstate 95, the volume of people being evacuated along existing Hwy 168 and the improved Hwy 158 corridors, along with the local residents that will be fleeing, will bottle neck at Elizabeth City Causeway Bridge, and in Moyock. This is especially true, and magnified exponentially, when the Virginia DOT closes the northbound Hwy 168 passage into Virginia, as has happened in the past evacuations. Therefore, many people will be trapped in their vehicles in an approaching hurricane, possibly even onto the proposed bridge.

Additionally, the increased transient and permanent population that the bridge will bring negates any initial net traffic flow improvement, especially in an evacuation.

One of the most ludicrous aspects of the bridge relates to the construction of a two-lane facility. I know of no two-lane bridges or highways, nor any four-lane bridges or highways, which were not considered inadequate in size almost immediately upon opening. The expenditure of mobilizing a construction company twice versus once justifies the extra cost of a four-lane bridge. A future expansion to four lanes will be unable to utilize the current bridge foundation structure, requiring a second round of pile driving, and the grade surface approaches will require a second roadway site work project, at a most likely, doubled expenditure. If a bridge is to be built, spend the extra money now to expand it to four lanes. A two-lane bridge makes no sense to anyone, except construction contractors. It guarantees the contractors will have work in the near future. What is the difference when you consider spending \$750 million? Add another \$250 - \$500 million and do the thing right, or do not do it at all. (In ten years, that \$250-\$500 million expansion to four-lanes will cost an additional \$325-\$650 million⁺, at a ~4% annual inflation rate, which is a conservative inflation rate.)

3. Section 1-2, page 1-3. One paragraph below third bullet point.

“An improvement is considered substantial as opposed to minor if the improvement is great enough to be largely noticeable to typical users of the transportation system and if the improvement offers some benefit across much of the network, as opposed to offering only a few localized benefits. Alternatives that provide only minor or no improvement, as opposed to substantial improvement, would not meet the above needs.”

Who is the considerer in the statement above? This has not been referenced or footnoted, indicating whom is the authority for considering an improvement substantial or not. Therefore, this statement is conjecture and has no base.

4. Section 1-2, page 1-3. “The project area’s main thoroughfares (US 158 and NC 12) are becoming increasingly congested, and congestion will become even more severe in the future.”

This statement supports my reasoning in Item number 2 above. The bridge will obsolete immediately upon completion.

5. Section 1-2, page 1-4 “Increasing congestion is causing travel time between the Currituck County mainland and the Currituck County Outer Banks to increase, especially during the summer.”

The travel time to the Outer Banks is absolutely unencumbered during 98% (8580 hours / 8760 hours) of the year. On 13 Saturdays, and for only 12 hours of those days, drive time between the Virginia-North Carolina State line to the Southern Shores Hwy 12 and Hwy 158 intersection, and north to the Currituck Outer banks is “extended” only because of the check-in / check-out times are not sufficiently staggered. On Saturdays immediately prior to Memorial Day, and immediately after Labor Day, there is absolutely no more delay in this trip that on any other open road in the United States. Additionally, during the timeframe of November through March, the road is virtually deserted. You are able to drive for miles without seeing another car during almost any time of the day. It is outrageous to consider the action of building a bridge at the predicted cost (which no one should believe is liberal enough to cover inherent cost overruns and inflation). Additionally, the disruption of so many innocent peoples’ lives, to accommodate the few days per year when the mismanagement of scheduled check-in and check-out times, along with short-sighted highway planning related to the Southern Shores and the Barco intersections, is highly illogical. The only justifiable reason, considering the facts stated above, is pure greed by developers, real estate agents, and politicians.

6. Section 1-2, page 1-4. “The uncongested travel time for this representative trip, allowing for stops at signalized intersections, is approximately 1 hour. Under base year (2006) conditions, this trip takes approximately 1 hour and 8 minutes on a summer weekday, and approximately 1 hour and 42 minutes on a summer weekend. In 2035, travel time for this trip is expected to be just over 2 hours on the summer weekday and more than 3 hours and 53 minutes on the summer weekend. Increases in travel time would result from increasing peak period congestion. These travel times would be even longer when accidents occur or if backups occur at signalized intersections.”

This entire example cited above is completely irrelevant, if the scheduling of check-in and checkout times were staggered to three days, instead of one, and extended to evening hours instead of only during daytime hours. Additionally, modification of the Southern Shores and Barco intersections could mitigate traffic much more economically than a bridge.

7. Section 1-2, page 1-4. “Hurricane evacuation times for residents and visitors who use US 158 and NC 168 as a hurricane evacuation route far exceed the state designated standard of 18 hours.”

I have the same response to this statement as in my Item number 2, above. The inherent population increase caused by a bridge will out-weigh the short-term traffic relief. Another shortsighted action, designed to garner future development and ruination of what was once a beautiful place. With a bridge, the expansion of what Corolla has become will spread farther, furthering the ruin. What a shame.

8. Section 1.3, page 1-5. "What purpose will the project serve?"

As with my Item number 2 above, the use of the word "substantial" is subjective, therefore "substantially" irrelevant in convincing me of its importance, and its use in multiple places in the answers to the question serves to support the bombastic hyperbole presented with this entire endeavor. Using your definition, this document is a "substantial" waste of funds and effort on the part of many people, and it "substantially" creates "substantial" ill will when considering the "substantially" real reason for the proposal is to provide "substantial" financial gain to people that do not know how to make a living in any other manner than to "substantially" ruin peoples' lives. Does it work for you?

9. Section 2.0, page 2-1. "Alternatives"

The alternatives presented do not include modification of the Southern Shores and Barco intersections, nor do they address the deliberate and unwavering rental property scheduling, so this entire section is verbose and misleading. The presented bridge option is obviously the only choice of the Turnpike Authority, and its presentation as an "alternate" is insulting.

10. Figure 2-2.

How ironic. This photo intends to show the added hurricane evacuation lane. However, it mistakenly, I am sure, shows the exact circumstances that support the No-Build alternative. Please note the tremendous amount of traffic present on the road, as is the case 98% of the time. One, or maybe two, cars are within view on a five-lane highway, over the distance of, conservatively, approximately one-quarter of a mile, maybe even one-half of a mile. Oh, the humanity of such a horrible traffic jams. People may perish sitting in that tremendous delay.

Once again, the evidence on NO NEED presents itself. There is simply no need for the type of expenditure, and disruption, which is being presented. Please, recognize the true reality of the situation and stop this nonsense.

11. Figure 2-5, Upper right photo of the "Existing/No-Build Alternative".

Thank you, once again, you support the entire argument against the need to build a bridge. The amount of traffic in that picture is representative of the situation 98% of the time.

11. Figure 2-6, Bridge Corridor C-1 Photo Simulations and "Existing/No-Build Alternative" Photos.

Where is all the traffic that would be stopped at the intersection, if there is such a great need for this bridge? This, calculated rendition of a nice, unfettered traffic flow, along with the lack of a traffic signal (how 's that supposed to work?), supports the bourgeois

nature of this document. A slimy sales pitch for something few want, and no one truly needs. Typical sales drivel.

Are you seriously trying to depict a multi-lane intersection with our traffic signal lights, or are they on there, but one would need a magnifying glass to see them? They obviously do not extend over all lanes of traffic, and their omission, since you must perceive them to carry a negative connotation, is evidently purposeful. This is insulting, especially considering this document was written by the supposed gurus of transportation, The Turnpike Authority. If this were not so highly serious, it would be spectacularly humorous.

Again, the "Existing/No-Build Alternative" Photos show the reason a bridge is not needed. There is the typical situation of NO TRAFFIC in either of the photos.

12. Section 2.1.2.3, page 2-10. With Option B, the US 158 interchange would not include the toll plaza (see Figure 2-9). The approach to the bridge over Currituck Sound would be a road placed on fill within Maple Swamp. Wildlife passages would be incorporated into the fill. The preliminary design developed to assess impacts includes five wildlife passages: two bridges with 180 foot spans at the east and west sides of the swamp, a 12 foot by 8 foot box culvert at the center of the swamp, and two 43 inch by 68 inch pipes for passage of reptiles and amphibians. Exclusionary fencing along the road also is assumed.

Fences and passageways remind me of zoos, not real natural habitat. I somehow get song lyrics like, "They paved paradise and put up a parking lot", or "Don't fence me in" in mind when I see these contrivances. This is the typical automatic response from people that want to get around an issue, not really address it. The absolute best response is no response. No changes should be made, because they are not needed for the vast majority of people. This entire action is beneficial to only a small portion of the population, but the majority of taxpayers will fund this monstrosity. It reeks of political corruption, and approaches communist ideals. DON'T TREAD ON ME, with that snake, also is appropriate here.

13. Figure 2-10, Option A, Aydlett Area Photo Simulation

How convenient. The bridge appears to fade away, out-of-view, out-of-sight, and intentionally, out-of-mind... How can that be? You can easily see the Corolla Lighthouse, The Whalehead Club, and numerous houses along the Outer Banks from Aydlett. How would the bridge that is much closer, and directed southeastward across the sound simply disappear from view? Again, another example of people trying to persuade others of a situation that is completely different from reality, by using trickery and attempted subtle calming modifications to make the proposal somehow more palatable. This is a type of subliminal persuasion, which as I understand, is illegal. That, however, is unsurprising.

Gary Davis

DEIS Currituck Mid-County Bridge

14. Regarding the "environmental science" portion of the DEIS, I have made comment in my Summary portion above, and maintain that the basis of the claims and facts included in the DEIS are highly speculative, subjective, and unfounded. It is only with the most liberal extrapolation that any of the conclusions presented can be considered as factual, and applicable to a future project.

Please consider that the Gulf of Mexico BP oil spill is predicted by computer models to have a devastating affect on beach tourism, to points north of North Carolina, as announced today. It appears highly likely that there may be no need to manage traffic when this occurs. This possibility carries more certainty than most of the conjecture your DEIS predicts. The oil spill is occurring now. It is not only something that just may occur, although, like your speculation, it is only considered a possibility, and that the environmental effects that are predicted will happen.

The point is that the true affects on the environment, by the bridge and its alternatives, are an even larger unknown possibility than the spilled oil.

This is the conclusion of my comments on the subject DEIS. I hope that you can see the folly in the entire presentation of the bridge and its alternatives, and begin the process of using more common sense and more reasonably priced alternatives, such as the few I have proposed. There is so much wrong with the proposed actions, especially related to inequities and unfairness, and the negative affect on the majority of persons involved, that it amazes me that we have advanced to the point of actually considering these unthinkable and idiotic actions. I had more faith in the Government of North Carolina, more trust in the industry of development and real estate, and more naivety regarding the length of effort that people would reach, to make money. I truly consider this activity as organized rape of what is good, fair, and natural.

Sincerely,

G. B. Davis

Gary B. Davis, CHMM
574 Cooper Garrett Rd.
Moyock, NC 27958
232-435-6561

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: GARY DAVIS
Street Address: 574 COOPER GARRETT RD
City, State, Zip: MOYOCK, NC 27958

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO BUILD - SEE ATTACHED
WORD DOC.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

N/A, SEE ATTACHED

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

SEE ATTACHED

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

SEE ATTACHED

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

SEE ATTACHED

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

SEE ATTACHED

Additional comments:

SEE ATTACHED

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Joe Davis [<mailto:joe.davis@svmmetryx.com>]
Sent: Thursday, May 06, 2010 12:26 AM
To: midcurrituck@ncturnpike.org
Subject: Please Build the Bridge - MCB4 Corridor C2

Hi,

My wife and I own a house between Duck and Corolla, near Sanderling. We do not venture out on Saturday or Sunday during the vacation (hurricane) season because of the hours we know we will spend in traffic. Outbound traffic backs up way past our house towards Corolla and inbound traffic backs up past the Wright Memorial Bridge on both days. Since check in/out days are split between Saturday and Sunday each of those days represents approximately half of the vacation traffic. During an evacuation all of those people are on the road at the same time! Then add to that the people that live in the area and you've got a real mess. The Mid-Currituck Bridge is sorely needed.

In our opinion MCB4 is the correct alternative, with the C2 corridor the best corridor option since it could best serve people in Duck and Corolla, and those of us in between. We do not have enough information on the Maple Swamp crossing to have an opinion to share.

Thanks very much for listening.

Regards,
Joe & Debbie Davis
107 Acorn Oak
Duck, NC

From: Wally Davis <davishomme@hotmail.com>

To: Harris, Jennifer; v.aydlett@yahoo.com <v.aydlett@yahoo.com>;

oetheridge@co.currutuck.nc.us <oetheridge@co.currutuck.nc.us>;

janet.taylor@co.currutuck.nc.us <janet.taylor@co.currutuck.nc.us>;

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ggregori1@mediacombb.net <gggregori1@mediacombb.net>;

commissioners@co.currutuck.nc.us <commissioners@co.currutuck.nc.us>;

Perdue, Bev; The Honorable William C. Owens; marcb@ncleq.net

<marcb@ncleq.net>; stan@outerbanksrentals.com

<stan@outerbanksrentals.com>; Conti, Gene

Sent: Fri Jun 04 13:57:15 2010

Subject: Currutuck Mid-County Bridge

The attached letter and information are provided to support my objection to the building of any bridge to the Currutuck Outer Banks. Briefly, the bridge does not resolve the traffic issues which are principally in Dare county and more specifically on US 158 south of the Wright Memorial Bridge, the intersection at RT 12 and US 158, and RT 12 to Duck.

I drove to Kill Devil Hills on Saturday May 29th--the Memorial Day weekend--at 11:30 am and it took me 25 minutes from my home in Aydlett. The heavy traffic began at the third stoplight south of Wright Memorial Bridge and stayed steady until the RT 12 and US 158 intersection. At most, it took me 30 minutes to clear that intersection. I noticed that there was a traffic survey car at the intersection sitting in the corner of the rest area. I would like to have a copy of the results of the traffic count, and any other traffic survey information taken over the Memorial Day weekend. Please send that information to this address.

June 1, 2010

Regarding the Mid--Currutuck Bridge

I am writing to express my opposition to the Currutuck Mid-County Bridge project which is currently in its final comment period. I have attached a copy of comments regarding issues found in the DEIS. In summary of those comments, it is my position as presented by the DEIS that this bridge fails to meet the objectives set forth in the DEIS.

- Specifically, the DEIS states that the bridge will make traffic at the eastern terminus of the bridge (south of Corolla) worse.
- Per the DEIS, traffic will improve if Rt 12 is widened between Duck and US 158.
- Per the DEIS, without improvement in the outbound capacity of this portion of US158 (NC 168 to NC12) future hurricane evacuation clearance times would not decrease, even if NC 12 was widened, or a Mid-Currutuck Bridge was built.
- The DEIS does not analyze impact of current widening and improvement to US 158 from Belcross to Camden and on to RT 17 (Project #34430.3) therefore, clearance time is likely to be overstated.

- Traffic counts of possible volumes of usage of the MCB are overstated based on observation, that many of the cars passing the Dare/Currutuck county line are originating in Dare, are service vehicles (up to 25% of vehicular traffic on a non-summer weekday) that will continue to travel Rt 12 and not utilize the bridge, or, are Dare tourists (another 20% of traffic) that are making day trips to the attractions of the northern beaches such as the Wildlife Museum, Whalehead Club, and/or wild horses in the off-road portion of the beach--they will return to Dare via Rt 12. The traffic that will be alleviated by this bridge represents a small fraction of the traffic that currently crosses the Wright Memorial Bridge. And, an even smaller fraction of that traffic will cross the Dare/Currutuck line to travel into Currutuck County. This Dare County tourist and service vehicle traffic is traffic which will not be impacted by building a bridge and will not provide any revenue in the form of tolls to assist in paying for the bridge. It will however, continue to congest Rt 12. Projected impact of economic development on mainland Currutuck is overestimated. You only have to look at the impact that the Wright Memorial Bridge, which has been in place for at least 40 years, has had on economic development in lower Currutuck. It is almost non-existent--and the Wright Memorial is a free bridge.
- One of the major "surveys" used by the North Carolina Turnpike Authority to judge traffic was actually conducted well south of Duck on Rt 12 at the intersection with Chichahawk. It is of no value in determining a bridge's impact on Rt 12 traffic.
- Congested summer weekend traffic represents only 9% of total yearly travel days. On Saturday May 29th (Memorial Day weekend) at 11:30 am, I drove from Aydlett to the third stoplight south of the Wright Memorial Bridge at highway speeds in 25 minutes. I don't think this travel time is unbearable. I observed a traffic survey car sitting at the intersection of Rt 12 and US158 near the stoplight for the Rest Area.

The environmental impact of this bridge is substantial whether measured by the proposed "dams" on which the western terminus is to be built through the Maple Swamp, the coastal marshland at the eastern terminus, the noise/light/air pollution within the village of Aydlett, the impact on wetlands and habitat--yesterday I observed a pair of nesting American Bald eagles within 1 mile of the proposed western terminus as well as 3 Osprey feeding/hunting within the 1 mile radius. Last summer I observed sea turtles (not snapping turtles) feeding near my pier. These impacts are inadequately analyzed by the DEIS.

At the public hearings on the DEIS, the vast majority of individuals speaking, spoke out against the building of any bridge. It was the business community and more specifically, the real estate business, which overwhelmingly supported the bridge. At least two of the individuals who spoke for the bridge (but did not identify themselves as such) at the Barco meeting were realtors. You have to ask yourself--what is the real purpose of this bridge and whether it is needed, or merely "wanted" by those with real estate developmental interests.

The preliminary estimate of the cost of the bridge is up to \$750,000,000. This amount represents \$18.75 million per year and will be partially funded by a commitment of \$15 million per year--for 40 years--from the State of North Carolina. At \$18.75 million per year and a \$12.00 per vehicle toll, it would take 4,281 cars every day of the year to pay for this bridge. This volume is not remotely possible and is ridiculously wasteful of taxpayer funds in this economically challenged environment. How many teachers, policeman, and fire trucks can \$750 million a year buy?

The solution is not a bridge, the solution is to widen RT 12 south of Duck to the US 158 intersection, build a flyover at the Rt 12 US 158 intersection in Southern Shores, improve US 158 south of the Wright Memorial bridge. The DEIS makes it plain that these are the solutions to the traffic issues in this project area. The expense of building an ineffective bridge—one that is essentially wasteful of taxpayers' funds in order to accommodate real estate developmental interests—will not stand up to the scrutiny of the Citizens of North Carolina.

The need to exact the environmental and economic costs of the Currituck Mid-County bridge on Aydlett and North Carolina residents is not supported by the DEIS. I respectfully request that you please join the individuals who expressed their opposition to the bridge and not support any option which builds a bridge. The bridge does not accomplish its stated purposes as put forth in the DEIS.

- It makes traffic worse in Corolla,
- It doesn't improve hurricane evacuation,
- It does not substantially improve travel time from mainland Currituck to the Currituck Outer Banks.
- It does nothing to address congested traffic in Duck, Southern Shores, and Kitty Hawk.
- It fails to recognize that the traffic problem it seeks to address represents only 9% of total travel days in a year.

Sincerely,

Wallace E. Davis, III
143 Sandy Ln.
Aydlett, NC 27916

May 20, 2010

Comments related to Currituck Mid-County Bridge Public Hearings

My name is Wallace Davis. I live at 143 Sandy Ln, Aydlett, NC.

I am here tonight to express my concern regarding the choice of the MCB4 alternative as the recommendation by the NC Turnpike Authority. It is my belief that the Federal Highway Administration (FHWA) has made an ill-advised decision to sign off on the Draft Environmental Impact Statement (DEIS) being discussed at this public hearing. This is based on a number of incorrect conclusions which resulted from improper and/or slanted analysis of backup reports; use of old, dated information; dismissing or ignoring

key issues/impacts; and, allowing blatant distortions by biased interpretation of favorable comments toward the building of the Mid County Bridge.

The Purpose and Need section of the document (pgs. 7&8) states that the project will be analyzed based on its ability to meet the following needs:

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

I contend that the conclusion of the DEIS fails to adequately achieve any of these three stated needs.

The **substantial improvement of traffic flow on the project area's thoroughfares** fails to be met by the DEIS' and the backup documents analysis.

Regarding this item, Tables 1, 2 and 3 of the 2035 traffic alternatives report (pgs. 10, 13, 14) measure vehicle per day (vpd) traffic volumes including actual (I presume) 2006 versus 2035 without bridge and with MCB4 with 2/3 lanes on RT 12. These tables represent that the traffic south of Corolla will actually get worse if the bridge is built. Related to this is my belief that the estimates of 2006 traffic (dated data) and future volumes are routinely inflated at an abnormal rate in order to better justify the bridge. I base this on my actual observation and counts of traffic at random times and adjusting these for the increase expected in the DEIS for seasonality and probable traffic that will not utilize the bridge due to origination in the Dare county area—principally service vehicles. I also come to this conclusion on the statement in NCTA's Alternative Screen Report which states on pages 4-5 under the heading Assumptions "Widening US 158 in Currituck County was not considered because congestion is not forecast to occur on US158 in Currituck county on summer weekdays in 2035, but only the summer weekends."

In the 2035 Traffic Alternatives Report 6.1.2 on page 77 concludes "On US 158 north of the new bridge, traffic volumes are the same with or without a bridge." It says, the two mile section of US 158 between the Wright Memorial Bridge will have extreme congestion by 2035 if the road is not widened. If a new bridge is constructed, this roadway would require a combination of six and eight lanes." The intersection of NC 12 and US 158 should be upgraded to ... an interchange or similar improvement." On NC 12 in Dare, widening to four lanes would resolve congestion problems **with or without a new bridge**.

The DEIS fails to adequately address the acceleration of traffic issues due to the build out of remaining unimproved lots on the COBX. This negatively impacts traffic congestion along the problem areas of Dare Rt 12 and NC 158. Most service vehicles—construction and building trades in particular—will be traveling from Dare and will not utilize the proposed bridge. Increased permanent residents will also increase the volume of traffic.

This was mentioned in workshops as early as 2004 and is not adequately addressed in this DEIS.

The conclusion should be obvious, widen RT 12, create a flyover at Rt 12 and NC 158, widen and limit access on NC 158 south of the Wright Memorial Bridge. Reconsider your recommendation and choose a no build alternative.

The second item is to **substantially reduce travel time from the mainland to the Currituck Outer Banks.**

Wednesday, I rode from the end of Aydlett Rd. to the Dare/Currituck County line in 45.5 minutes at or below the stated speed limit due to floods roads on RT 12. Thursday, I drove to the wildlife center from my home (.5 miles from bridge site) in 56 minutes. I did have to stop for one stop light each day. My times were greatly improved because my wife was not along and I did not have to stop at any roadside markets or craft shops along the way. At the Duck Pier, there was a roadside radar sign that indicated that the nine cars in front of me were driving 30 mph on what was then a clear dry road in a 35 mph zone. I have no suggestions as to how the DEIS should analyze that problem.

Travel time can be measured for comparison. But a cost versus benefit analysis has to be included in making decisions regarding each of these stated goals. Therefore, it is important that we look at accurate times for traveling the routes under normal circumstances—not worse case scenarios. Additionally, those times should be analyzed based on a weighted average which takes into account frequency of congested days. Because the worse travel times are only 26 summer weekend days per year, estimated times within the DEIS overemphasizes the times required to make this trip for 93% of the total travel time. Summer weekdays add only an additional 65 days, so 91 of 365 equals 24.9% of total traffic days which would have abnormal traffic conditions.

This is essentially a 13 weekend a year problem. Expenditures of \$685 million including \$15 million per year for 40 years are unjustified. The dollar cost/benefit of this project cannot be completely determined because the cost won't be finally determined until the design is determined. I'm not willing to buy a pig in a poke.

This issue is a matter of perception for those traveling. What is substantial to mainland Currituck residents? It depends on from where you are traveling in the county. For those of us in Aydlett, a bridge would allow us to be at the beach access in about 20 minutes given our need to travel to Coinjock to get on the toll road, travel across the bridge, take a drive to the beach access. So my decrease in time traveled would be 36 minutes—a decrease of 180%. A driver from Moyock to Currituck Outer Banks (COBX) access would see a decrease from 86 minutes to 45 minutes with a bridge. This is a 41 minute decrease but represents only a 91% savings in time traveled. It's relative to the total time currently travelled. It's approximately 21 miles to the Wright Memorial Bridge from Aydlett Rd and 158. It is reasonable to expect that those residents of Currituck who are closer than half way (approximately south of Jarvisburg) to the Wright Memorial Bridge will use Rt 12 and drive the (at most) 36 miles to get to the bridge terminus rather than drive thru 3 stop lights in Grandy, pay a toll and travel further to get to a beach with limited resources. With only 30 spaces for beach goers on Currituck beaches, most

Currituck beachgoers will need to travel to Dare. These scenarios do not meet the substantial reduced travel time standard required. Again, a bridge fails to meet the standard set by the DEIS.

The last purpose and need is to **substantially reduce hurricane clearance time for residents and visitors who use NC 168 and US 158 during a coastal evacuation.** Regarding the Hurricane Evacuation Improvements in the Alternative Screening Report on pg 12 states, “**without improvements in the outboard capacity of this portion of US158 (from NC 168 to NC12) future hurricane evacuation clearance times would not decrease, even if NC 12 was widened, or a Mid-Currituck Bridge was built.**” Additionally, the failure of the DEIS to analyze the impact of the current widening and improvement to NC 158 **from Belcross to Camden and on to RT 17 (Project #34430.3)** likely causes the evacuation time to be overstated. Lastly, during his comments at the Wednesday night DEIS public hearing in Dare, Mr. Page described the use a 3rd lane along NC 158 as an impractical (uncontrollable) solution to Hurricane evacuation, yet is an integral part of the plan to make the goal obtainable—and it's been done before.

The vast majority of hurricane evacuation traffic leaving the Outer Banks will be leaving Dare county and travelling up NC 158 rather than using a Mid Currituck County (MCC) bridge. Given the greater population of Northern Dare County and its proximity to the Wright Memorial bridge, the need improve RT 158 rather than build a MC bridge should be the highest priority for hurricane evacuation. There are no estimates in the DEIS as to expected volumes from Dare versus the MCC. The need to merge traffic from any outboard MCC bridge lanes will create a bottleneck south of the JP Knapp Bridge. Both of these presume there will be a backup at the Barco intersection. If there is no backup, there is no need for a bridge. If there is a backup, the bridge will exacerbate the problem. Lastly, a bridge will likely encourage residents and visitors to remain on the COBX longer because of a misguided overconfidence and an aversion to wasting time for their vacations.

The conclusion of the MCB4 substantially improving hurricane evacuation is premature and illogical.

To summarize, the MCB4 alternative, along with all other bridge alternatives, fail to resolve the stated needs of the DEIS. Resolution of these needs is best accommodated by the No-Bridge or the ERI alternatives.

Additional shortcomings of this DEIS

Toll plaza analysis needs to be included in 2035 Traffic Alternatives Report and DEIS. Its potential community impact is substantial. Water quality, air quality, community impact, and noise pollution are all impacts that need to be included in this analysis.

Biased commentary related to where public commenter in previous meetings lived should be removed. Alternative Screening Report Pg 66 under Public Comments section "Many of the comments of these alternatives came from persons who would be personally affected by a particular corridor, as well as people concerned about potential impacts on their community in general. (And those in favor of the bridge aren't personally affected?)" This statement marginalizes the opinion of those who object to the bridge.

Illogical analysis? "a four lane bridge was assumed as a potential worst-case scenario when considering potential environmental impact of the bridge"—and a 2 lane bridge is substantially better environmentally? Table 2 of ASR

Air Quality Report 1/2010

No analysis of impact of day trippers encouraged by the bridge. Adversely, widens the areas impacted by air pollution. FHWA included disclaimer that impact is undetermined. NCTA analysis admits increases in MSATs in populated areas at the bridge. Populated or not, air pollution will occur. States Currituck County has no zoning regulations. Does not mention burning permits required in Currituck. (based on old info???)

Community impact report 11/09

States no access to and from the Mid county bridge into the Aydlett. Potential of Option B not recognized and discussed. DEIS doesn't resolve the issue of accelerated growth because of the addition of the bridge.

Comments:

The Purpose and Need section of the DEIS states that the project will be analyzed based on its ability to meet three needs:

The DEIS fails to adequately achieve any of these three stated needs.

First to **Substantially Improve traffic flow**

I have compiled some Details and quotes found in Traffic Alternatives Report

"Traffic on Rt 12 South of Corolla will **actually get worse if the bridge is built.**"

Widening US 158 in Currituck was not considered because congestion is not forecast (thru 2035) on summer weekdays but only on summer weekends.

On US 158 north of the new bridge, traffic volumes are the same with or without a bridge.

The two mile section of Dare US 158 will have extreme congestion by 2035 if the road is not widened. If a new bridge is constructed, this roadway would require a combination of six and eight lanes.

The intersection of NC 12 and US 158 should be upgraded to ...an interchange or similar improvement.

On NC 12 in Dare, widening to four lanes would resolve congestion problems with or without a new bridge.

The DEIS fails to address the traffic issues resulting from acceleration of build out of the remaining unimproved lots on the Currituck obx.

Conclusion: Fails to substantially improve traffic flow, fails to solve Dare county RT 12 traffic problem. Worsens Corolla traffic. Has no impact on Currituck US 158 or Dare's traffic on US 158—they are the same with or without the bridge.

Better solution is obvious

Widen RT 12,

Create a flyover at Rt 12 and US 158,

Widen and limit access on US 158 South of Wright Memorial Bridge.

Second item to substantially reduce travel time from Currituck mainland to Currituck Outer Banks.

I drove from Aydlett Rd to the COBX line with Dare on Tuesday at or below the speed limit in 45.5 minutes. Wednesday it took 56 minutes to drive to the wildlife center in Corolla. I did have to stop for one stoplight on both trips. At Rt 12 and Duck Pier, there was a radar sign on Tuesday. It was clear and dry at that time.

The DEIS bases many conclusions on summer weekend traffic volumes.

Summer weekends represent 26 days-- 7% of the days in a year. With Summer weekdays included, represents 24.9% of total traffic days.

This is a 13 weekends a year problem. Cost of a bridge is undetermined until the design is completed but estimated at as up to \$750 million. NC is committed to spending \$15 million per year for 40 years for shortfall of any tolls.

I am not confident in accuracy of these estimates.

It is not worth an expenditure to help traffic 26 days.

What is substantial to Currituck residents? The improvement depends and is relative to where you live in the county.

20 minutes from Aydlett over bridge. My time reduced 36 minutes if I was driving to the terminus bridge would improve time 180%.

Moyock 45 minutes to terminus, improves from 86 minutes but represents 41 minute reduction representing only a 91% savings.

South of Jarvisburg (more than half way to Kitty Hawk) will probably drive across Wright Memorial to avoid 3 stoplights in Grandy and paying a toll.

The truth is, I wouldn't use the bridge to get to Corolla if it was there. Not because I don't like Corolla, not because I don't like the people, but because of the lack of facilities and access to an open beach.

The need to substantially shorten travel time to Currituck OBX is bogus. And given a choice, I would more likely use the Dare beach instead. Given the high cost in dollars and environmental/community detrimental effects, this fails to be a valid need.

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

Alternative screening report states:

“Without improvement in the outbound capacity of this portion of US158 (NC 168 to NCI2) future hurricane evacuation clearance times would not decrease, even if NC 12 was widened, or a Mid-Currituck Bridge was built.”

The DEIS does not analyze impact of current widening and improvement to US 158 from Belcross to Camden and on to RT 17 (Project #34430.3) therefore, clearance time is likely to be overstated.

Mr. Page described in the Dare meeting Wednesday that use of a 3rd lane along US 158 as an impractical (uncontrollable) solution to Hurricane evacuation for 26 miles, yet this is an integral part of the plan to make this goal obtainable—and it has been done before.

Vast majority of hurricane evacuation traffic leaving Outer Banks is leaving Northern Dare County and traveling up US 158 rather than using MCC bridge. Given the greater population and proximity to Wright Memorial Bridge, the need to improve US158 rather than to build a bridge should be the highest priority.

Merging outbound traffic from any MCC will lead to a bottleneck south of JP Knapp bridge. These scenarios presume a backup at Barco. If there is no backup, no MCC bridge is needed. If there is a backup a MCC bridge will likely exacerbate the problem.

A bridge will likely encourage tourists, and some residents to wait until the last minute to evacuate in order to avoid losing part of their vacation.

The conclusion that the MCB4 substantially improves hurricane evacuation is premature and illogical. A bridge has little positive impact on the identified need.

To summarize, the MCB4 alternative, along with all other bridge alternatives, fails to resolve the stated needs of the DEIS. This DEIS uses incomplete information to form the opinion.

Resolution is best accommodated by the No Build or ERI alternatives.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Wallace E. Davis, Jr.
 Street Address: 197 Currituck Rd. Apt./Suite No: _____
 City, State, Zip: Currituck, NC 27929

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
No Build ALTERNATIVE - MCB4 DOESN'T SOLVE TRAFFIC PROBLEMS

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse Center Lane - Will not affect land DIVERS

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

WATER POLLUTION

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Buttress-Deck At Currituck BRIDGE -

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Denise Deacon
To: Harris, Jennifer
Sent: Fri Apr 09 19:29:29 2010
Subject: Mid-Currituck Sound Bridge

Greetings Ms. Harris:

I am writing to voice my support for the Mid-Currituck Sound Bridge.

I have been a resident of the Outer Banks since 1987, and have been a property owner in both Southern Shores and Kitty Hawk since 1995.

I believe the Mid-Currituck Sound Bridge needs to be constructed as soon as possible.

Please add my list to those who support the project, and feel free to contact me with any questions.

Thank you.

Denise Deacon
66 E. Dogwood Trail
Southern Shores, NC 27949

From: Rose Deacon
To: Harris, Jennifer
Sent: Sat May 15 11:39:02 2010
Subject: BRIDGE

THE TIME HAS COME TO BUILD THE BRIDGE DO IT!!!

From: speardivers@aol.com [mailto:speardivers@aol.com]
Sent: Friday, April 30, 2010 1:52 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-currituk Bridge Project

Hello,

I just got in the mail your brochure/information for alternatives on this project and we wanted to let you know how we feel.

We like the idea of the MCB2 draft, the other two options are not the way to go for this area.

Thank you,

Andres Del Villar Jr.

Pond Island, Nags Head, N.C.

-----Original Message-----

From: idenkler@cox.net [mailto:idenkler@cox.net]
Sent: Wednesday, May 26, 2010 2:12 PM
To: midcurrituck@ncturnpike.org
Subject: Bridge
Attn: Jennifer Harris, P.E.

I'm sending this Email in the hope of lending support to the construction of the Mid-Currituck County bridge. The motivation for my doing so stems largely from the experience my family had at the mercy of hurricane Bonnie in 1998. My family of children and grandchildren had gone for a beach vacation at Corolla in August. We packed up and left when an evacuation was ordered. The notion of an approaching and reportedly destructive storm generated some considerable anxiety and even fright among our small children. The evacuation was even scarier especially as it did little to dispel the notion that we were trapped. What deepened our anxiety was the realization of how easy it would be for a terrorist to indeed seal off the Outer Banks with the simple weapon of a disabled vehicle. It seems to us that the potential for this type of large-scale disaster still exists. Even though the likelihood of such a thing actually happening is probably low, considering the number of lives that could be lost, it would seem that the rational decision maker should be willing to go to considerable expense to keep this likelihood as low as possible. Consider, for example, how many personal tragedies there are today among those who could have prevented the disastrous oil spill in the Gulf of Mexico. I don't think that a mid-county bridge will solve the problem of hurricane-evacuation, but it seems irrefutable that it will reduce the likelihood of a terrible disaster. No doubt my objectivity on the issue is influenced by the fact that my family has a vacation home on the northern Outer Banks. We were attracted to the area because my wife's heritage lies in Currituck County. Our home would obviously be more accessible if there were a mid-county bridge. Just as we would probably use our home more often in the summer were it not for the horrendous traffic problems, it would seem that many would-be vacationers would likewise be more inclined to the North Carolina Outer Banks were it not for the widely-known problem of accessibility. In this sense, if the state of North Carolina is interested in promoting the cause of increasing tourism, the bridge would seem to give it a big boost. As to the alternatives being considered for bridge terminations and for road configurations, I have no proprietary interests; therefore I would encourage those that cause the least commercial, environmental and personal disruptions. I believe that the

importance of the bridge itself transcends the importance of all other ancillary arrangements, and that any controversy over the choices that are being considered should not be allowed to sidetrack the construction of the bridge. On the contrary, I recommend that work on the program proceed as expeditiously as possible.

Sincerely,

John M. Denkler 4106 Faith Court Alexandria, VA 22311

Many hours after we started out, we eventually found refuge at different spots in Virginia.

Name: Edwin and Elizabeth Diemel
Address: 69 Spindrift Trail
City: Southern Shores
State: NC
Zip: 27949

Email: ledend2@msn.com

Comments: It is imperative that we save the Outer Banks from the horrendous traffic generated by the uncontrolled growth of construction in the Currituck County Section of the Outer Banks. Our beautiful town cannot sustain the horrendous traffic that these residents and renters generate from June 1-Sept. 15 each year in northern Dare County. It is dangerous for our children, and adults, to have to cross Route 12 in Southern Shores. We are unable to leave our homes in the summer, especially on Friday, Saturday, and Sunday. Evacuation in case of a hurricane is nearly impossible and dangerous for all of us. Please approve construction of the Mid-Currituck bridge immediately.

From: Keith Dobie [mailto:kjconstructionco@yahoo.com] **Sent:** Sunday, May 09, 2010 10:28 AM **To:** midcurrituck@ncturnpike.org **Subject:** Opinion

To Jennifer Harris or concerned party, I would like to make my opinion known on the potential Mid-Currituck Bridge Project. I am FOR building the bridge as soon as possible. I would choose the MCB2 option if given my choice. The bridge would help me personally and professionally. The third lane would not, but it appears to me that in an emergency the addition would keep more people safe. Thanks for the opportunity to voice my opinion.

Keith Dobie KJ Construction & Remodeling Co.
Post Office Box 242 Kitty Hawk, NC 27949
Ph 252.207.6589 Fax 252.453.4721

From: Elizabeth Dodd [mailto:dredodd@embarqmail.com]
Sent: Thursday, May 06, 2010 4:16 PM
To: midcurrituck@ncturnpike.org
Subject: bridge

To whom it may concern,

For years we heard the bridge is coming but it never happened. I am one of the oldest residents living on the outer banks full time. I totally in support of this bridge being built. We do not need to have a tragedy occur to let us realize that we must build this bridge as soon as possible. I am sure your employers know this and know the best route. In my humble opinion, the roads should not be widened but used as a third outbound in times of evacuation.. There is no reason not to use the swamp as a road. Some people will object to anything but they all knew a bridge would be built one day. The longer we wait the more it will cost.

Respectfully yours
Dr. Elizabeth Dodd
1214 Bismark Drive
PO BOX 193
Corolla NC 27927
dredodd@embarqmail.com

From: Bill Dondarski [mailto:pwilite@msn.com]
Sent: Saturday, May 08, 2010 3:38 PM
To: MIDCURRITUCK@NCTURNPIKE.ORG
Subject:

- cars exiting the bridge and going south looking to turn around since they are going in the wrong direction. I know there are planned no left hand turns but people will make these turns illegally causing additional traffic issues and possibly accidents

Thank You

William Dondarski
30 Ten Eyck Place
Edison, NJ 08820
732-494-1576

I wish to make some comments on the draft EIS for the Mid-Currituck bridge project

While I live in New Jersey, I own a second home at 747 Seahorse Court in Corolla, Ocean Sands, Section M

I support the building of the Mid-Currituck bridge and my only comments are on the options on the recommended option of MCB4.

Option C1 would terminate near the Corolla Bay subdivision and Option C2 would terminate near the Timbuck II shopping area.

I feel that the C1 option is the best choice for the following reasons:

- There would be no real impact on the Corolla Bay subdivision since it is a new subdivision with little or no houses yet built. This subdivision started after the plans/studies were already underway to possibly place the bridge terminus in this area.
- Having the terminus in this area would have the least traffic impact during heavy summer usage. Vehicles would go north or south depending on their final destination. This traffic would have less of an impact near Timbuck II since only the cars going south would approach the area.
- Option C2 would have all the bridge traffic exit in the area of Timbuck II and other businesses across highway 12. This will create huge traffic delays in this area based on the following:
 - cars traveling north from the Duck/Kitty Hawk area
 - cars traveling from the north and south to go shopping in the Timbuck II area
 - cars exiting the bridge in the Timbuck II area going shopping

May 16, 2010

Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
27699-1578

Re: Mid-Currituck Bridge Project – supporting MCB4

Dear Ms. Harris:

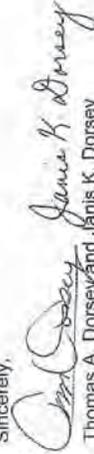
We are writing to register our strong support for the project, specifically, the recommended alternative, MCB4, which includes the bridge and the improved connection between Roads 158 and 12.

The need for improved travel to and from this section of the Outer Banks is clear. Development that has been permitted over the past decades has overburdened the existing roadways to the point where the delivery of emergency and other basic services is compromised. Likewise, the ability to meet the basic transportation needs of residents and visitors is in jeopardy. The bridge will provide a long-overdue "relief valve." Without it, the congestion along Route 12 and the bottleneck at the intersection of 12 and 158 in Kitty Hawk and Southern Shores is increasingly dangerous to a growing number of residents and visitors.

Construction of the bridge is the only practical alternative and, compared to other plans, it will make the most significant and long-term improvement. This project will alleviate the travel and traffic along a significant stretch of the Outer Banks, while preserving the environment and the character of communities from Southern Shores to Corolla, and from south of Coinjock to Kitty Hawk.

We urge you and the State of North Carolina to move ahead with this important and much-delayed project this year.

Sincerely,


Thomas A. Dorsey and Janis K. Dorsey



Lot 99, Carolina Dunes: www.soundbanker.com

Tom and Janis Dorsey, 9701 Grasmere Drive, Charlotte, NC 28270-0291 (704) 841-8840

-----Original Message-----

From: Tom Dorsey [<mailto:tdorsey@carolina.rr.com>]

Sent: Sunday, May 16, 2010 6:41 PM

To: midcurrituck@ncturnpike.org

Subject: Currituck Bridge Project - supporting MCB4

May 16, 2010

Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
27699-1578

Re: Mid-Currituck Bridge Project - supporting MCB4

Dear Ms. Harris:

We are writing to register our strong support for the project, specifically, the recommended alternative, MCB4, which includes the bridge and the improved connection between Roads 158 and 12.

The need for improved travel to and from this section of the Outer Banks is clear.

Development that has been permitted over the past decades has overburdened the existing roadways to the point where the delivery of emergency and other basic services is compromised. Likewise, the ability to meet the basic transportation needs of residents and visitors is in jeopardy. The bridge will provide a long-overdue "relief valve." Without it, the congestion along Route 12 and the bottleneck at the intersection of 12 and 158 in Kitty Hawk and Southern Shores is increasingly dangerous to a growing number of residents and visitors.

Construction of the bridge is the only practical alternative and,

compared to other plans, it will make the most significant and long-term improvement. This project will alleviate the travel and traffic along a significant stretch of the Outer Banks, while preserving the environment and the character of communities from Southern Shores to Corolla, and from south of Coinjock to Kitty Hawk.

We urge you and the State of North Carolina to move ahead with this important and much-delayed project this year.

Sincerely,

Thomas A. Dorsey and Janis K. Dorsey
Owners of a residence in Duck, NC
Mailing address: 9701 Grasmere Drive, Charlotte, NC 28270-0291

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

Name: Julie & John Douglas
Street Address: 588 Aydlett Road, P.O. Box 174
City, State, Zip: Aydlett, NC 27916

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the ER2 option because a bridge will impact our scenic view of the historic Currituck Lighthouse in Corolla as well as create a visual barrier for the residence of Aydlett. However, if a bridge is constructed, I prefer the MCB4 option.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer the MCB4 option, if a bridge is constructed, with bridge Alternative C1, because it creates the least visual barrier to the scenic view of the sound from our home.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer the MCB4 option, if a bridge is constructed, with mainland approach road design Option A due to the following:

- Option A would not adversely impact the wildlife habitat, such as the canebrake rattlesnake and the eastern black bear, or significantly impact the flood plain or alter the hydrology of Maple Swamp as would Option B.
- Option A creates the least amount of Total Permanent and Total Wetland Impacts.
- Option A allows existing Aydlett Road through Maple Swamp to remain open for use by the residence of Aydlett and Option B would not.
- Option A locates the Toll Plaza at the Route 158 interchange and allows Aydlett Road to remain open and Option does not.

Name: Jane Dowrick
Address: 102 Blue Heron
City: Duck
State: NC
Zip: 27949
Email: dowhiz@verizon.net

Comments: I support the MCB4 option for the mid-Currituck bridge project.

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

JUN 2 2010

Name: Mike Royce
Street Address: PO Box 501, Murren's Store Bldg./Suite No:
City, State, Zip: Hydlett NC 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

THE BRIDGE WILL NOT SOLVE ANY EXISTING PROBLEMS - 1. TRAFFIC LIGHTS BETWEEN WMB & HWY 12 INTERSECTION. 2. LEFT TURN @ 12 NEED FLYOVER AT HWY 12-158 INTERSECTION. 3. WILSON ROAD FROM LIGHT IN BRIDGE TO COKELLET

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 - less impacts on Environment less congestion @ Tim Buck II

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

OPTION A
OPTION B will ruin quality of life for us residents and the best keep the bridge @ 158. Exit ramp into Hydlett is devastating. Removing Hydlett Swamp Road doesn't make any sense and cuts off access to property owners along road.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

DUMB TOURISTS SHOULD LEAVE EARLIER

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

OPTION B AS STATED EARLIER

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Small boats 16-20 feeters

Additional comments:

I Saw Traffic Data Collected at Kitty Hawk -
~~see our Memorial Day Weekend. THATS NOTHING!~~
Come on weekends in July and August to
get the best picture.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Robert Drodvillo
Address: 337 Hillcrest Drive
City: Southern Shores
State: NC
Zip: 27949
Email: rhdmoon@aol.com
Comments: Build the bridge, now!

to keep things the way they are.
 The only benefit besides from the bridge
 do not live or work here and in addition
 there would be a serious loss of local businessmen's
 tax revenue.

5-20-10

To Mr. Cavallone
 Dept of Transportation

From Shirley J. Dubray
 106 Light House View
 Dept. H., NC 27916
 252-453-0339

JUN 7 2010

Dear Sirs:

Do you realize that air pollution and
 noise level will be disastrous if the bridge
 is anywhere near Oyster Landing Sub-
 station? I will have to move because of
 the air emissions - I have allergies.

Not only that but because I own a realtor
 I know my property value will decrease.
 I have my entrance tied up in this
 house - I am 76 years old and cannot
 afford to lose money on my investment.

I know for fact local residents are
 not in favor of this bridge, no way of
 run Commissioners. How can you build a
 bridge that no one wants except the money-
 grabbing company who is building the bridge
 and the out of state home owners who want
 their cottages or 'mansions' for apartment price.

2.

I lived in Hatteras Island for 25 years before moving to Edgett six years ago. People have plenty of time to evacuate during hurricanes. Every hurricane I evacuated in plenty of time before the storm. To use this as a reason for the bridge is shoddy.

The other reason for the few children that have to be rescued from Corolla is not adequate a reason for disturbing a whole community.

If the company wants to build a bridge - a necessary bridge is needed from the people of Hatteras Island. That's where our tax money in D.C. should be devoted.

I will guarantee you no local residents will see the bridge if it is built.

People, like tourists, stopped coming to D.C. years ago because of all the toll roads. You charge \$10. to get across the ~~bridge~~ and you will hear many complaints.

The bridge is not being built to help any North Carolinians - it is being built to "make money" for out-of-state money grubbers.

3.

There are many businesses, such as Edgett who have their life savings in their businesses. They stay in business for the local communities during the off-season months because they can survive with the tourists' purchasing. These small businesses will not be able to stay when their tourist dollars are taken away. They will suffer and so will we when we have no restaurants,

no food stores, etc. Already we see empty streets where people have left. Just go to Hatteras Island - there are a lot of empty shops.

They not consider the concept of a bridge. They are looking to North Carolinians and not out-of-state money-hungry speculators. Tell them to stay in Virginia. Have courage and search your souls. This is a travesty.

CC: 4 Man Brought
Water Junc
Bever Beer.

NC Turnpike Authority
Dear Ms Harris,

May 12, 2010

My husband and I totally support MCB4 alternative to correcting the dangerous evacuation problem from the Northern beaches. Furthermore, any widening of NC 12 might prove too costly, dangerous w/ possible ditches, and not hinder evacuation time as traffic would be going South, rather than leaving the OBX.

Thank you for all the hard work you have had to undergo solving this most important issue.

Sincerely yours,

William and Yvonne Dufker

William and Yvonne Dufker
10 Kregfisher Trail
Southern Shores, NC
27949-9028



From: jav.dunlap@milliman.com

To: Harris, Jennifer

Sent: Fri May 14 18:34:41 2010

Subject: Build Mid Currituck Bridge Option MCB4
Hello.

I will be traveling the week of May 17 and cannot attend the Open House on the Mid-Currituck Bridge, but wish to have my opinion added to the public discourse on this project.

Build the bridge. Build it now. It is needed. No build is not an option.

As a resident of Southern Shores and former tourist, I see the traffic jam for several hours Saturday and Sunday each Summer outbound in the morning and inbound in the afternoon and sometimes into the night. The traffic woe cuts into our quality of life and that of the tourists this area is dependent upon.

Several proposals are being floated on how to build the bridge and I believe MCB4 to be the most beneficial to Outer Banks residents and tourists and least detrimental to Duck and Southern Shores. As I understand it, ER2 and MCB2 would require massive rebuilding of NC 12 in Southern Shores and US 158 in Kitty Hawk. The 158 corridor is commercial and could accommodate the widening. But Southern Shores is residential and any widening would destroy the live oak tree barrier along NC 12. Widening in Southern Shores would not improve traffic in any meaningful way without widening the road to 4 or more lanes all the way through Duck to Currituck county. The 4 lane option was rejected early on as too disruptive and too expensive. From the Draft report, MCB4 is the lowest cost option that actually has a chance of improving traffic flow.

I do not have an opinion on the various options within MCB4, but would think given the lower density of housing on the Currituck mainland, NCT could find a path for the bridge that does not cause such a negative impact on Adylett or other mainland communities.

Thank you for your consideration.

Jay Dunlap
24 North Dune Loop
Southern Shores, NC 27949

From: Eber, Trina [mailto:Trina.Eber@argonst.com]
Sent: Monday, May 31, 2010 1:29 PM
To: midcurrituck@ncturnpike.org
Subject: No Mid-Currituck Bridge

Dear Ms. Jennifer Harris,

This letter is in response to the proposal to construct the Mid-Currituck Bridge. After reviewing the plan set forth, I strongly oppose the building of this bridge and the widening of Route 12 in Currituck County.

It does not seem feasible for the State to need to spend such an enormous amount of revenue for this purpose. It is a mere 12 weekends, 24 days, that our island experiences traffic. Even on the weekends, by the time a vacationer heading north reaches Pine Island, they are sailing along at the safe speed limit. There seems to be no logical reason we should destroy the natural beauty and wildlife haven by constructing a four lane highway through this region. I have not seen a study for the recouping of this cost with tolls, but I cannot imagine the tolls would ever cover the cost and maintenance of the project that is planned. As for the need for an additional emergency hurricane evacuation route, modern technology affords us early warning in the event of a threat. We should all heed these warnings and make it mandatory that vacationers and residents leave as early as possible when a hurricane is predicted.

Additionally, as a homeowner of a Vacation Rental in Monterey Shores, I am profoundly disgusted by the proposal to bring four lanes of traffic through this development as opposed to bringing the bridge access south of here at the Tim Buck II shopping area if there must be a bridge.

To cut through this neighborhood seems to be an extraordinarily more expensive and unnecessary proposal. The neighbor road belongs to and is maintained by the homeowners of Monterey Shores. There is not enough land spanning North Harbor View Road to accommodate three or four lanes without knocking down houses. Is the state prepared to purchase these properties or face lawsuits from the residents who would now be losing their homes and incomes from these homes?

In addition to destroying the pristine quietness that is Corolla, the bridge would change this area forever. It will threaten the wildlife once again, and with the influx of travelers heading to the four-wheel drive area, this will prove to be the last straw for our precious wild horses. They will not survive and will be gone forever. This seems to be an exact opposite of what the state claims when speaking of protecting the area.

My family and friends have traveled to the Corolla area for years particularly to experience the unique beauty and serenity that is its signature. No one really minded the longer drive. It is worth the trip once you get here. Vacationers looking for a shorter trip and more activities have chosen to stay in Duck or Kitty Hawk.

If you ever visited Corolla in the "Off Season", you would quickly realize that three or four lanes Route 12 through Currituck County would only be a burden on the County to maintain. There is

absolutely no traffic in Corolla for the nine months of the year, and in the summer months it is busy, but not what could be called congested. We also sympathize with the residents and Aydlett and the impact on their land and the wildlife. I am sure the additional traffic through your area will change it forever.

So in closing, I strongly suggest the plan be denied. In these challenging financial times, the State should use this revenue on much more important needs for the taxpayers of North Carolina.

Please work to overturn the proposal to build the Mid-Currituck Bridge.

In doing so you will help to save Aydlett, Corolla and the Northern Beaches for ourselves, our children and generations to come.

Thank you for reading this letter,
Trina and Robert Eber
952 Sea View Court
Corolla, NC 27927

From: Trina & Bob Eber [mailto:eber2@verizon.net]

Sent: Monday, May 31, 2010 12:58 PM

To: midcurrituck@nturnpike.org

Subject: Response to NC Turnpike's Proposal for the Mid-Currituck Bridge

Dear Commissioner John Rorer,

As a homeowner whose house sits on North Harbor View Road in Corolla, I am submitting this letter to voice my opinions on the NC Turnpike Authority's Proposal for building the Mid-Currituck Bridge and the surrounding infrastructure. After reviewing the proposal and the bridge concept, it is obviously apparent that it will cause irreparable harm to the Corolla environment and the Corolla way of life.

The proposal states 3 main reasons for considering the mid Currituck Bridge.

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

Since 1994 NCDOT has spent Millions of Dollars conducting studies of the traffic condition on NC12 and US 158, and it appears they still do not understand the problem. On Saturdays and Sundays between Mid June and early September, a total of 10 Weekends or 24 days of the year, visitors flock to the Northern Beaches. However to get there they must sit at a left turn light on US 158 after entering the island. This traffic light causes the traffic to back up over the Wright Memorial Bridge and on to the Mainland. To eliminate this problem build a jug handle/flyover from the Visitors center on US 158 to NC 12 north. Backup problem resolved, traffic flow substantially improved, cost is minimal in comparisons to Turnpikes Proposal.

Today weather reporting and storm tracking has improved dramatically. We have more than a week of notice to prepare for a hurricane. No amount of roads or bridges will reduce hurricane clearance times without proper planning. Each town, along with each county needs to have an orderly evacuation plan in effect. Since the majority of the people being evacuated are vacation renters, these plans need to be discussed/ implemented with the rental companies. All the rental companies offer hurricane vacation interruption insurance, so it's not an economic issue anymore. The rental companies need to inform the renters when to evacuate. When handled correctly, evacuation times will be reduced dramatically without building any bridges or widening any roads.

The Corolla Wild Horses are the last truly wild horses on the east coast. They are an integral part of what draws visitors to the northern beaches every year. Nowhere else can you see wild Mustangs walking along the beach and grazing among beach homes. As development encroaches, the horse's natural habitat is being destroyed. The herd is now threatened with inbreeding from out dated policies governing the amount of horses allowed (60). The NC Interior Department believe the Corolla's wild herd cause damage to the natural environment on the Outer Banks, because they are not native to the Outer Banks. The wild horses of the Currituck Outer Banks have survived nearly 500 years of fierce Nor'easters and hurricanes, but probably will not survive the laws and rulings of the NC governments. They will no longer exist.

The same fate will also fall on the tourists now flocking to Corolla. Once the tourists leave Corolla, it will become a ghost town. Currituck County will lose their largest source of tax revenue. The beauty of the Natural Environment of the Outer Banks will be destroyed if the mid-Currituck bridge is built and NC 12 is widened to accommodate 24 days out of the year of heavy traffic.

According to the proposal, traffic will be diverted through North Harbor View Road, right next to my house. Large drainage ditches (12 to 21 feet across and 6 to 10 feet deep) will be placed on both sides of NC 12. Dune Areas and trees will be removed in this process. This alone creates an enormous environmental impact to the area. Not to mention that residents and guests on North Harbor View Road (beach side of Monterey Shores) as well as the Sound side of Monterey Shores will be required to cross the highway when going for a day at the beach or for use of the clubhouse and the amenities, including the pool, tennis courts, boat launch, playground and piers.

Rental Incomes and Real Estates Sales are going to suffer greatly. This is not just our residence it is also a business. During the summer months, we rent our house to help offset some of our cost. The widening of NC 12 is going to make it impossible for me to rent my house. Who is going to want to purchase a house next to a highway? My home/ business now has no value at all. Who is going to compensate me for the loss of income and the loss of my investment?

In 1999, my wife and I made our first trip to Corolla, and immediately fell in love with the natural beauty, the peace and quiet, and slow life style of Corolla. We purchased a piece of land in 2000. We choose a lot in Monterey Shores, because of the amenities that the community offered, and we picked the Beach Side so we would not have to cross NC 12 to go to the beach. We also picked the east side of North Harbor View Road so that we would not have NC 12 in our back yard. We hired BDA Home builders to build our dream house. In May of 2001, our home was complete. We named it "A Pirates Paradise". For 10 Years my family, my friends and countless vacationers have enjoyed it. We hoped that one day we would retire here. Now all that is about to be changed with the Turnpikes proposal.

I implore you to NOT build the Mid-Currituck Bridge and widen NC 12, in order to save Corolla for future generations to enjoy .

Sincerely

Trina & Robert Eber
952 Sea View Court
Corolla, NC

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Ronald Eckerle

Street Address: PO Box 5307 Apt./Suite No. _____

City, State, Zip: Duck NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4
The bridge addresses travel needs
most effectively

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2
Interiors with less residential properties

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Prefer 3rd. Lane
less confusion

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Vascev@aol.com
To: sivnetscape@netscape.net ; Dewitt, Steve; Harris, Jennifer
Sent: Wed May 26 12:35:53 2010
Subject: Thank you for effort - complete the Mid-Currituck Brid...

Steve and Jennifer,

Thank you for continuing to work hard to complete the Mid-Currituck Bridge as soon as possible. This toll bridge is both a priority and necessity for the OBX. Residents and visitors alike are counting on you.

Christine Eckloff-Vassos, CPA
Licensed Maryland and North Carolina
vascev@aol.com
301-251-1020 X102
301-251-0716 (fax)

From: Vascev@aol.com
To: Harris, Jennifer
Sent: Fri Apr 09 13:27:03 2010
Subject: Please build the bridge

The County of Dare and Currituck desperately need the bridge. Please support this much needed project. We have been waiting long enough, please please let us wait no longer.

Christine Eckloff-Vassos, CPA
Licensed Maryland and North Carolina
vascev@aol.com
301-251-1020 X102
301-251-0716 (fax)

Please include your last name or company name as the first item in the subject line. This helps us to better manage our incoming emails - thank you in advance.

June 7, 2010

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority

Dear Ms. Harris,

My wife and I are property owners in North Swan Beach on the Outer Banks. We attended the May 19th open house and public hearing and would like to offer the following comments:

We are in favor of building the bridge and specifically the MCB4 plan with the C1 corridor and option A. The bridge offers convenience to visitors who come to the north beaches as well as critical hurricane evacuation support. The C1 corridor seems to have the least impact on existing residents, businesses and roads and option A seems to have the least impact and be most supported by the residents of Aydlett.

Many residents in the Corolla to Corova area object to the building of the bridge and we respect their positions. The bridge will ultimately result in more visitors to the beach and impact existing infrastructure and services. These impacts need to be addressed in the county's long term services plan.

Thank you for taking my comments.

Regards,

Erik & Jennifer Eden
1925 Sandfiddler Rd.
Corolla, NC 27927

Mark J. Edsall
Maureen A. Edsall

Northern Residence
19 Clark Avenue
Cornwall-on-Hudson, N.Y. 12520

Southern Residence
3 Sandfiddler Court
Southern Shores, N.C. 27949

May 26, 2010

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

SUBJECT: MID-CURRITUCK BRIDGE – DEIS & ALTERNATIVES
PUBLIC COMMENT

Dear Ms. Harris:

Thank you for including me in your mailing with notice regarding the status of the subject project DEIS and the associated request for public comment. I previously wrote you on February 26, 2008 following receipt of the workshop notice for the project Study Team (I attach hereto a copy of that initial letter for convenience and record).

First, as in my previous letter, I will first identify my standing regarding my interest in the project and my individual qualifications which support my comments contained herein. I am a Southern Shores property owner, member of the Southern Shores Civic Association, and member of the "Build the Bridge – Preserve Our Roads" organization. Also as background, I am a professional engineer, professional planner, volunteer firefighter now for 35 years, and elected public official in New York State (12 years). I have been visiting the Outer Banks since 1974 and have been a property owner for the last twelve years. I have personally experienced the growth of the Outer Banks, most recently the northern beaches above Kitty Hawk. I have witnessed the development of the "bypass" from a real bypass, to a multi-lane retail/residential corridor. I have seen the highways "feeding" the Outer Banks evolve from two lane local roads to multiple lane highways with uncountable traffic signals. There have been a lot of changes in the last 36 years.

Adequate access to and exit routes from the northern beaches served by Route 12, and the critical need for emergency egress from the northern beaches in the event of a hurricane or other emergency are a clear concern (as identified in the DEIS). As with all DEIS documents, there is a "no build" alternative as an option. The reality is that this is not a legitimate option. Clearly, the need currently exists for some improvement.

Ms. Harris, P.E., NCTA

- 2 -

26 May 2010

As the DEIS views the issue (and it should), there is an obligation to look at current conditions and future needs, and identify / undertake appropriate improvements to mitigate current conditions and address the future. I believe the DEIS has done a more than adequate job in meeting this obligation.

To be more specific in my opinion and recommendation to your Authority, I hereby state that I agree with the "Recommended Alternative" of the DEIS, specifically MCB4. It is my opinion that this alternative provides the framework for a long-term solution to the northern beaches traffic problems, leaving the possibility for further / future improvements to the Rt. 12 corridor between 158/12 at Kitty Hawk and the easterly terminus of the Mid-Currituck Bridge. I firmly believe that components of the NC-12 3-lane widening will be needed over the years to come, but it is not necessary that these improvements be undertaken concurrent with the MCB. I do object to the 4-lane widening as I believe this alternative will have a significant impact on the character and quality of life for the impacted areas. In short, I agree with the DEIS Recommended Alternative / MCB4. The bridge should be built.

For the record, I also wish to make comment on the US 158 improvements noted in the DEIS with regard to the 6-1-lane or 8-1-lane "Super-Street", proposed for the segment of US 158 between the Wright Memorial Bridge and US 158 / NC 12. I have serious reservations with this configuration highway being introduced into the area. The concept of the mandatory right turns with associated U-turn movements in lieu of signalized full movement intersections is, in my opinion, the wrong (and potentially a dangerous) approach. I believe this will likely cause further potential for traffic incidents (accidents and congestion) at the U-turn locations or other secondary locations where unusual movements will be undertaken as a result of the elimination of the full-movement intersections. I am pleased that this improvement is not part of the recommended alternative.

I wish the Project Team continued success with this effort and look forward to further communication as the project proceeds. If you have any comment or questions regarding my opinions above, please do not hesitate to contact me at my New York address above, or e-mail me at mjic@mhjpc.com. Thank you for your consideration of my input.

Very truly yours,



Mark J. Edsall, P.E., P.P.

cc: Hon. Hal Denny, Mayor, Town of Southern Shores (via email)
Jennifer Harris, P.E., NCTA (via email)

MJE/ah
Harris-PE-NCTA-05-26-10

Mark J. Edsall
Maureen A. Edsall

Northern Residence
19 Clark Avenue
Cornwall-on-Hudson, N.Y. 12520

Southern Residence
3 Sandfiddler Court
Southern Shores, N.C. 27949

27 February 2008

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

SUBJECT: US 158/NC 12 CORRIDOR IMPROVEMENTS

Dear Ms. Harris:

I am writing this letter pursuant to the workshop notice postcard mailed to me by the Authority in connection with the subject matter. I am unable to attend any of the workshop meetings, and am therefore providing this letter as input for the Study Team reviewing the potential corridor improvements.

First, I would like to identify myself as a Southern Shores property owner, member of the Southern Shores Civic Association, and member of the "Build the Bridge - Preserve Our Roads" organization. Also as background, I am a professional engineer, professional planner, volunteer firefighter for over 30 years, and elected public official in New York State. I have been visiting the Outer Banks since 1974 and have been a property owner for ten years. I have personally experienced the growth of the Outer Banks, most recently the northern beaches above Kitty Hawk. I have witnessed the development of the "bypass" from a real evolve from two lane local roads to multiple lane highways with uncountable traffic signals. There have been a lot of changes in the last 34 years.

Now we find ourselves in the dilemma of adequate access to and exit routes from the northern beaches served by Route 12, not to mention the critically needed emergency egress from the northern beaches in the event of a hurricane or other emergency. As an elected public official and local/regional municipal engineer in upstate New York, I have personally experienced the balance of proper and sustainable growth vs. adequacy of the infrastructure to support that development. That is the current dilemma on the Outer Banks, northern area. It is my opinion that the development has outpaced the infrastructure. Clearly there is the need for the County and the local municipal governments to adequately control growth to avoid oversaturation. It is also important that the State, via the NCTA, undertake the necessary improvements to provide the transportation infrastructure to reasonably support the current development and (reasonable) future growth.

Ms. Harris, P.E., NCTA

- 2 -

27 February 2008

On most summer weekends, Route 12 (Duck Road) experiences congestion and capacity problems both "inbound" and "outbound". These capacity problems have become noticeably worse over the last several years. This capacity problem, although inconvenient to visiting "tourists", also results in very poor levels of service for "locals", businesses serving the area, and more critically for emergency services in the event of a catastrophe. This would deteriorate even further in the case of an evacuation as a result of a weather emergency.

It is clear in my mind that improved access and capacity is required north of the Route 158 / Rt. 12 intersection, from Southern Shores north to Corolla. It would appear that the two primary methods of such improvement would be an upgrade to Route 12 thru the area, and/or development of a secondary access to the north portion of the island.

It is my recommendation that the NCTA consider a dual approach to the problem since both peak traffic conditions must be considered, as well as emergency evacuation situations. Improvement to Route 12 alone would have limited benefit in the case of emergency evacuations, since the capacity of the system will continue to be limited to the single exit route capacity at its narrowest points, even if the roadway operation was single directional for evacuation. As such, I submit that the secondary access via a new bridge would cause a significant and immediate emergency benefit and would thereby justify such project. I support the new bridge and believe it is essential.

Secondly, I recommend the NCTA work with each community to develop turning lanes at high volume intersections to promote/ease thru traffic conditions during peak time periods, thereby reducing normal operational backups.

It is my opinion the above will cause the greatest improvement in capacity to the highway system, with minimal impact to the communities, and their residents, as well as the environment. I also feel this is the best *long-term* solution to the current problems.

I wish the Design/Study Team good luck and success in addressing this situation. If you have any comment or questions regarding my opinions above, please do not hesitate to contact me at my New York address above, or e-mail me at BMWDRIVER4@gmail.com. Thank you for your consideration of my input.

Very truly yours,

Mark J. Edsall, P.E., P.P.

MJE/MA
Harris-PE@NCTA-02-27-08

From: Bob and Elsa Edwards <bobels@centurylink.net>

Date: Fri, 28 May 2010 14:57:33 -0400

To: <midcurrituck@ncturnpike.org>

Cc: <rdbaba123@embargmail.com>

Subject: mid county bridge

My husband and I have owned a home on NC-12 since 1971 and lived here permanently since 1981 so we are very well-versed on the traffic on that road. It has been apparent for many years that the road is woefully inadequate for evacuation should the need arise due to a hurricane or, even worse, a new inlet be cut through due to storm action.

I am sorry but I cannot feel sorry for the possible increase of people in the Corolla area if the bridge is built. This project has been on the books for years and the powers that be should have had a wake-up call a long time ago and done some planning. NIMBY -- not in my backyard --- just does not resonate with us---we have lived with all their traffic here in Southern Shores since before the road north was opened to the public. If they anticipate future problems, perhaps they should start making plans NOW to deal with them now instead of sticking their heads in the sand and hope the bridge does not come into fruition..

Bob and Elsa Edwards
28 Periwinkle Pl.
Southern Shores

Name: Robert M. Elder
Address: 145 Yaupon Trail
City: Southern Shores
State: NC
Zip: 27949
Email: elderRM@aol.com

Comments: The bridge is a necessity for safety on the local roads and for the people of Corolla in the event of an evacuation.

From: Meb1357@aol.com [<mailto:Meb1357@aol.com>]
Sent: Wednesday, May 26, 2010 5:36 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge

Dear Sir or Madam:

I am a home owner in the Carova Beach area, (2241 Sandfiddler Rd.). I am writing to voice my total support for the building of the Mid-Currituck Bridge. It is vitally needed in light of the steadily increasing traffic into the area, and because it will decrease the travel time from the mainland area to the Northern Outer Banks by at least 90 minutes!

Sincerely,

Morry El-Badry, MD

JUN 1 2010

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

Name: Ken Fullert
Street Address: 202 Fullert Road, PO Box 6
City, State, Zip: Aydlett, VA 22916

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I prefer the ER2 option because a bridge will impact our scenic view of the historic Currituck Lighthouse in Corolla as well as create a visual barrier for the residents of Aydlett. However, if a bridge is constructed, I prefer the MCB4 option.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
I prefer the MCB4 option, if a bridge is constructed, with bridge Alternative C1, because it creates the least visual barrier to the scenic view of the sound from our home.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
I prefer the MCB4 option, if a bridge is constructed, with mainland approach road design Option A due to the following.

- Option A would not adversely impact the wildlife habitat, such as the canebrake rattlesnake and the eastern black bear, or significantly impact the flood plain or alter the hydrology of Maple Swamp as would Option B.
- Option A creates the least amount of Total Permanent and Total Wetland Impacts.
- Option A allows existing Aydlett Road through Maple Swamp to remain open for use by the residents of Aydlett and Option B would not.
- Option A locates the Toll Plaza at the Route 158 interchange and allows Aydlett Road to remain open and Options does not.

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010

JUN 1 2010

Name: Larry Ellis
Street Address: 2509 Stenwell Blvd. Apt./Suite No: _____
City, State, Zip: Richmond, VA 23236
 Please add me to your newsletter mailing list. Bench Address: 625 Staysan Crescent
Corolla, NC 27927

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I prefer MCB4. This alternative would minimize AOTs, and therefore tolls, but still provide an adequate evacuation route from the Corolla Kuribank Club areas. It would also minimize the impact on the vague characteristics of the town of Duck.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
I prefer C2. It would provide equal ease of access to areas both north and south of the landing point.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
I prefer Option A. It would lessen local opposition to the road and increase its chances of being built.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane should provide adequate evacuation lanes during the infrequent times it would be used. During an evacuation, traffic toward the beach should be minimal. Therefore the eastbound lanes could be used in case of accidents, etc.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I think the environmental and commercial impacts on Duck should be minimized. Significant changes in Duck will increase local opposition to the road and increase the time to complete the bridge and increase its cost.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Not a boater.

Additional comments:

When we bought our property in Ocean Sands in 1983, we were told the bridge would probably be built within 5-7 years. Seventeen years later, it is still not in the planning stages. We have experienced the evacuation in which it took us several hours to reach the mainland and traffic has increased significantly since then. The bridge is urgently needed now, both for evacuation purposes. Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

and for normal traffic alleviation purposes

Your comments must be received by the close of the comment period on June 7, 2010.

From: Jim Elwood **To:** Harris, Jennifer **Cc:** Sheri Elwood **Sent:** Mon Apr 26 17:33:54 2010 **Subject:** Mid-Currituck Sound Bridge
Ms Harris,

While I suspect the views of my wife and I are very similar to many who have commented on the proposed Mid-Currituck Sound Bridge, we thought it important that you hear from as many property owners as possible.

We built our home in Southern Shores in 1992. We were looking for a community that limited commercial zoning, emphasized single family residences, and shared a commitment to the environment by identifying many areas where no building would occur. It is this mix that makes Southern Shores a special place to live and sets it apart from most resort communities.

Without question, the rapid development along the northern beaches has created a serious traffic problem on North Carolina highway 12, one that is exacerbated both during the summer vacation season and hurricane evacuations. The inability to plan for and control development has led to this problem, one which we believe lies squarely at the feet of our elected officials. As with with most holes, it's a lot easier falling in than climbing out. From our perspective, there are only two viable alternatives. The preferred alternative is to build the bridge, the other is to do nothing. Widening highway 12 is unacceptable and should not be given serious consideration.

For many of us, the correct decision is obvious. It's on matters like this that we look to our elected officials for both insightful leadership and strength of character. They have the opportunity to do the right thing. We expect them to step forward and do it.

jim and sheri elwood

----- Original Message -----
Sent: Saturday, June 05, 2010 5:10 PM
Subject: Opposition To Mid-Currituck Bridge

Dear Ms. Harris:

As a property owner at 633 Gammet Court, Corolla, N.C. I would like to go on record as opposed to the Mid-Currituck Bridge. My basic reasons and the rationale for them are provided in the attached document.

This is a critical decision effecting people on the Outer Banks and taxpayers across the state. Thus far groups from the independent towns of Duck and Southern Shores have been successful in organizing support for the bridge for their multiple reasons. People in Corolla were denied independent town status and often have difficulty getting their voices heard and requests objectively considered. Please seek out representatives of the Corolla Civic Association during your deliberations..

Thank you for your consideration.

Sincerely,

Edward B. English

SUBJECT: OPPOSITION TO MID-CURRITUCK BRIDGE

I am opposed to the Mid-Currituck Bridge Project. I base my objections on my experience as a financial analyst for a multi-billion dollar organization; a former Town Manager; an MBA and CPA; and Director of a Transportation Engineering organization which included a traffic engineering branch. My opposition is based on the following which are discussed in corresponding subsequent paragraphs.

- a. Long term negative impact on N.C. tax payers.
- b. Merging traffic from a Mid-Currituck Bridge could impede OBX evacuation
- c. Modern weather forecasting technology improves OBX evacuation
- d. Cottage renter hurricane insurance improves OBX evacuation
- e. Less than critical need for additional hurricane evacuation improvements
- f. Better and less costly evacuation alternative to Mid-Currituck Bridge

a. I am concerned about the long term potential negative impact on N.C. tax payers and the real potential that they may have to bail out the project above the apparent current \$15 million annual payment to the private construction company. It is inconceivable to me that the \$15 million plus tolls visitors would be willing to pay during basically three summer months for three days each week (cottage turnover days) could earn enough for the Spanish company to cover construction, long term operation and maintenance, and adequate return on investment. Toll revenue from northern Outer Banks residents would be negligible. This could turn into a very bad deal for N.C. in the years ahead. In my experience people often "best case" the numbers to seemingly prove their case. My

sincere suggestion is that numbers be "worse cased" by a truly independent and competent analyst (out of state?) as part of the bridge final review process.

- b. I challenge the perceived critical need for a new bridge to resolve hurricane evacuation traffic flow concerns. Please consider the following. An evacuation plan I would encourage based on current capacity would create 4 west bound lanes on state Route 158 using the current 2 west bound lanes, plus the center lane, plus the center-most east bound lane. Similarly, I would convert 1 east bound Wright Memorial Bridge (WMB) lane to west bound. This leaves 1 lane for east bound emergency vehicle traffic. The 3 west bound WMB lanes would feed 4 west bound Route 158 lanes and probably keep them full as inland traffic issues and towns slowed traffic flow. Any traffic from the proposed northern (Mid-Currituck) bridge would merge into Route 158 evacuation traffic adversely slowing it. Police presence could slow traffic further given the way Interstates slow even when lanes are otherwise clear when a police car is stopped by the side of the highway.

The overarching evacuation goal is to get cars off the Outer Banks regardless of where they start. I have no doubt that 4 west bound Route 158 lanes from WMB would keep moving most easily and quickly if there is no interference from merging traffic from a new Mid-Currituck bridge. The only way to avoid merging/slowing traffic would be to build a new additional far right Route 158 west bound lane just for Mid-Currituck bridge traffic where the bridge feeds on to Route 158.

- c. Modern weather forecasting technology makes it increasingly probable that evacuation will commence sooner rather than later reducing the need for an additional bridge.
- d. The real estate management company program of offering and encouraging renters to buy "hurricane insurance" also promotes visitor willingness to evacuate earlier rather than later since they will not lose their rent money. This also reduces the need for an additional bridge.
- e. "Hurricane evacuation" appears to be the rallying cry used by lobbying groups to promote Mid-Currituck bridge construction in order to achieve the real goal of reducing auto thru-traffic in the towns of Duck and Southern Shores according to the Summer 2010 issue of North Beach Sun Real Estate. The article also points out that the best hurricane evacuation improvement alternative included **both** the Mid-Currituck bridge **plus** widening state Route 12 through the towns of Southern Shores and Duck.

Interestingly, the Route 12 widening portion was apparently discarded based on local zoning rules and additional cost considerations. If better hurricane evacuation is truly the critical need as promulgated by lobbying groups, it appears that all recommended associated road widening is also critical. The question has to be asked if N.C. tax payers and the environment are being asked to take on this burden and risk primarily so that Duck and Southern Shores might benefit from some reduced auto thru-traffic?

I understand that newer more recent studies available to you apparently now indicate that a new Mid-Currituck bridge would not appreciably lessen auto thru-traffic through those towns. I also understand that newer studies are available to you which suggest that a new Mid-Currituck bridge would not produce the evacuation benefits forecasted earlier. Please ask for and review those new studies.

f. If we assume just for argument sake that additional bridging is critical, certainly adding a span to the WMB is a far lower cost alternative based on length alone. And certainly there is also plenty of room right now for two additional traffic lanes between the bridge and Home Depot. This would also have far less overall environmental impact than a new bridge with supporting highways on the northern Outer Banks and the mainland town where the bridge would originate.

Again as previously discussed, it does not matter where cars are coming from during an OBX evacuation. The simple goal is to get cars off the OBX quickly from everywhere including the north and south OBX which have about the same driving time to WMB for the cars in the south that want to use WMB. Adding a single span to WMB thereby creating the potential for 4 west bound bridge evacuation lanes with 2 new roadway traffic lanes on the OBX side could further speed evacuation but should be considered only if it is considered a true necessity and it would not overload the 4 west bound evacuation lanes on Route 158 to the point that 3 bridge lanes would have been adequate in the aggregate.

Thank you for your time and consideration.

Sincerely,
Edward B. English

From: [Andra English <andra.english5@cox.net>](mailto:andra.english5@cox.net)
To: Harris, Jennifer
Cc: [Edward English <Edward.English5@cox.net>](mailto:Edward.English5@cox.net)
Sent: Sun Jun 06 23:58:52 2010
Subject: Mid-Currituck Bridge

Dear Ms. Harris:

As a property owner at 633 Gannet Court, Corolla, N.C. I would like to go on record as opposed to the Mid-Currituck Bridge. My basic reasons and rationale are provided in the attached summary.

The is a critical decision affecting people on the Outer Banks and taxpayers across the state. Thus far, groups from the independent towns of Duck and Southern Shores in Dare County have been successful in organizing support for the bridge for their special reasons. People in Corolla were recently denied similar independent status and, unfortunately, are not represented by anyone who appears to share their concerns and hopes for the northern Outer Banks in Currituck County. You only have to watch the 11 P.M. news tomorrow evening (Monday) on WTKR (Channel 10 in Currituck County) to see the what goes on in the County when citizens have no local representation. This leaves it to employees and appointed personnel in state government and state agencies to bring fairness and objectivity to important decisions that will have such far reaching long term effects for the Outer Banks and the entire state.

Please seek out input from the Corolla Civic Association as the closest thing to local representation for people on the northern Outer Banks. Thank you for your consideration..

Sincerely,

Edward B. English

SUBJECT: OPPOSITION TO MID-CURRITUCK BRIDGE

As a property owner at 633 Gannet Court, Corolla, N.C. I would like to go on record as being opposed to the Mid-Currituck Bridge Project. I base my objections on my experience as a financial analyst for a multi-billion dollar organization; a former Town Manager; an MBA and CPA; and Director of a Transportation Engineering organization which included a traffic engineering branch. My opposition is based on the following which are discussed in corresponding subsequent paragraphs.

- a. Long term negative impact on N.C. tax payers.
- b. Merging traffic from a Mid-Currituck Bridge could impede OBX evacuation
- c. Modern weather forecasting technology improves OBX evacuation
- d. Cottage renter hurricane insurance improves OBX evacuation
- e. Less than critical need for additional hurricane evacuation improvements
- f. Better and less costly evacuation alternative to Mid-Currituck Bridge

g. Mid-Currituck Bridge not needed to encourage visitors to Corolla area

a. I am concerned about the long term potential negative impact on N.C. tax payers and the real potential that they may have to bail out the project above the apparent current \$15 million annual payment to the private construction company. It is inconceivable to me that the \$15 million plus tolls visitors would be willing to pay during basically three summer months for three days each week (cottage turnover days) could earn enough for the Spanish company to cover construction, long term operation and maintenance, and adequate return on investment. Toll revenue from northern Outer Banks residents would be negligible. This could turn into a very bad deal for N.C. in the years ahead. In my experience people often "best case" the numbers to seemingly prove their case. My sincere suggestion is that numbers be "worse cased" by a truly independent and competent analyst as part of the bridge final review process.

b. I challenge the perceived critical need for a new bridge to resolve hurricane evacuation traffic flow concerns. Please consider the following. An evacuation plan I would encourage based on current capacity would create 4 west bound lanes on state Route 158 using the current 2 west bound lanes, plus the center lane, plus the center-most east bound lane. Similarly, I would convert 1 east bound Wright Memorial Bridge (WMB) lane to west bound. This leaves 1 lane for east bound emergency vehicle traffic. The 3 west bound WMB lanes would feed 4 west bound Route 158 lanes and probably keep them full as inland traffic issues and towns slowed traffic flow. Any traffic from the proposed northern (Mid-Currituck) bridge would merge into Route 158 evacuation traffic adversely slowing it. Police presence could slow traffic further given the way Interstates slow even when lanes are otherwise clear when a police car is stopped by the side of the highway.

The over arching evacuation goal is to get cars off the Outer Banks regardless of where they start. I have no doubt that 4 west bound Route 158 lanes from WMB would keep moving most easily and quickly if there is no interference from merging traffic from a new Mid-Currituck bridge. The only way to avoid merging/slowing traffic would be to build a new additional far right Route 158 west bound lane just for Mid-Currituck bridge traffic where the bridge feeds on to Route 158.

c. Modern weather forecasting technology makes it increasingly probable that evacuation will commence sooner rather than later reducing the need for an additional bridge.

d. The real estate management company program of offering and encouraging renters to buy "hurricane insurance" also promotes visitor willingness to evacuate earlier rather than later since they will not lose their rent money. This also reduces the need for an additional bridge.

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hurricane evacuation improvement alternative included **both** the Mid-Currituck bridge plus widening state Route 12 through the towns of Southern Shores and Duck.

Interestingly, the Route 12 widening portion was apparently discarded based on local zoning rules and additional cost considerations. If better hurricane evacuation is truly the critical need as promulgated by lobbying groups, it appears that all recommended associated road widening is also critical. The question has to be asked if N.C. tax payers and the environment are being asked to take on this burden and risk primarily so that Duck and Southern Shores might benefit from some reduced auto thru-traffic?

I understand that newer more recent studies available to you apparently now indicate that a new Mid-Currituck bridge would not appreciably lessen auto thru-traffic through those towns. I also understand that newer studies are available to you which suggest that a new Mid-Currituck bridge would not produce the evacuation benefits forecasted earlier. Please ask for and review those new studies.

f. If we assume just for argument sake that additional bridging is critical, certainly adding a span to the WMB is a far lower cost alternative based on length alone. And certainly there is also plenty of room right now for two additional traffic lanes between the bridge and Home Depot. This would also have far less overall environmental impact than a new bridge with supporting highways on the northern Outer Banks and the mainland town where the bridge would originate.

Again as previously discussed, it does not matter where cars are coming from during an OBX evacuation. The simple goal is to get cars off the OBX quickly from everywhere including the north and south OBX which have about the same driving time to WMB for the cars in the south that want to use WMB. Adding a single span to WMB thereby creating the potential for 4 west bound bridge evacuation lanes with 2 new roadway traffic lanes on the OBX side could further speed evacuation but should be considered only if it is considered a true necessity and it would not overload the 4 west bound evacuation lanes on Route 158 to the point that 3 bridge lanes would have been adequate in the aggregate. And if the additional MCB span was deemed absolutely critical in the final analysis a local bond issue with a tax on tourist related items would be the effective and fair way to pay for it while keeping N.C. in control of its finances and assets.

Thank you for your time and consideration.

Sincerely,
Edward B. English

From: Facenda, David [mailto:dfacenda@columbia.com]

Sent: Saturday, May 01, 2010 9:45 AM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge

dfacenda@columbia.com

To Whom It May Concern;

I do not agree with your arguments on evacuation. If evacuation were a primary issue the bridge to Currituck would hardly be the best way to spend \$700 million. Out of the estimated 250,000 persons per week that filter on and off of this wonderful area weekly during the summer, how many are Currituck bound? 30,000? 40,000? It seems a disproportionate waste of monies considering that with 40,000 individuals and if the bridge cost \$10 per vehicle it would take upwards of 70,000,000 vehicles to recoup expensive *before* any upkeep had to be done. Also, "The need to substantially improve traffic flow on the project area's thoroughfares (US158 and NC12)" and "The need to substantially reduce travel time for persons traveling between the Currituck Country mainland and the Currituck County Outer Banks," according to whom does this need to urgently be done? Traffic is a pain, for two days a week, three months of the year. Reduce travel time? That's a major concern? I don't understand how a state that is in as poor fiscal shape as this one should be worrying themselves about the added hour and a half travel time for someone on their vacation.

Furthermore, it appears as though your Environmental Impact Statement fails to mention the impact these projects would have on bird life in the area. I think that is a serious miscalculation. Marshes are homes to these animals and specifically Currituck has some of the best numbers of night, green, and tri-colored Herons I've seen out here. It appears to be an environmental disaster for not just fish but birds, wetlands, and people who used to enjoy the beauty up there. Now the beaches of the sound will be littered with broken glass, headlights, and various detritus from vehicle travel. I for one am not looking forward to sacrificing the beauty of a region so that someone can get to their rental sooner.

It also seems as though once the bridge goes in, there will be a tremendous amount of development around it and in the end it will lead to the same type of overcrowding that you think is the issue up there right now. Is there a plan in place for expanding NC12 *after* the bridge goes in? Could you designate NC 12 a historic road so that no widening could take place and jeopardize the lives of thousands of people who walk and ride their bikes along the road? I'm picturing a stretch of road from Southern Shores up to the beach that will, without much effort, soon resemble 158 through Kill Devil Hills and Nags Head.

This is a clear case of priorities misplaced. The goal should be getting North Carolinians back to work in good, long term employment; not spending \$700 million on short term projects that will aide someone's vacation.

Thank you very much,

Dave Facenda
Columbia Sportswear
1718 Sea Swept Rd.
Kill Devil Hills, NC 27948
252.256.2787/Cell
503.350.7170/Fax

Name: Dana Falardeau
Address: 30 W Twelfth Avenue
City: Southern Shores
State: NC
Zip: 27949

Email: danafala@earthlink.net

Comments: Yes to "Build the Bridge" Reasons: Evacuation, Currituck School issue, can't get back from airport on weekends after business trips due to traffic backed to VA line, our tax base is derived from investment properties - not so much the tourists, land will be developed with or without the bridge (we should examine zoning laws to protect beach and building-not banning the bridge). In addition, this has been in study for a long time and much money has already been invested into the study. Why were the opposers not as vocal back then? With all due respect, we all moved here for the solitude, but what makes it right for us to move here and not right for future residents. Many of those tourists use (or will be using) their properties for weekend get-aways. This will not turn into a Virginia Beach, there's too much residential. We personally enjoy the "above the roads" area in the summer and live in Southern Shores, does that make us day trippers? There's plenty of room for everyone. With a hefty toll, VA, day trippers will not be just rolling over the bridge for free. As for increase in crime issues - have no idea where that is coming from. Why should Dare County (particularly Southern Shores) take the brunt of Currituck traffic so that Currituck residents can have peace and quiet - we have our own traffic thank you. Respectfully, Dana Falardeau 30 W Twelfth Avenue (corner of Duck Road) Southern Shores, NC

From: Mary Farrell **To:** midcurrituck **Sent:** Fri Apr 23 07:24:58 2010 **Subject:** BUILD THE BRIDGE

As a long term property owner on the Outer Banks, I have watched traffic increase to the point of seriously being concerned. With the popularity of the Outer Banks growing, the Mid-Currituck Brige has become a necessity - for safety reasons alone. Evacuations alone will prove this to be true.

I support the bridge - please build it

Mary Farrell

BARBARA Fletcher

From: <DCBASecy@aol.com>
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

JUN 4 2010

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wender, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Allerman, Secretary

Board Members - Steve Allerman, Jan Britt, Lisa Newbern, Dan Zarba

Mid-Currituck Bridge Public Comment Form

Name: Nancy Fassettt
Street Address: 131 Charles Jenkins Lane/Apt. /Suite #
City, State, Zip: Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4 Because it widens Rt. 12 the least but does include the bridge.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I have no preference.

5/31/2010

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No preference.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing center turn lane - no additional construction.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

My main concern is that the town of Duck be as affected as little as possible.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

5/31/2010

Monday, June 14, 2010 11:53 AM

Subject: say no to bridge, please
Date: Saturday, June 5, 2010 5:26 PM
From: TSLFELDMAN@aol.com
To: <midcurrituck@ncturnpike.org>

Dear Jennifer Harris, I hope for just a few minutes of your time. I am a concerned resident of Corolla who is seeing his way of life and dreams for a peaceful retirement enjoying the beauty of OBX go up in smoke. I hope you can help. When people come to enjoy the OBX they come to "get away from it all". It is a place where families across generations can spend quite time in a peaceful, relaxing atmosphere. This is what Corolla has to offer. The thought of massive bridges, 4 lane highways, and all that brings to our community is an exact opposite of what we so treasure in the Northern OBX life. I am not one to stand in the way of progress, but there are exceptions to all rules. No one would want speedways built into Yellowstone national Park, Grand Canyon, etc. I feel we should be treating our OBX the same way. They are a national treasure that should be preserved. We have enough tacky resorts, and flashy getaways that are loud and busy. We need more thoughtful uses for our true treasures.

As I sit watching the tragedy of the gulf of Mexico I can't help but wonder when will our OBX be ruined. I own a small house on the sound side of Corolla. I take my kids on Kayak trips and we watch the beauty in all its splendor. We sit on our back deck and see the most amazing sun sets. Now with the bridge being considered I get to sit and watch a monstrous ugly piece of concrete that brings loud honking cars all hours of the day and night, et al. I ask you, when you go to the beach with your family what is it that you most look for? Quiet walks on the beach? Sunsets? or do you prefer 4 lane highways, monster bridges, and all they have to offer. Before we destroy our OBX please help us fight this bad decision. Thank you for your time. Sincerely, Tomer Feldman

if you need to contact me I can be contacted at TSLFELDMAN@aol.com

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: Ken Fischer [mailto:ken@kenfischer.com]
Sent: Tuesday, May 11, 2010 9:37 PM
To: midcurrituck@ncturnpike.org
Subject: Comments on EIS Study

Hello.

First, I would like to thank you for keeping me informed by mailing me information on the bridge Study. I appreciate that these things are complex, and that you have many differing opinions to deal with.

I received the 1-page glossy sheet with the description of the various study options, and the note that the study recommends alternative MCB4. I would like to register my agreement that I think this is the best of the 3 options. Option ER2 really does nothing to resolve the issue that all the homes south of the existing 158 bridges have to evacuate using the same route that all the homes North of the bridge would have to use. I think MCB2 is not necessary, and would just involve extra expense. As an owner of 2 homes north of the intersection of US 158 and NC 12, I fully support this recommendation.

Ken

Permanent Address: Ken Fischer

10125 Quarry Hill Pl.
Parker, CO 80134

NC Addresses: Ken Fischer

7 Seventh Avenue
Southern Shores, NC 27949

256 Wax Myrtle Trail
Southern Shores, NC 27949

From: Ron Fisher [mailto:ronfisher@cox.net]
Sent: Monday, May 31, 2010 4:37 PM
To: midcurrituck@ncturnpike.org
Subject: FW: Mid-Currituck Bridge Comment Form (not previously attached)

I sent this from my wife's computer, so this gives you my email too. Thanks, Ron Fisher

From: Stephi [mailto:stephifi@cox.net]
Sent: Monday, May 31, 2010 3:49 PM
To: midcurrituck@ncturnpike.org
Cc: Ron Fisher; Stephi Fisher
Subject: FW: Mid-Currituck Bridge Comment Form (not previously attached)

Mid-Currituck Bridge Public Comment Form

Name: _____ Ronald J Fisher _____ Apt./Suite # _____
Street Address: _____ 134 Snow Geese South _____
City, State, Zip: _____ Duck, NC _____

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4 is my preference because it provides an alternative evacuation route in an emergency in the most cost effective way.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer to leave this decision to the project team who are doing an outstanding job of determining cost effective solutions for this very critical transportation problem in the northern outerbanks!

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I also defer to the project team on this one.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I believe it is essential to add capacity to US 158 with a third outbound lane and keep the option of reversing the other

Lane as future growth will eventually require the added capacity.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

There is an absolute need in the interest of public safety to have a north bound evacuation route. I appreciate the efforts being made to provide the route with the least disruption and cost possible. I am concerned there will be a bottleneck develop on US 158 with the merger of that new route and there will be a need for three lanes going north in an emergency evacuation sooner than we might think!

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
N.A.

Additional Comments: Please see my response to question 5. Thank you for reviewing these inputs.

From: Katie Flanigan [mailto:kakakatie14@hotmail.com]

Sent: Wednesday, May 05, 2010 2:08 PM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge

Dear Ms. Harris,

My husband and I own a soundfront home in Monterey Shores on the Outer Banks. The more I study about the Mid-Currituck bridge, the more I favor the No-Build alternative. I feel that the bridge will destroy the most important thing about the northern beaches- its relative isolation. I also worry about crime that will inevitably follow the easier access. I have also been very discouraged about the damage and change that the bridge will bring to Aydlett.

It seems that the bridge is really more for the short tourist season than the year-round residents. I don't think the cost of the bridge and the negative impact on the communities justifies the expense or the inevitable changes it will bring. I am also not willing to pay the \$12-\$20.00 toll to cross the bridge.

Sincerely,
Katie Flanigan

Mid-Currituck Bridge Public Comment Form

Name: Kathy Flannelly
Street Address: 5711 Dreyfuss Street Springfield VA 22151
Beach property – own a home at Schooner Ridge, in Duck, NC

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mai: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4 – helps with traffic

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
No preference

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
No preference

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reversing center lane – less cost, no destruction of properties needed to make the 3rd lane

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

BARBARA FLETCHER

From: <DCBASecy@aol.com>
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

JUN 4 2010

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wendorf, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Allerman, Secretary

Board Members - Steve Allerman, Jon Britt, Lisa Newbern, Don Zarba

Mid-Currituck Bridge Public Comment Form

Name: Barbara Fletcher
Street Address: 131 Charles Jenkins Apt./Suite #
Lane West
City, State, Zip: Duck NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4 because it has the least impact on Route 12 through my community

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

No real preference

Additional Comments: my main concern is helping the flow of beach traffic and having the least impact to the town of Duck. Building a bridge will take some of the traffic away from the 158/12 area and might be another alternative for me to get to Duck from Northern Virginia.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Again I'd leave this choice to the bridge planners

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center lane - additional lane construction on 158 seems an unnecessary expense

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

My primary concern has always been to impact the Town of Duck as little as possible. The charm of our community could be destroyed by widening Route 12

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

Name: Doris K. Floe

Street Address: 430 CARLTON Highway Apt/Suite No. _____

City, State, Zip: Moyock NC 27958

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

The MCB4 Design is Very Good - Clean - To The Point.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

The MCB4 - Ca Bridge Corridor Alternative is The Best Plan

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

MCB4/CA/ ~~A~~ Option A Mainland Approach Road design is simple to the point - less disruption to Area.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: FRANK H. FLOBA JR.
 Street Address: 430 CARATEKE HIGHWAY Apt/Suite No. _____
 City, State, Zip: MOYOCK NC 27958

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

The MCB4 Design - OUTSTANDING design

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C-2 Bridge design corridor more effective

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

MCB4 for Option A Mainland Approach Road Design is simple - less disruptive to the Area

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

hurricane evacuation I prefer using the center lane. NOT adding a third lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

*Prefer center lane usage - less disruptive
NOT more lanes.*

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: randy floyd [mailto:randyfloyd2@hotmail.com]

Sent: Wednesday, May 05, 2010 11:56 AM

To: midcurrituck@ncturnpike.org

Subject: currituck mid county bridge

I am against the bridge. And 95% of the people I have talked to are also. I have talked to owners, tourists and locals on both sides of the bridge. And most of the tourists I have talked to say" they come to currituck due to the isolation. The Locals will not be able to afford to use it So it will only be for tourists and county workers.Dare county does not like the traffic but they sure like the money spent there. It will not help the vacating of the beach, it just shifts the back up from the beach to Barco during a hurricane evacuation... The money would be better spent repairing the bridge at organ inlet..

And a foreign company should not be allowed to build and own the bridge.

my whole family feels the same way

baxter r. floyd jr

Katinia h floyd

Darnelle floyd

hampton ballance

jesse ballance

Karista ballance

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: ERIK PUN
Street Address: 602 Schumaker Drive, Corolla
1693 Currituck Pt. Apt./Suite No: _____

City, State, Zip: Horseshoe Pt 18431

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4
- less impact on NC 12 north of the C2 access point
- consequently more efficient for general exit
+ evacuation for exit

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 for reasonable

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

NO preferred

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing center lane because it must
avoid less

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Thank you

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: MARCI ANNE FOWLER
 Street Address: 135 Maple Court - ^{off road} villa Apt./Suite No:
 City, State, Zip: DUCK, NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
 I prefer the No-Build Alternative, simply because the bridge will cause nothing but chaos in the Corolla area. People will use this bridge as easy access to a day trip to the Outer Banks from Va. and once they get there there is no public access or parking to the capacity necessary. People will also use this bridge to get to further south areas of the OBX and with the one-lane road, it will absolutely not work. If it is going to be a disaster, create nothing but problems and destroy the naturally preserved land and animals.
 If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
 If I had to support one or the other, I would have to support C1 because the location of C2 on the Corolla side will ruin the area I have spent my past few years working. I have had the experience to get to know many of the business owners and C2 would have the largest negative effect on their business, placing more than over 50 businesses out of business, people who all depend on the area and the land and animals that belong here. C1 would have less of an impact on the people who care and matter.
 If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
 I disagree with both options, neither seem reasonable.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I would prefer ~~adding~~ reversing the center turn lane during an evacuation, simply because it would be the only reasonable alternative, it would be a waste in expenses to create a third lane, expensive and completely unnecessary.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

There are several types of impacts that are of particular concern to me, my family, my friends who live in the Outer Banks and travel and family from everywhere. I would like to see all come down here for over 20 years to escape the heat of VA beach and that the land will be destroyed and would not live. VA beach the beauty of the OBX will be destroyed and animals will disappear. The location where people choose to build here vacation here, will no longer exist, so why live in a place that you could see any where if you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
 My father owns a Pomanon Boat which I grew upon in the Currituck sound, I also rent water skis and go parasailing in the area where you plan to place this bridge, I frequently am in boats and around boats in this area and you will be destroying the main reason to boat in this area, the scenery, the sunset peace of place that it is now and never again will be.
 Additional comments:
 To ~~preserve~~ preserve the community, locate visitors and land, that needs to be created in a manner that is able to help keep the place as close to as is.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Cindy Francis
 Street Address: 1200 Mount Carmel Rd. Apt./Suite No: _____
 City, State, Zip: Parkton Md 21120

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer no-build. I want to preserve the integrity of OBE. Preserve the natural habitat. The bridge will bring in crime + pollution, making it just another Ocean city, Md.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I am completely opposed to C1 alternative as it would completely divide the Monterey Shores community. My children would need to cross a 4 lane highway to get to their community pool, playground, clubhouse and amenities. We couldn't even keep the wild horses safe from speeding cars and had to mark them up North. How are we to be confident you can safely cross my children over a four lane highway?
 If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The Draft Impact Statement doesn't consider the impact of its effects on the Monterey Shores community. Dividing the community with a four lane highway of speeding cars where children cross back and forth should not be a consideration many owners in our community especially on U Harbor view have small jobs. Widening this road will bring traffic too close to homes, with no noise barriers.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

I am a mother with elementary school age children. I had the opportunity to come down for an early spring break in March to visit with my ~~own~~ ^{own} parents ^{within} the way down I said to my daughter Levi. I wish you were alive to have seen the way Corolla was like when I was younger. I was able to sit on our back porch and see wild horses wandering thru our yard as we were eating breakfast. What happened mom why can't the horses still wander free. Well Levi unfortunately they had to move the horses up North because speeding cars were killing them. On that thought ... what will my daughter be able to tell her children ... will it be another DC md ^{is that} Because the residents of Currituck didn't preserve their community. All residence in NC need to consider the pollution impact. I live in md. we have a state water tax. this tax is applied to our septic systems its call the flush tax. Its a tax we all pay as a result of our polluted water ways because no one stood up to preserve them. this place is special still untouched by over growth. That too will change with this bridge the effects of this bridge will be felt state wide as the pollution will be a stroke problem as it is in md. Your taxes will rise and so will crime.

If the bridge comes in at the CI alternative a 4 lane highway with speeding cars will be coming thru the Montross shores community. If we couldn't even keep the horses safe how are you proposing to keep my children safe as they will now need to cross a 4 lane highway to get to their community pool and playground. Are you looking at the CI alternative to ~~save~~ ^{not} on costs. But at what cost the cost of ^{not} children's lives.

~~But~~ One we letting our politicians strap more debt on the backs of our children with little fiscal responsibility ^{are we} leaving this great place that we live in a better place for them to live or are we

Strapping them with more pollution clean up and crime preserve this place once its gone it can't be replaced!

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Matthew Francis
 Street Address: 1200 Mt. Carmel Rd Apt./Suite No. _____
 City, State, Zip: Rocketon MD 21120

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
No-Build - The safety of our children with crossing a 4 lane road to get to their club house is the biggest reason. In other, it will cause massive pollution and environmental issues.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
None

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
None

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

yes, it is the least costly and most effective means

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Safety of Children crossing a 4 lane highway to get to Both the Sound and Beach. No amount of traffic even off that would occur and the lack of Emergency Plans in the event of a Major Motor Vehicle crash.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

This will destroy the dreams of many just to get people here faster. Not a good plan at the cost of our environment and safety of our children

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Augustus C. Flicker, Jr.
 Street Address: 333 Sea Gate Trl Apt./Suite No:
 City, State, Zip: Kitty Hawk NC 27949

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4 - its the most economical + Best to meet goals

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
No opinion on either follow - which is the most economical + acceptable to the residents

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
what ever one is acceptable to the residents of the area

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Using the center lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
NE

Additional comments:
It would also involve it to be a school bus to fit to school - would make a - add on winter lane to Mc 12 would make a AA bloody problem + waste problem in getting rid of the turn off - do a parker move + do not needed - 99% of the time I needed some of the traffic would be through my neighborhood - See Court dogwood or road up through the house in an emergency
 Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Richard Furioni
To: Harris, Jennifer
Sent: Fri May 14 17:08:39 2010
Subject: Mid Currituck Sound Bridge

I am in strong support of the Mid-Currituck Sound bridge. This study has gone on for far to long. What else needs to be studied? This bridge will greatly relieve traffic congestion through Southern Shores and Duck and greatly assist in emergency evacuation. Lets move on and get this done.

Richard J. Furioni
49 Skyline Rd.
Southern Shores

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

JUN 7 2010

Subject: Mid Currituck Bridge Draft Environmental Impact Statement(DEIS)

Dear Ms. Harris:

I am hereby submitting my comments on said DEIS and respectfully request that my comments be addressed in the final document and in the response to comment document upon its issuance.

I wish also to state for the record that I am a retired USEPA federal employee with 30+ years of service. The last 11 years of my employment I was the senior executive serving as Director of the USEPA Brownfields program. I have worked extensively with NEPA and with the US Army Corps of Engineers and am currently a part-time consultant with the environmental firm, Michael D. Baker, Inc.

The current DEIS reveals an extensive amount of research and effort on the part of the Turnpike Authority and I wish to say that I appreciate probably more than most the time that was expended to compile this document. I am a part-time resident of Corolla, North Carolina and have owned a home there for over 20 years.

My detailed comments follow, however I wish to summarize initially several key points that constitute my objection to the recommendations of this document.

- A. In information sessions and in prior communications with the North Carolina government, it has been evident that the building of this bridge is a foregone conclusion.
- B. Despite lip service in the section on cumulative and future impacts, the authors are clearly unfamiliar with the current state of development in the Currituck Outer Banks and the public relations engage in by the developers and real estate agents. They have repeatedly told prospective residents and/or owners that the bridge is a foregone conclusion and that a paved road will be extended to both Carova and Swan Beach.
- C. The impact on wildlife and habitat is delineated in the discussions, however despite the evidence presented is determined to be negligible.
- D. The use of hurricane evacuation as a reason for the bridge was dismissed as a valid approach as long ago as the mid 1990s.

E. The principals of Smart Growth and future growth that the document states the DOT/FWHA has no interest in, have not kept pace with the current approaches. USEPA and DOT/FWHA have entered in a joint policy to consider consequences of future growth when funding future transportation projects and are currently holding webinars on this issue to inform the public of the new policies.

F. The environmental justice impacts are far from adequately addressed in MCB2 and 4 options. Many minority and poverty level inhabitants commute to work in Corolla. Not only will these two (2) options destroy the cultural resources of Aydlett but it will clearly discriminate against the minority and poverty residents by forcing them to commute the longer distance to advantage tourists who visit seasonally.

I am unalterably opposed to MCB 2 and 4 as this document is currently written.

My detailed comments follow.

Page ix- the need for the project section states that there is a need to reduce travel time and improve flow but who has established this need? It is never explained. It is also never explained how the need to reduce evacuation times was established given that all three (3) options contain the same recommendations for hurricane evacuations.

Page xiv- The text states in the second bullet that the bridge would offer substantial travel time savings for many travelers. It has been estimated that this travel time savings is approximately 35 minutes. This time savings does not logically meet the definition of substantial and would only accrue to those traveling directly to Corolla. It would not benefit those going to Pine Island, Sanderling or Duck. The document throughout makes an assumption that no person using the bridge is traveling to Southern Shores or Kitty Hawk. I believe that this is a false assumption. Many realtors have offices south of Corolla and this would require visitors to pick up keys south of Corolla and then have to return up NC 12 to move into their tourist rental housing. In addition, backups of traffic from those traveling south will likely occur where the four (4) lane widened NC 12 narrows to two (2) lanes. Most critical of all is the key question related to how you determined that this was a "need".

Page xiv The text states in the third bullet that a third outbound lane is the only approach which would alleviate issues with hurricane evacuation. Many experts who have worked with contingency planning throughout the nation, including those in South Carolina and Florida have experience in directing the reversal of traffic flow at considerably less cost than lane construction. With extraordinarily constrained resources on the part of the State, it seems that a least cost approach would make the most sense. This would require unprecedented cooperation between Dare, Currituck and State police. Because hurricane evacuation is the same approach across all three options, I maintain that this consideration should have no bearing on the build or no build approach for this bridge.

Pages xv-xx - The tables summarizing key environmental impacts demonstrate repeated that the total impacts and later it is mentioned that total costs are least with ER2 and yet the recommendation is made for either MCB 2 or 4. (see page xxi)

Page xxi- The partnering team referred to in the last two paragraphs is rely upon financing by the Federal government through bonding and loans. The firm selected is based in Spain and the Spanish government and economy are very tenuous financially. It seems therefore that the debt service would go beyond the tolls and the proposed North Carolina budget line item. Should revenue projections falter or the firm fail, the State would be left with a debt of \$685 to \$973 million for which there is no contingency. If ER2 were adopted by the State, they could always choose not to construct the third lane of US158, should debt service be an issue.

Page xxiv- the text states that in all circumstance MCB 2 and 4 have the most impact on clearing wetlands, shading of open water and impacts on Maple Swamp. There are not statements made as to mitigation efforts for these impacts. Are there mitigation measures, and if so what are they?

Page 2-24 Regarding the drainage along NC 12, note the use of infiltration strategies. It is difficult to see how infiltration is appropriate when NC 12 will be widened in the precise area that currently floods with stormwater during heavy rain events. There appears to be no room for 21 foot buffer zones, if NC 12 is widened to four (4) lanes in the areas noted without displacing far more residents (specifically in Ocean Sands) than the 6 or 10 noted in your report. Nor does there appear to be room for the additional two (2) acres of stormwater detention basins without additional impacts to neighborhoods. In addition, I wish to note for the record that the northernmost section of Ocean Sands, which contains the most permanent and part-time residents, will be the one most heavily affected by these choices.

Page 2-26 The additional cost of catch basins for storm water is presented as an option with a cost of \$10 million. Is this cost factored into MCB 2 and 4? If so and the runoff is piped to catch basins, is the runoff then assumed to filter through the ground? In the discussion on pages 2-27 and 2-28 how will the petroleum and other hydrocarbons generated by the vehicles traveling on bridge be handled to prevent further degradation to the wetland?

Page 2-32 In the third bullet, it states that 27 miles is not a realistic option for the reversal of traffic flow. This is routinely done in other coastal areas in hurricane events without it being considered unrealistic. The Florida Keys do it for their evacuations. What is the conclusion based upon? Would not it be expected that the inbound flow of traffic during an evacuation would be reduced to a mere trickle? What basis is there for these conclusions, other than hearsay?

Page 2-36 It is clear that ER2 is the least cost alternative other than "no build". Why does the DEIS not weigh cost as a critical factor in your analysis?

Page 2-42 Given the current state of the NC budget, why are bonding issues not considered a liability? You propose doing what the housing market has mistakenly done for the last several

decades, pushing debt into the future and weighting (present v. future costs) factors in the state deficit in ways not yet fully understood. What mechanisms will be available to service this debt, should revenues from tolls fall short?

Page 2-42 What leads the writer to conclude that there will be substantial reduction in time and congestion? What constitutes substantial, given it is a saving of 35 minutes travel and only for those tourists who can pick up their keys in Corolla?

Page 2-42 Why does this conclude that MCB 4 results in the fewest relocations, given the widening of NC 12, the insertion of storm water buffer areas and the impact on the proximity of Ocean Sands residents to NC 12? This conclusion does not seem to be factually based.

Page 3-14 The text states that no alternative meets each of the local land use plans. What leads to the conclusion that MCB 2 or 4 is preferable, given this fact?

Page 3-29 The text states that turbidity levels would be negatively affected during the construction periods. Please explain how the revegetation would occur post-construction? How will the increased algal growth be mitigated? In addition, given the bioavailability of the contaminants from runoff, especially metals, how can you prevent persistence in the fish population? How will you prevent the consumption of such contaminated fish and/or shellfish and what will this do economically to the environmental justice-related residents of the communities, especially those residing on the mainland who subsist on fish and/or shellfish?

What contingency exists for hazmat response should a spill incident occur on the bridge or its approaches, given Currituck County's limited hazmat capabilities? The closest USCG response unit is in Elizabeth City, an hour away and the EPA field office is in Atlanta. The State hazmat response is based out of the Raleigh area.

Page 3-48 The mitigation approaches are not well delineated, given the reliance upon groundwater for drinking purposes in most areas.

Page 3-62. The text and table show a mean reduction of approximately 80 million vehicle miles traveled (VMT). This is based on the assumption that those persons using the bridge will be landing and staying in Corolla. This is a false assumption. It fails to factor in tourists who must pick up keys south of Corolla, and day visitors from the Hampton Roads area (a later statement says they will not come to Corolla because they have Virginia Beach). Many visitors and part-time residents reside in the Hampton Roads area. Corolla and Virginia Beach are in no way equivalent and do not offer the same attractions.

In addition, where are idling time emissions factored into the bridge for toll payments? A later statement in the text says that in the future all tolls will be paid electronically. If this is so, it discriminates against the environmental justice community who are least likely to use credit cards and most likely to take day trips. More likely any emissions reductions will result from EPA's

increased fuel efficiency standards.

Page 3-72 How was it determined that these potentially contaminated sites are low to negligible risk, especially the old USTs?

Given the already problematic storm water management during flood events, how does additional paving of the bridge, its approaches and NC 12 get mitigated?

Page 3-87 Who wrote the third bullet? Many of us interact routinely both on and off season. This bullet makes us sound like the ugly stepchildren of Currituck.

Page 3-89 The text states for the nonroad accessible communities, no reasonable change can be seen in the foreseeable future. Local real estate folks are telling future clients of these areas that the paved road will come as soon as the bridge is built and that Carova, Swan Beach, etc. are the next big development areas on the Outer Banks. In addition, the Currituck County Commissioners are currently weighing the option of allowing commercial development in these areas. Again, these issues are not reflected. Who was consulted on this section?

Page 3-90 The residents of Aydlett may well disagree with the statement that no reasonably foreseeable difference of note can be found, as stated in the last paragraph. Given that small businesses are the backbone of the American economy, there is little to recommend moving and disrupting their lives or those of the residents, especially those most impoverished. The document as a whole is **astoundingly insensitive** to both the culture and the sense of community of current residents of Aydlett and the other small mainland communities.

Page 3-91 The text notes that cumulative effects would be felt on future development irrespective of the bridge. However, this statement while true as far as it goes, does not truly analyze the growth trends resulting specifically from the bridge nor the very nature of what brings folks to the Corolla area. The very wildness and undeveloped quiet of the area is what attracts most visitors and current residents. Many of my family's acquaintances hoped to retire in this area, however, if its very nature is changed, they will no longer be interested.

Page 3-99 Please revise section discussing FHWA. Its policy on cumulative impact and future growth has changed.

Supporting documentation comments

Page 4-27 Second paragraph. Please specifically factor the noise and wetland disruption on tundra swan habitat. MCB 4 and 2 both include their winter habitat. In addition, observed

be cured or even really addressed by the construction of this bridge.

Sincerely yours,

Linda Garczynski
Linda Garczynski
765 Sea Mist Ct.
Corolla, NC 27927

June 4, 2010

cc. Governor Perdue
William Biddlecome, USACE

species include ruddy ducks, as well as those noted. My husband and I have also observed Eagles in the Estuarine Reserve just north of MCB 4. We have also seen rails in this area. In addition, in the last month we have observed pileated woodpeckers there. The removal of habitat of these rare animals is difficult at best to understand.

Page 4-31 Fragmentation of the Maple Swamp wetlands will affect both nesting ducks and wading birds. These species are highly unlikely to walk through a below grade bridge. Your analysis recognizes many of the negative effects on wildlife that will likely occur but says nothing in the conclusions to justify their destruction.

Page 4-33 Traffic noise will especially disrupt the tundra swan and duck populations that arrive in the fall. How is this to be justified?

Although a mention is made of LED lighting no firm commitment to its use occurs. Nor is there a firm commitment to the bike lane.

Page 4-34 Although nesting turtles are not directly impacted by the bridge's presence, the island is very narrow and increased noise and auto lights have been shown to have an impact. Samibel in Florida has regulations in this regard as to street lighting. The street widening of NC 12 does not address this.

Pages 4-37 and 4-38. See previous comments with regard to dredging, turbidity, contaminations and metals persistence.

Page 4-39 There is nothing to address what occurs with dredge spoils after the construction is complete. Do you plan on simply dumping them back in the sound adding to the turbidity and contaminations issues?

Also you state that these are minor and temporary impacts. What leads you to this conclusion?

Page 4-40 Shading and permanent loss of habitat are major issues. You will completely change the aquatic ecosystem in what is already a fragile area. What can mitigate this?

Summary Conclusion

As you can see from these detailed comments, my view is that this was a project conceived in "gogo '90s" by pro-real estate and development factions. I think Governor Perdue would be ill-advised to use scarce state resources, put bond ratings at risk and betray the current Administration's approaches to both environmental justice and smart growth to line the pockets of a few individuals. I think you were given a task of heroic proportions but the simple fact is that the justifications of saving tourist commute time, hurricane evacuations and congestion will not

From: DCBASecy@aol.com (DCBASecy@aol.com)

To: Date: Sun, May 30, 2010 12:42:29 PM

Cc: Subject: Mid-Currituck Bridge Comment Form (not previously attached)

JUN 4 2010

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wender, President Ed Brooks, Vice President Lynne Altberman, Secretary

Board Members - Steve Altberman, Jon Britt, Lisa Newbern, Don Zeiba

Mid-Currituck Bridge Public Comment Form

Name: PATRICIA V AND EDWARD M GILES

Street Address: 1475 Duck Road Apt./Suite # _____

City, State, Zip: Duck NC 27949

(also 17 HEIGHTS RD ANNUNCIAT NY 11030)

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C core up & project team

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or

Leave up to others (with the option A preferred)

B and why?

(seems A is preferred by residents there)

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

- Reverse center lane

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

- Strengths for a bridge
- Study on more widening rt. 12 through Duck - Seaboard

Patricia & Ed

-----Original Message-----
From: Charles Gilmore [<mailto:cgilmore@gwu.edu>]
Sent: Thursday, May 20, 2010 9:26 AM
To: midcurrituck@ncturnpike.org
Subject: bridge

I am writing to support the building of the mid Currituck a bridge option MCB4. I have a home in Duck, NC at 125 Windsurfer Court. The traffic to and from Corolla on weekends during the summer makes travel around Duck impossible at these changeover times. The bridge should significantly reduce the traffic through Duck making the widening of NC 12 unnecessary. This is why I support MCB4.

Charles Gilmore

From: info@ncturnpike.org [<mailto:info@ncturnpike.org>]
Sent: Tuesday, June 01, 2010 8:51 AM
To: midcurrituck@ncturnpike.org
Subject: Comment: Mid-Currituck Bridge

Contact Information

Name: Leslie Gilmore
Address: 5 Kingfisher Trail
City: Southern Shores
State: NC
Zip: 27949
Email: Leslie@LeslieGilmore.com
Comments: We desperately need the mid-Currituck bridge. Build it now.

From: robert.j.glatz [mailto:rjglatz@hotmail.com]
Sent: Tuesday, May 11, 2010 8:51 AM
To: midcurrituck@ncturnpike.org
Subject: comment on mid-currituck bridge project

MCB4 is the only viable alternative

Duck, Southern Shores, and the Wright Memorial Bridge cannot handle the already existing heavy volume associated with development of the northern outer banks in Currituck County and these areas south of the Currituck Outer Banks from a residential and tourist viewpoint would be significantly harmed by any expansion of existing roads.

Selecting MCB4 is a no brainer to those of us south of the Currituck Outer Banks.

Robert J. Glatz

Name: William M. Gleason
Address: 308 N. Dogwood Trail
City: Southern Shores
State: NC
Zip: 27949-3139
Email: w-gleason@hotmail.com

Comments: I am very much in favor of the construction of the mid-Currituck bridge to alleviate traffic congestion on NC 12 and to provide an alternate evacuation route in the event of a hurricane or other natural disaster.

From: Sandy Goldberg [mailto:sgoldberg@ujft.org]

Sent: Monday, April 26, 2010 10:50 AM

To: midcurrituck@ncturnpike.org

Subject: Build the bridge. Double the evacuation routes.

The need for the mid Currituck bridge is striking when you see the traffic on 12 of a normal day in Corolla. It scares me to take my 5 grandchildren to our house near Timbuck II in August, during the beginning of hurricane season. The evacuation route across the new bridge is sorely needed.

Sandy Goldberg

M. 757 286 3920

P. 757 965 6135

F. 757 965 6102

sgoldberg@ujft.org

From: Richard & Debra Gonzalez **To:** Harris, Jennifer **Sent:** Fri Apr 23 08:14:01 2010 **Subject:** Currituck Bridge
Hi Jennifer,

I am owner of a beach house in Corolla. I wanted you to know how much I am looking forward to the currituck cty bridge being built.

This would cut my trip in half. I am willing to pay a toll (within reason) to be able to get to my house without having to go all the way around.

I never go to the house in the summer because of what I have heard about the traffic and how long it takes to get to Corolla.

North Carolina has good roads and this bridge would definitely be a bonus for us.

Please continue the good work in getting this bridge built.

-----Original Message-----
From: Nancy Goodrich [mailto:ngood3@embarqmail.com]
Sent: Tuesday, May 18, 2010 6:33 PM
To: midcurrituck@ncturnpike.org
Subject: The Bridge Project

105 Royal Tern
Sanderling,
Duck, North Carolina

May 18, 2010

Dear Ms. Harris,

Thank you for the recent mailing detailing the three options for the Mid-Currituck Bridge. We have reviewed the material carefully, and would like to register our preference for MCB4, the recommended alternative.

It seems to be the least intrusive into the fragile and very narrow section of the Outer Banks from the Bridge in the north down to Southern Shores.

We appreciate the opportunity to respond on this exceedingly important issue which affects us all who have property in the affected area. We built our Sanderling home 27 years ago as a family gathering place. Over the years it has become a treasured retreat, much loved by three generations of Goodriches. Thus we care a great deal about the Bridge issue, hoping it can be built with as little change to the quiet beach life of the Sanderling community.

Sincerely,
Nancy and George Goodrich
2600 Barracks Road C-9
Charlottesville, Va. 22901

From: Francis J. Gorman [mailto:FJGorman@GandWLaw.com]
Sent: Sunday, May 09, 2010 2:54 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge -- Build It Now

As a long-time vacationer on the Outer Banks of North Carolina, I support the construction of the Mid-Currituck Bridge.

I travel frequently from Maryland to vacation in North Carolina. Over the years, the summer traffic has become very heavy, tending to discourage the trip to North Carolina. The Mid-Currituck Bridge would relieve the congestion by giving those owners and vacationers residing north of Duck a shorter and quicker route to their destination from the north via the Mid-Currituck Bridge rather than the longer and slower route via the Wright Brothers Memorial Bridge, which is way over-capacity during summer weekends.

Moreover, the suggestion of widening the beach road is not a good one -- it would destroy the character of the Outer Banks region.

So please proceed and start building the Mid-Currituck now.

Francis J. Gorman

From: deniz.o.goss [mailto:deniz.o.goss@valley.net]
Sent: Tuesday, June 01, 2010 9:37 PM
To: midcurrituck@ncturnpike.org
Subject: Bridge

AS AN OBX PROPERTY OWNER, I WOULD LIKE TO SUBMIT MY BRIDGE PROPOSAL PREFERENCES..

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why? MY PREFERENCE IS THE MCB4 OPTION.

Question 2: If you prefer MCB3 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? I THINK THAT THE C1 OPTION IS BEST GIVEN THAT NO BUSINESSES OR RESIDENCES WILL

NEED TO BE PHYSICALLY MOVED OR REMOVED.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why? MY PREFERENCE IS OPTION B AS IT WILL LIKELY BE SUBSTANTIALLY LESS EXPENSIVE

AND

WILL NOT ADD TO THE ALREADY IMPRESSIVE TRAFFIC AT THE 158 TOLL PLAZA.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? MY PREFERENCE IS TO REVERSE THE CENTER LANE FOR HURRICAN EVACUATION.

Question 5: N/A

IN CONCLUSION, I AM STRONG SUPPORTER OF THE BRIDGE AND AM ANXIOUS TO SEE IT COME

TO FRUITION. OF COURSE, I WOULD LIKE TO SEE IT HAPPEN WITH THE LEAST ENVIRONMENTAL

AND COMMUNITY IMPACT POSSIBLE.

THANK YOU,

DENIZ GOSS

Mid Currituck Bridge DEIS Comments--John Grattan May 19, 2010

It is a pleasure to be able to testify today and I thank the Federal Highway Administration and the North Carolina Turnpike Authority for coming to Corolla to let us offer our opinions in person. It was also very gracious for those organizations to host an open house prior to this public hearing.

Let me introduce myself. My name is John Grattan and I live about four miles down the road at 740 Mariner Drive Corolla, less than a quarter mile from proposed Mid Currituck Bridge Terminus C2.

My wife and I moved here from California three years ago. In California I was an energy and environmental attorney. I also had served in State Government as an Assistant Secretary of the Resources Agency and also as an Assistant Secretary to the Business and Transportation Agency. I also was a State Coastal Commissioner. In those various capacities I either helped write, edited, provided legal adequacy review, challenged or defended literally hundreds of EIS's or EIR's (the California equivalent of EIS's). This is not my first rodeo.

At the outset let me say that I have a great deal of respect for the credentials and professionalism of those that have contributed to this DEIS on the proposed Mid Currituck Bridge and attendant road improvements. With a few important exceptions, on which I will later provide written comments this professionalism shows in the sections of the DEIS which address the direct impacts of the proposed Mid Currituck Bridge in its discussed alternative forms.

However this is somewhat akin to saying "Other than that, how was the play, Mrs. Lincoln?" You see the direct impacts of the Bridge itself are pretty straight forward, avoid the wetlands in Maple Swamp, don't mess with the little Aydlett Community, minimize the visual and noise impacts, avoid the ridiculous ER option and there you have it. **The real issues are the Indirect and Cumulative impacts, the Growth Inducing impacts, if you will. Those impacts will be significant and will be felt in the Corolla and Carova Communities. In that regard this Draft EIS is fatally flawed and legally insufficient.**

Just to give an idea of the total lack of focus on the most important issue associated with the proposed Bridge, the DEIS in the all important Chapter Three spends 81 pages discussing the direct impacts of the Bridge and the associated road widenings. It spends a grand total of 18 in discussing the Indirect and Cumulative Impacts, the bulk of which address the new businesses which will relocate to the I 58-Bridge approach on the Mainland. This leaves about 10 pages devoted to the impacts on the Outer Banks-- Corolla-Carova, right here. To use a biblical expression, this DEIS "strains at gnats and swallows camels."

I will enter detailed, page by page written comments on behalf of myself and members of the community tonight and reserve the right to supplement and extend these before the end of the comment period June 7th. Let me point out a few of the major problems with this DEIS and its total whitewashing of the Indirect and Cumulative Impacts.

Increased Growth in the Currituck County Outer Banks

The first issue is the Bridge induced growth that will occur in the Currituck County Outer Banks. The DEIS is legally inadequate in that it fails to quantify and consequently does not recommend mitigation for the substantial adverse impacts associated with this Bridge induced growth. The DEIS states at p. 3-88 that:

"The introduction of a Mid Currituck Bridge... would substantially reduce travel time from points North of the Mainland to the Currituck County Outer Banks. As such the order on which available lots on the NC 12 accessible Outer Banks would develop in response to market demands would likely change with more Currituck County lots developing before Dare County lots."

I submit to you that this statement acknowledges a potentially substantial adverse impact as a result of Mid Currituck Bridge Construction. One only needs to compare the nature and degree of development at the locations nearest to the existing Wright Brothers Memorial Bridge at Kitty Hawk with that which we saw our trip out here to Corolla. Kitty Hawk is a cluttered, unaesthetic, quasi-urban environment. This is not the case for the Currituck County Outer Banks. The setting here is relatively undeveloped, largely aesthetically pleasing, and not overrun with commercial development.

The Bridge will change all of this.

The DEIS attempts to paper over this failure to acknowledge a clearly substantial adverse environmental impact with statements such as is found on p. 3-89 that the area is "largely developed". Nowhere is there any quantification or other support for this conclusion. The DEIS also states, also on p. 3-89 that, "The types of development called for in the land use plans of Currituck County, Kitty Hawk, Southern Shores and Duck are similar" Nowhere is there a justification for this conclusory and misleading statement.

The DEIS also states at p. 3-89 that

"Current development regulations and past trends associated with implementation of these (land use) plans are indicative of the local jurisdictions' commitment to implement these plans as they stand."

Nowhere is there an analysis or justification for this statement. I might add that this has not been the experience of many of the citizens here who have had land use issues before the Currituck County Board of Commissioners. In fact just this Monday (May 17) the Board of Commissioners approved a Special Use Permit for a 12.75 multi-family, hotel, restaurant and retail stores development in an Oceanside area designated as Natural

Heritage. This was in clear violation of the County Land Use Plan and consequently its Uniform Development Ordinance, and was done in the face of the County Planning Commission's recommendation to deny the permit.

The DEIS repeatedly states but never justifies or quantifies its conclusion that the Currituck County Outer Banks is "built out". It is not built out. Myrtle Beach is built out. Even a casual observer could notice the open space in the Currituck County Outer Banks. This will be targeted for development if the proposed Bridge is allowed to be built.

Thus the DEIS has indentified, even though it does not acknowledge it, a potentially significant environmental impact, namely Bridge induced development in the Currituck County Outer Banks (Corolla). Having done so it has an obligation under the National Environmental Policy Act (NEPA) and the North Carolina Environmental Policy Act (SEPA) to first adequately analyze the type of these impacts and to recommend feasible mitigation measures. It does neither.

The DEIS Ignores the Potential for Project Induced Vacation Rental Growth

For instance in attempting to analyze the types of indirect impacts the DEIR on p. 3-86 through p. 3-88 looks at two possibilities, increase in the number of permanent residents, and increase in the number of day trips. **It totally ignores the potential for increasing numbers of the current dominant use, the one and two week vacation rentals.**

In its attempt to analyze the possibility of increased number of day trips induced by the Bridge the DEIS in effect dismisses this possibility. It reaches this conclusion because of a number of errors. It uses for the baseline travel time reduction from the Hampton Roads area a decrease from 156 to 80 minutes (nearly an hour and a half) *during the non congested hours*. (p.3-88), and cites this as not enough of time savings to encourage more trips. First the savings of one and a half hours is for most people a significant time savings, one that would certainly encourage vacation trips and more daytrips. Second, since Chapter 1 stresses the project's purpose and need to be the reduction of travel time and congested hours, a more fair baseline to calculate the potential for increased day trips should be *during congested hours*, in which case the time savings and resultant trip inducement would be even more.

The DEIS Ignores the Potential for Project Induced Increase in Day Trips

Further the DEIR cites as fact that day trips to the Currituck County Outer Banks will not result in more than "some potential for increased day trips" (p.3-84) because of "the closer and , comparable options in Virginia" (presumably Virginia Beach). With all due respect to our good neighbors in Virginia Beach, **the only conclusion a reasonable person could make is that the author of that statement has never been to either Virginia Beach or the Currituck County Outer Banks. There is no comparison. Virginia Beach is an urban experience. The Currituck County Outer Banks currently is not. This, of course, will change if the Bridge is allowed to be built.**

The DEIS states that the lack of beach access, parking and amenities here will limit new visitors, particularly in comparison with Virginia Beach. The DEIS has got it backwards. Lack of parking, access and amenities are not currently discouraging day trips, which are increasing. A check with the Sheriff's Department or the Corolla Wild Horse Fund would confirm this. What the DEIS should have acknowledged is that the proposed Bridge will increase an already significant burden as result of day trippers, and it should have, therefore, recommended mitigation that includes erection of these visitor serving facilities and provision of increased public access.

Had the DEIS fairly analyzed the potential impacts from greatly increased numbers of vacationers and day trippers, and had its analysts visited here recently, they would have noticed the remarkable erosion of the dunes due to the two major nor'easters of the past winter. These dunes are vital to wildlife resources and to protection of residences. The bridge generated increased visitors would significantly impact this already troubled resource.

The Impact of Increased Development in and Day Trips to the Off Road Area (Carova) and Resultant Substantial Adverse Impacts on the National Wildlife Refuge, the National Estuarine Reserve and the Wild Horse Herd Are Not Addressed.

The next major inadequacy of this DEIS is its clearly erroneous conclusion with respect to the development and increased numbers of day trippers that the Bridge will induce in the roadless area.

With respect to permanent development, the DEIS concludes at p.3-90 that there will be "...no reasonably foreseeable change in the location, rate or type of development." It further states that the "...lack of accessibility both makes it attractive and helps limit development." These two statements totally ignore the nearly one and a half hours in time saving (during the uncongested hours) from Hampton Roads that the Bridge will result in. **The Bridge will substantially affect that very inaccessibility that the DEIS cites as the reason that development will not increase.**

Perhaps the most egregious lapse in the DEIS is its total failure to acknowledge the significant increase in day trippers that the bridge will bring to the road less area and the irreversible impacts this will have on resources that are already undergoing significant stress. The DEIS at p. 3-88 does acknowledge some increase in day trips to the road less area, but dismisses any potential for significance ("...the number of increased trips is not expected to be notable."). One of the reasons cited is the fact that "This is a specialized type of beach experience that would require a four wheel drive vehicle." Did the drafter of this statement ever pause to consider that widespread use and availability of four wheel drive vehicles? It is not as if they are rare. The DEIS also mentions lack of bathroom facilities in concluding that:

“There is no evidence that there is a significant unrealized demand for this form of rustic beach trip.”

Let’s look at some of the fallacies involved in these conclusions. First the DEIS never even looks at the existing numbers of day trippers to the road less areas. It never bothered to establish a baseline. If it had, by checking with the Sheriff’s Department, the Beach Marshall, or the Corolla Wild Horse Fund, it would have found that the amount of day trippers in the summer season far exceed the area’s capacity. It is no longer the “rustic” experience so blithely cited in the DEIS. Further research would have shown that the numbers are increasing each season. The major reason for this increase is the closing of the Hatteras National Seashore to four wheel traffic, and that much of this traffic now goes to the Carova road less area.

Additional research would show that even the current levels of traffic are adversely affecting the continued health and viability of the Wild Horse Herd. Harmful interactions of visitors with the Wild Horses are occurring on an almost daily basis in the summer. The significant additional day trips which the Bridge will induce will exacerbate this condition. The Non Road Area has been designated a Wild Horse Sanctuary. Legislation which would declare the Outer Banks Wild Horse to be the State Horse is pending in the North Carolina State House. The DEIS itself in Table 3-17 lists the Wild Horses as a “Notable Eco-System Feature”. Its total failure to take into account the potential significant damage to an already threatened resource as a result of significantly increased day trips induced by the proposed Bridge is unfathomable.

The road less area is also home to the Currituck Banks National Estuarine Reserve and the Currituck National Wildlife Refuge. These are in turn home to the Maritime Forest (which the DEIS also lists at Table 3-17 as a “Notable Eco-System Feature) and several important fish and wildlife species. The DEIS does not address the potential damage to these resources that will result from the traffic induced by the proposed Bridge.

The dune system is also listed as a “Notable Eco-System Feature in Table 3-17. Nowhere in the DEIS is any there mention of the potential damage to this resource resulting from increased Bridge induced traffic. It the DEIS had addressed this it would have noted that the two major Nor’ easters of the Winter of 2009-2010 have severely eroded both the shoreline and the dunes. The four wheel drive vehicles have less beach to travel on and are now traversing and further eroding the dunes. The dunes protect property and are home to wildlife species the additional traffic induced by the proposed Bridge will further contribute to the erosion of the dunes in the road less area.

The Proposed Bridge Will Not Just Alter the Patterns of Growth in the Outer Banks, It Will Result in Increased Overall Growth.

As I have noted above, the DEIS states that the Bridge will shift the rate and pattern of development from Dare County to the Currituck County Outer Banks. I have stated early that this in itself is a substantial adverse environmental impact which needs to be addressed and mitigated for. However the DEIS’s conclusion that it will not affect

growth only the rate and pattern is not supported by any evidence and, in fact, is counter intuitive. The discussion in Chapter One shows that the Bridge will significantly alleviate congestion and travel time on Routes 158 and 12. This will improve the ease of access to the entire Outer Banks, including Dare County and will result subsequent growth on this barrier island. Growth on this Barrier Island is not the zero sum game the DEIS seems to think.

If the Bridge would merely relocate growth from Dare County to the Currituck County Outer Banks one would anticipate opposition to the proposed Bridge from entities such as the Dare County Chamber of Commerce and the Dare County Board of Realtors. I believe the opposite is the case.

Conclusion

There is one statement in the DEIS that sums up its totally misconceived focus and conclusion and its subsequent failure to recommend mitigation for obviously substantial and significant environmental impacts. On P. 3-89 the DEIS states, “...Transportation improvements have little effect on the demand for and rate of development.” This statement contradicts decades of land use and transportation experience, as well as Federal and North Carolina case law. No wonder this entire DEIS fails the “Red Face Test”.

I leave you with this conclusion:

The DEIS is fatally flawed and legally inadequate because of its total failure to identify and mitigate for the Substantial Adverse Indirect and Cumulative Impacts resulting from the growth inducement caused by the Bridge.

This central inadequacy cannot be corrected by publication of a revised Final EIS. The DEIS must be withdrawn and a totally reconsidered and rewritten Draft EIS re-noticed and recalculated.

Thank you for the opportunity to comment.

John Gratian

May 26, 2010



Ms Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1587

Re: Mid Currituck Bridge Draft EIS Comments

Dear Ms. Harris:

I previously submitted initial comments in writing (and an oral summary) at the Public Meeting on the DEIS held at the Wildlife Center in Corolla on May 19, 2010. It that meeting I reserved the right to supplement those comments prior to the close of the comment period. I have done so below. In order that you might see my DEIS comments in their entirety I have begun these comments with the comments I gave on May 19. The North Carolina Turnpike Authority and the Federal Highway Administration need only respond to these conjoined comments herein.

Mid Currituck Bridge May 19 DEIS Comments—John Grattan

It is a pleasure to be able to testify today and I thank the Federal Highway Administration and the North Carolina Turnpike Authority for coming to Corolla to let us offer our opinions in person. It was also very gracious for those organizations to host an open house prior to this public hearing.

Let me introduce myself. My name is John Grattan and I live about four miles down the road at 740 Mariner Drive Corolla, less than a quarter mile from proposed Mid Currituck Bridge Terminus C2.

My wife and I moved here from California three years ago. In California I was an energy and environmental attorney. I also had served in State Government as an Assistant Secretary of the Resources Agency and also as an Assistant Secretary to the Business and Transportation Agency. I also was a State Coastal Commissioner. In those various capacities I either helped write, edited, provided legal adequacy review, challenged or defended literally hundreds of EIS's or EIR's (the California equivalent of EIS's). This is not my first rodeo.

At the outset let me say that I have a great deal of respect for the credentials and professionalism of those that have contributed to this DEIS on the proposed Mid Currituck Bridge and attendant road improvements. With a few important exceptions, on which I will later provide written comments this professionalism shows in the sections of

the DEIS which address the direct impacts of the proposed Mid Currituck Bridge in its discussed alternative forms.

However this is somewhat akin to saying "Other than that, how was the play, Mrs. Lincoln?" You see the direct impacts of the Bridge itself are pretty straight forward, avoid the wetlands in Maple Swamp, don't mess with the little Aydlett Community, minimize the visual and noise impacts, avoid the ridiculous ER option and there you have it. **The real issues are the Indirect and Cumulative impacts, the Growth Inducing impacts, if you will. Those impacts will be significant and will be felt in the Corolla and Carova Communities. In that regard this Draft EIS is fatally flawed and legally insufficient.**

Just to give an idea of the total lack of focus on the most important issue associated with the proposed Bridge, the DEIS in the all important Chapter Three spends 81 pages discussing the direct impacts of the Bridge and the associated road widenings. It spends a grand total of 18 pages in discussing the Indirect and Cumulative Impacts, the bulk of which address the new businesses which will relocate to the 158-Bridge approach on the Mainland. This leaves about 10 pages devoted to the impacts on the Outer Banks—Corolla-Carova, right here. To use a biblical expression, this DEIS "strains at gnats and swallows camels."

I will enter detailed, page by page written comments on behalf of myself and members of the community tonight and reserve the right to supplement and extend these before the end of the comment period June 7th. Let me point out a few of the major problems with this DEIS and its total whitewashing of the Indirect and Cumulative Impacts.

Increased Growth in the Currituck County Outer Banks

The first issue is the Bridge induced growth that will occur in the Currituck County Outer Banks. The DEIS is legally inadequate in that it fails to quantify and consequently does not recommend mitigation for the substantial adverse impacts associated with this Bridge induced growth. The DEIS states at p. 3-88 that:

"The introduction of a Mid Currituck Bridge... would substantially reduce travel time from points North of the Mainland to the Currituck County Outer Banks. As such the order on which available lots on the NC 12 accessible Outer Banks would develop in response to market demands would likely change with more Currituck County lots developing before Dare County lots."

I submit to you that this statement acknowledges a potentially substantial adverse impact as a result of Mid Currituck Bridge Construction. One only needs to compare the nature and degree of development at the locations nearest to the existing Wright Brothers Memorial Bridge at Kitty Hawk with that which we saw out your trip out here to Corolla, Kitty Hawk is a cluttered, unaesthetic, quasi-urban environment. This is not the case for the Currituck County Outer Banks. The setting here is relatively undeveloped, largely aesthetically pleasing, and not overrun with commercial development.

The Bridge will change all of this.

The DEIS attempts to paper over this failure to acknowledge a clearly substantial adverse environmental impact with statements such as is found on p. 3-89 that the area is "largely developed". Nowhere is there any quantification or other support for this conclusion. The DEIS also states, also on p. 3-89 that, "The types of development called for in the land use plans of Currituck County, Kitty Hawk, Southern Shores and Duck are similar". Nowhere is there a justification for this conclusory and misleading statement.

The DEIS also states at p. 3-89 that

"Current development regulations and past trends associated with implementation of these (land use) plans are indicative of the local jurisdictions' commitment to implement these plans as they stand."

Nowhere is there an analysis or justification for this statement. I might add that this has not been the experience of many of the citizens here who have had land use issues before the Currituck County Board of Commissioners. In fact just this Monday (May 17) the Board of Commissioners approved a Special Use Permit for a 12.75 multi-family, hotel, restaurant and retail stores development in an Ocean-side area designated as Natural Heritage. This was in clear violation of the County Land Use Plan and consequently its Uniform Development Ordinance, and was done in the face of the County Planning Board's recommendation to deny the permit.

The DEIS repeatedly states but never justifies or quantifies its conclusion that the Currituck County Outer Banks is "built out". It is not built out. Myrtle Beach is built out. Even a casual observer could notice the open space in the Currituck County Outer Banks. This will be targeted for development if the proposed Bridge is allowed to be built.

Thus the DEIS has identified, even though it does not acknowledge it, a potentially significant environmental impact, namely Bridge induced development in the Currituck County Outer Banks (Corolla). Having done so it has an obligation under the National Environmental Policy Act (NEPA) and the North Carolina Environmental Policy Act (SEPA) to first adequately analyze the type of these impacts and then to recommend feasible mitigation measures. It does neither.

The DEIS Ignores the Potential for Project Induced Vacation Rental Growth

For instance in attempting to analyze the types of indirect impacts the DEIR on p. 3-86 through p. 3-88 looks at two possibilities, increase in the number of permanent residents, and increase in the number of day trips. It totally ignores the potential for increasing numbers of the current dominant use, the one and two week vacation rentals.

In its attempt to analyze the possibility of increased number of day trips induced by the Bridge the DEIS in effect dismisses this possibility. It reaches this conclusion because of a number of errors. It uses for the baseline travel time reduction from the Hampton Roads area a decrease from 156 to 80 minutes (nearly an hour and a half) *during the non congested hours*. (p.3-88), and cites this as not enough of time savings to encourage more trips. First the savings of one and a half hours is for most people a significant time savings, one that would certainly encourage vacation trips and more daytrips. Second, since Chapter 1 stresses the project's purpose and need to be the reduction of travel time and congested hours, a more fair baseline to calculate the potential for increased day trips should be *during congested hours*, in which case the time savings and resultant trip inducement would be even more.

The DEIS Ignores the Potential for Project Induced Increase in Day Trips

Further the DEIR cites as fact that day trips to the Currituck County Outer Banks will not result in more than "some potential for increased day trips" (p.3-84) because of "the closer and, comparable options in Virginia" (presumably Virginia Beach). With all due respect to our good neighbors in Virginia Beach, the only conclusion a reasonable person could make is that the author of that statement has never been to either Virginia Beach or the Currituck County Outer Banks. There is no comparison. Virginia Beach is an urban experience. The Currituck County Outer Banks currently is not. This, of course, will change if the Bridge is allowed to be built.

The DEIS states that the lack of beach access, parking and amenities here will limit new visitors, particularly in comparison with Virginia Beach. The DEIS has got it backwards. Lack of parking, access and amenities are not currently discouraging day trips, which are increasing. A check with the Sheriff's Department or the Corolla Wild Horse Fund would confirm this. What the DEIS should have acknowledged is that the proposed Bridge will increase an already significant burden as result of day trippers, and it should have, therefore, recommended mitigation that includes erection of these visitor serving facilities and provision of increased public access.

Had the DEIS fairly analyzed the potential impacts from greatly increased numbers of vacationers and day trippers, and had its analysts visited here recently, they would have noticed the remarkable erosion of the dunes due to the two major nor'easters of the past winter. These dunes are vital to wildlife resources and to protection of residences. The bridge generated increased visitors would significantly impact this already troubled resource.

The Impact of Increased Development in and Day Trips to the Off Road Area (Carova) and Resultant Substantial Adverse Impacts on the National Wildlife Refuge, the National Estuarine Reserve and the Wild Horse Herd Are Not Addressed.

The next major inadequacy of this DEIS is its clearly erroneous conclusion with respect to the development and increased numbers of day trippers that the Bridge will induce in the Roadless Area.

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"There is no evidence that there is a significant unrealized demand for this form of rustic beach trip."

Let's look at some of the fallacies involved in these conclusions. First the DEIS never even looks at the existing numbers of day trippers to the road less areas. It never bothered to establish a baseline. If it had, by checking with the Sheriff's Department, the Bench Marshall, or the Corolla Wild Horse Fund, it would have found that the amount of day trippers in the summer season far exceed the area's capacity. It is no longer the "rustic" experience so blithely cited in the DEIS. Further research would have shown that the numbers are increasing each season. The major reason for this increase is the closing of the Hatteras National Seashore to four wheel traffic, and that much of this traffic now goes to the Carova road less area.

Additional research would show that even the current levels of traffic are adversely affecting the continued health and viability of the Wild Horse Herd. Harmful interactions of visitors with the Wild Horses are occurring on an almost daily basis in the summer. The significant additional day trips which the Bridge will induce will exacerbate this condition. The Non Road Area has been designated a Wild Horse Sanctuary. Legislation which would declare the Outer Banks Wild Horse to be the State Horse is pending in the North Carolina State House. The DEIS itself in Table 3-17 lists the Wild Horses as a "Notable Eco-System Feature". Its total failure to take into account the potential significant damage to an already threatened resource as a result of significantly increased day trips induced by the proposed Bridge is unfathomable.

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The Proposed Bridge Will Not Just Alter the Patterns of Growth in the Outer Banks, It Will Result in Increased Overall Growth.

As I have noted above, the DEIS states that the Bridge will shift the rate and pattern of development from Dare County to the Currituck County Outer Banks. I have stated early that this in itself is a substantial adverse environmental impact which needs to be addressed and mitigated for. However the DEIS's conclusion that it will not affect growth only the rate and pattern is not supported by any evidence and, in fact, is counter intuitive. The discussion in Chapter One shows that the Bridge will significantly alleviate congestion and travel time on Routes 158 and 12. This will improve the ease of access to the entire Outer Banks, including Dare County and will result subsequent growth on this barrier island. Growth on this Barrier Island is not the zero sum game the DEIS seems to think.

If the Bridge would merely relocate growth from Dare County to the Currituck County Outer Banks one would anticipate opposition to the proposed Bridge from entities such as the Dare County Chamber of Commerce and the Dare County Board of Realtors. I believe the opposite is the case.

Conclusion

There is one statement in the DEIS that sums up its totally misconceived focus and conclusion and its subsequent failure to recommend mitigation for obviously substantial and significant environmental impacts. On P. 3-89 the DEIS states, "...Transportation improvements have little effect on the demand for and rate of development." This statement contradicts decades of land use and transportation experience, as well as Federal and North Carolina case law. No wonder this entire DEIS fails the "Red Face Test".

I leave you with this conclusion:

The DEIS is fatally flawed and legally inadequate because of its total failure to identify and mitigate for the Substantial Adverse Indirect and Cumulative Impacts resulting from the growth inducement caused by the Bridge.

This central inadequacy cannot be corrected by publication of a revised Final EIS. The DEIS must be withdrawn and a totally reconsidered and rewritten Draft EIS re-noticed and recirculated.

Thank you for the opportunity to comment.

John Grattan

Supplemental Comments

The DEIS Ignores Potential Harm to the Threatened Piping Plover (*Charadrius melodus*).

Table 3-13 of the DEIS lists the Piping Plover (*Charadrius melodus*) as a Federally Protected Species found in the Project Area. The DEIS erroneously concludes that the Project (Options MCB 2 and MCB 4) "May affect but is not likely to adversely affect" that Threatened Species.

The Piping Plover nests in the dunes of the Currituck County Outer Banks such as those found in the Roadless Area. The increased Bridge induced day tripper traffic to this area will result in serious harm to this nesting grounds. As noted above the record winter storms of 2009-2010 have both significantly eroded the dunes and decreased the beach area that can be ridden on. This is bringing four wheeled riders up to and on the dunes. This factor is totally ignored in the DEIS. The DEIS's conclusion that the Project is not likely to adversely affect the Threatened Piping Plover is incorrect.

The DEIS Erroneously Concludes That The Project (MCB 2 and MCB 4) Is Unlikely to Affect Crime Rates.

The DEIS states at P. 3-17 that:

"Crime rates are not expected to increase with any of the detailed study alternatives including MCB 2 and MCB 4."

It cites as a rationale for this conclusion that:

"None of the detailed study alternatives would introduce new population or activities in the project area or affect existing patterns of land use or human activity". (P. 3-18).

It states in more detail that:

"The **uncongested** (emphasis added) travel time between Norfolk Virginia to **Kitty Hawk** (emphasis also added) (the nearest point on the Outer Banks) is approximately 103 minutes. With the Mid Currituck Bridge the **uncongested** (emphasis added) travel time from Norfolk to **Corolla** (emphasis added) (the new nearest point on the Outer Banks) would be 80 minutes, as 23 minute savings." (P. 3-18)

The DEIS then assumes that the 23 minute travel time savings would not increase the likelihood that criminals would target crime in the area.

This analysis and the conclusion that the Project would not introduce new populations or activities in the Project Area are flawed for the following reasons:

The analysis is based only on what appears to be planned criminal activity. It ignores crimes such as vandalism and alcohol or recreational drug related behavior. These are exactly the types of crimes that will result from the increased day trips that the Bridge will induce.

The stated 23 minutes time savings is based upon *uncongested* times. Since a major project purpose is to relieve congested travel times, a fair analysis would base its conclusions on *congested* time savings.

The 23 minute time savings are based on travel times to Kitty Hawk (without the Bridge) and to Corolla (with the Bridge). An honest analysis would compare travel times to Corolla in both instances. This would result in uncongested time savings of over an hour, certainly more than enough to "introduce new population or activities in the project area"

The DEIS's Treatment of Noise Impacts is Inadequate

The DEIS purports to address project related noise impacts in Section 3.4.1. It seems to identify, depending on the option selected, approximately 400 sensitive receptors (residences) most of them in the Currituck County Outer Bank and some of them on the Mainland for which the Project would exceed Federal Noise Abatement Criteria. Nowhere does the discussion indicate a specific decibel level and nowhere does the discussion address in layman's terms what the Project's noise levels would be equivalent to at what distance.

The DEIS has identified what is clearly a potentially significant noise impact. What it does not do is recommend adequate mitigation for the impact. It leaves the extent and effect of the mitigation measures for future decision. This is not what was intended by the National Environmental Policy Act.

The DEIS Does Not Adequately Address the Trade Offs Between Local Short Term Uses of Man's Environment and the Maintenance of Long Term Productivity.

The Project (MCB 2 or MCB 4) proposes to expend approximately \$800,000,000 to build a new bridge to a Barrier Island to relieve peak congestion on 26 days (13 weekends) a year. If ever a project deserved to have the "short term uses of man's environment"

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: FRAN GREEN
 Street Address: 750 Waters Edge Apt./Suite No. _____
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list. on list already

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

Do you prefer the ER2, MCB2, (MCB4) or the No-Build Alternative and why?

will help unite the County - will help w. vocations & will getting to Tidewater VA for services & shopping -

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C1) or C2 and why?

C2 is already a congested area - would be better using an area that does not have as much pedestrian traffic as is around Timber II

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer the option that keeps Oysterett Rd & People Swamp as they are, as much as possible.

balanced against "the maintenance of long term productivity" as required by the National Environmental Policy Act, it is this one.

What we get, however, in Section 3.7 is two paragraphs of boilerplate discussing travel time improvements and compatibility with Dare and Currituck County Plans. The Proposed Project raises more significant issues than that and the decision makers and the public deserve a thoughtful, detailed and honest discussion of the tradeoffs involved.

The DEIS Does Not Adequately Address The Irreversible and Irrecoverable Commitment of Resources Occasioned by the Project.

The National Environmental Policy Act requires the DEIS to evaluate the "irreversible and irretrievable commitment of resources" associated with a project. The project will induce significant numbers of additional visitors and attendant growth. It could substantially increase the current carbon footprint of Currituck County Outer Banks. In order to adequately address this mandate of NEPA, the DEIS in Section 3.8 needs to do a life cycle analysis and comparison of Greenhouse Gas Emissions with and without the Project.

As noted earlier, the Project proposed to expend over \$800,000,000 in public and private funds to build a bridge (and associated highway improvement) to a Barrier Island to relieve congestion occurring on 26 days a year. This, particularly in these economically troubled times, represents an irreversible and irretrievable commitment of resources. This also needs to be addressed in Section 3.8.

Conclusion

As stated in my comments on May 19th, the DEIS is fatally flawed and legally inadequate. The depth and breadth of this inadequacy is so great that it cannot be cured in a Final EIS. The DEIS needs to be withdrawn, redrafted, reissued and recirculated.

Thank you for the opportunity to comment.

John Grattan
 740 Mariner Drive
 Corolla, NC 27927
 (jgrattan427@yahoo.com)

Subject: New Bridge
Date: Friday, June 11, 2010 5:31 PM
From: Joan Green <jgreen001@hvc.rr.com>
To: <midcurrituck@ncturnpike.org>

Hi,

I live in NY but own a home in Corolla. Even though a new bridge would shorten my long trip by an hour, I'm totally against the building of one. First of all it makes no sense economically. Although estimated at 600 million one only has to be aware of many other projects this size that doubled in cost before being finished. It is unsettling to have a foreign country, in this case Spain, build and manage a bridge in the US. What if they go bankrupt (European economy is looking very weak right now) in the middle of it? Who is going to finish the bridge or can afford to take on a \$600 million plus project that is used only three months of the year.

My second reason is the fragility of the Outer Banks especially the Corolla area. Much of Currituck County comes from the somewhat uncluttered beautiful beaches and relaxed comfortable atmosphere of the OBX. Build a bridge and yes they will come but soon the outer banks will be just like any other crowded beach in NJ, DE, or SC and people will stop coming. Crime will rise and so will the ensuing problems that come with it.

I believe a turning lane in Duck would do much to alleviate the traffic we have for only 3 months out of the year.

Please do not build the bridge.

Thank you.

Joan Green

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

add 3rd outbound lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I worry about impact on wild horses if transport development follows - they are on NC treasure & a strong tourist attractor.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

I think it is essential the signage stress that the bridge is for travelers to Northern Bloopers only - Corolla, Currituck. We have mixed feelings about the bridge - if it comes OK, if not OK - there are many pros + cons each way.

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: Kenneth Greenwood [mailto:mlgreenwood1@juno.com]
Sent: Friday, May 14, 2010 8:04 PM
To: jennifer.harris@ncturnpike.org; midcurrituck@ncturnpike.org
Subject: Comment on Mid-Currituck Bridge Project

Looking at the maps in the brochure that we received in the mail we must concur that MCB4 as recommended in the Draft EIS is the correct choice. The Banx needs a 3rd bridge to keep traffic moving efficiently in Hurricane Evacuation. It doesn't make sense that thousands of visitors up in the Corolla area must drive 40 miles to reach a point on 158 that could be reached by a bridge. Nor does it make sense to drive an additional 40 miles to get to the same point on 12 that can be reached by a bridge to begin ones vacation. We seem inclined that people must die in this country before transportation issues get resolved. Lets not let this happen in NC on the Banx.

sincerely,

Ken & Melva Greenwood

*73 Gravey Pond Lane
Southern Shores, NC 27949
PH 252-261-6563 / cell 252-489-0166*

----- Original Message -----
From: Owen Griffin <owengriffin@gmail.com>
To: Harris, Jennifer
Sent: Wed Apr 21 21:40:27 2010
Subject: Please build the bridge!!

Thanks for all your work. I own a home in Monterey Shores in Corolla. I will pay any toll required.

Grinnan

From: "Grinnan" <sounddogs106@charter.net>
To: <midcurrituck@ncturnpike.org>
Sent: Wednesday, May 26, 2010 7:04 PM
Subject: mid-currituck bridge study

To: Ms. Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27688-1578
Dear Ms. Harris:

I want to thank you and others with the NC Turnpike Authority for the preparation of the excellent displays and information about the Mid Currituck Bridge Study made available at the recent open house and public hearings on the outer banks May 18, 19, & 20th.

I am George L. B. Grinnan, MD a retired cardiothoracic surgeon, currently a permanent resident at 106 Quail Way Duck NC 27946.

I have had a home in Duck since 1984 and previously lived in VA Beach which was close enough for a commute for family vacations to the outer banks, and have watched the growth and development and the increased traffic on hwy 12 that is magnified during change over weekends for tourists during summer vacations. However, bottlenecks and delays occur at other times on Rainey days or when strong surf results in beach closure forcing people to take to the roadways heading into the local villages for entertainment and shopping.

We desperately need this bridge to provide another avenue of exit from these barrier islands in the event of hurricanes that force evacuation of the tourists from their rental homes.

In addition, in the event of medical emergencies in the Duck community and to the north, long delays due to the extended length of travel and time to expert care could result in loss of life. These times of travel are significantly increased if emergencies occur during the heavy traffic times as previously outlined. The loss of life not only will occur with the elderly suffering a major heart attack but to the young and otherwise healthy children involved in trauma or accidents in the ocean.

Permanent residents in the Corolla area are now forced to have their children bussed to the Dare county schools or be driven by their family to schools in the Currituck mainland, resulting in extended times on the road and increased expense. The new bridge would benefit these children tremendously.

Workers living on the Currituck mainland would benefit enormously saving time and money because of the shorter commute, which also applies to residents in the Corolla area with jobs on the mainland.

I know we can not please everyone but we need to look at the positive and the benefits to the largest number of individuals. We desperately need this bridge.

Sincerely,

George Grinnan

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: George L.B. GRINNAN
 Street Address: 106 QUAIL WAY Apt./Suite No: _____
 City, State, Zip: Duck, N.C. 27949

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2 (MCB4) or the No-Build Alternative and why?
Remove turn over traffic to northern outsbanks on weekends that make travel up down Duck Rd. almost impossible.
hurricane evacuation
eliminate cost of sending children to school in DARE county

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C) or C2 and why?
Less impact on local community of Aydlett

If you prefer MCB2 or MCB4, do you prefer mainland approach road design (Option A or B and why)?
Faster & easier mode of travel

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 156 or reversing the center turn lane during an evacuation and why?

third outboard evacuation lane. Safer.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
16' CAROLINA SKIFF 252 261 1921
do not need to have a high bridge.
Keep it similar to WRIGHT MEMORIAL BRIDGE

Additional comments:

outline of purpose & need for project highlights the importance of moving forward with this plan & MCB4 using C1 - Option A in addition connecting outer banks with mainland for about a less cost for movement of school children, emergency fire & medical services, easier supply of water

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Subject: Mid Currituck Bridge
Date: Friday, June 4, 2010 10:52 AM
From: Jeffrey Gutzman <JeffreyGutzman@SPARROWORG>
To: <midcurrituck@nturnpike.org>
Cc: Renee Gutzman <RCGutzman@landolakes.com>

Ms Jennifer Harris,
This e-mail is to voice my support for the Mid-Currituck Bridge and alternative MCB4. I am a property owner in the Northern Beaches (Carova) and feel this bridge is necessary and long overdue. This will shorten our commute (we travel from Michigan every year) time and, in the case of a hurricane, allow a quicker evacuation route.

In addition, I think this would increase tourism to the area and increase the property values for both homeowners and vacant land owners.

Thanks for your attention to this e-mail.

Jeff Gutzman
6711 Highland Drive
Laingsburg, MI 48848

From: Deargus@aol.com
To: Harris, Jennifer
Sent: Mon May 10 15:06:43 2010
Subject: Mid Currituck Sound Bridge

I have lived in Southern Shores NC for 18 years and have witnessed the traffic jam on NC-12 every weekend during the season. I have also seen the backup all the way to Coinjock during hurricane evacuations (people sitting outside their stationary cars). The delay in building this bridge is inexcusable, we are extending the opportunity for a major catastrophe.

Emory Gross

5 Sandfiddler Ct

From: marcia hall [mailto:uville_19348@yahoo.com] **Sent:** Wednesday, May 19, 2010 5:11 PM **To:** midcurrituck@ncturnpike.org **Subject:** Vote

Dear Sir:

I would like to cast my vote for MCB4

Property owner: Marcia Hall
115 Waxwing Lane
Duck, NC 27949

uville_19348@yahoo.com

-----Original Message-----
From: David Haas [mailto:haasdp@gmail.com]
Sent: Monday, May 24, 2010 12:24 PM
To: midcurrituck@ncturnpike.org
Subject: Build the Bridge

Hello,

As a year-round Southern Shores resident, I support the Bridge. The Bridge will provide much needed relief to the traffic headed North on weekends and provide us with a nice alternative when traveling North bound towards Virginia on weekends. We'll create jobs with this project and build a revenue source with a Toll system.

Thank you,

--
David Haas
252-261-2694 office
252-305-3884 cell

From: marcia hall [mailto:uville_19348@yahoo.com] **Sent:** Wednesday, May 19, 2010 5:14 PM **To:** midcurrituck@ncturnpike.org **Subject:** Bridge

Dear John,

I vote for MCB4 bridge proposal

Richard Hall
115 Waxwing Lane
Duck, NC 27949
uville_19348@yahoo.com

From: GREGORY HAMBY <cypressmooninn@mindspring.com>

To: Dewitt, Steve

Sent: Sun Jun 06 20:19:24 2010

Subject: mid currituck bridge

Hello Steve: As a resident of Kitty Hawk I am in favor of the bridge to Corolla. We here in Northern Dare county have endured this traffic to Corolla since it opened up in the early 1990's We derive no benefit from taxes collected by Currituck County on all of the premature development permitted there by Currituck County in their zeal to improve their tax base. One would have to ask, where was the State when only a two lane road existed to that area when all of this development was proposed.

The were far less people in Dare county when the Wright Mem. Bridge was built than there are now in Corolla for six months of the year. It is time to get real. The Corolla Area has been developed and the main commercial area there is within five miles of US 158. To drive 50 miles to get there is absurd and a great inconvenience and inconsideration to the residents and visitors to Northern Dare co. A bridge is only logical. Sincerely, Greg Hamby

GREGORY HAMBY

cypressmooninn@mindspring.com
EarthLink Revolves Around You.

Hello, Please build this bridge. We in Northern Dars Co. are tired and fed up with all of the excess traffic we must endure. This situation wastes fuel, increases pollution and noise and is a safety hazard to our residents and visitors. Development took place in Corolla before there was adequate access and Corolla is now a mid sized town. It is time to access this community with a bridge. This should have been done 15 years ago.
sincerely, Greg Hamby

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: PAUL HANSON
 Street Address: 1114 SCHOOLHOUSE LANE Apt./Suite No. _____
 City, State, Zip: COASOLLA, NC 27927 - 0430

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
PREFER ER2. THERE IS NO JUSTIFICATION FOR THE BRIDGE. IT HAS BEEN POLITICALLY MOTIVATED AND WILL ONLY HELP THE REAL ESTATE INDUSTRY WHILE DESTROYING THE ENVIRONMENT AND BEAUTY OF THIS FRAGILE SAND BAR

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
~~_____~~
~~_____~~
~~_____~~

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
~~_____~~
~~_____~~
~~_____~~

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE CENTER LANE — WHAT IS THE HURRY — THE EVACUATION ROUTE WHICH IS ELIZABETH CITY IS ONLY A TWO LANE ROAD

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

① OVERSEAS (SPANISH COMPANY) WILL NOT HELP OUR UNEMPLOYMENT ② POLLUTION OF SOUND ③ NO PROVISION FOR PARKING, BEACH REGULATIONS OR BEACH ROADS FOR THE ADDED TRAFFIC THAT THE BRIDGE WOULD BRING

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

THE SAD REALITY IS THAT THE BRIDGE WILL NOT ALLEVE THE CONGESTION IN DUCK OR SOUTHERN SHORE WHOSE RESIDENTS ARE PUSHING SO VIOLENTLY FOR THE BRIDGE

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27689-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Cynthia Harris
Address: 92 S Dogwood Trail
City: Southern Shores
State: NC
Zip: 27949
Email: cindyharris@charter.net

Comments: I am very much in favor of the building of the Mid-Currituck Bridge in order to alleviate the terrible traffic congestion on Rte 158 in Currituck and roads coming into Southern Shores/Kitty Hawk and Duck/Corolla/Corova. I live on S. Dogwood Trail which is a residential street in Southern Shores (speed limit 25). I have counted more than 100 cars per hour on Saturdays and 50-60 cars per hour on Sundays going past my house. The traffic is so bad in Southern Shores/Kitty Hawk that I do not even try to go anywhere on Saturday. Congestion on Rte 158 in Currituck Co. coming to OBX has caused many accidents. There needs to be a new way to cut down on the congestion and time it takes to get to Corolla/Corova. It is a public safety concern also when there are so many cars trying to get somewhere on one and two lane roads.

APR 23 2010

WHALEHEAD

PROPERTY OWNERS ASSOCIATION

Carolla, NC
April 21, 2010

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

Dear Ms. Harris:

I am writing you on behalf of the approximately 350 plus members of the Whalehead Property Owners Association (WPOA). Unlike most homeowners' associations on the Outer Banks, we are a voluntary association, because Whalehead Beach is not a planned unit development.

The WPOA has long opposed the Mid-Currituck Bridge because of our concerns about increased traffic, commercialization, sanitation impacts and crime. However, this letter is limited to our views regarding the alternatives presented for the Outer Banks terminus of the bridge, if it is built.

We recently polled our entire membership regarding the two proposed termini, and our membership overwhelmingly voted in favor of the southern terminus, between the TimBuck II shopping area and the Southern Outer Banks Water Treatment System facility. They overwhelmingly opposed the northern terminus near Corolla Bay, because of increased traffic it would create through our community en route to communities to our north and south. We consider the southern terminus the lesser of two evils because it would keep southbound traffic out of our community.

We appreciate the opportunity for input. Please consider the overwhelming preference of our membership when you finalize your plan for the Outer Banks terminus of the proposed bridge.

Sincerely,



Ron Harman
President, WPOA

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Matthew Hancock
 Street Address: 202 W Elm St. Apt./Suite No: _____
 City, State, Zip: Greenville, NC 27838

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No comment

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Between C1 and C2 I would prefer C1. C2

Would cause dramatic change in Timbuck II

that would be a detriment to the area.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

-----Original Message-----
From: Herb Haskin [<mailto:hchaskin@hotmail.com>]
Sent: Thursday, April 29, 2010 11:15 AM
To: midcurrituck@ncturnpike.org
Subject: Support of bridge

As this great county of ours get grows and it's citizens move into isolated areas. The need for their becomes paramount. This project has been needed a long time. There are many good reasons for it, the biggest being the safety of the people that live in the area. I highly support this bridge as a tax payer and property owner of currituck county.

Subject: Comments re: proposed Mid-Currituck Bridge

Date: Sunday, June 6, 2010 6:46 PM
From: Gerry Hassig <gerry.hassig@gmail.com>
To: <midcurrituck@ncturnpike.org>
Cc: Lee Hassig <Lee.Hassig@aya.yale.edu>

Jennifer Harris P.E.
North Carolina Turnpike Authority

We are owners of a home in Corolla which we use as a 2nd home and as a rental property. We feel strongly that a 2nd bridge is necessary. We understand that many of our Corolla neighbors feel differently and we are sympathetic to their concerns relating to overdevelopment and the preservation of the wonderful maritime environment which exists on the northern Outer Banks.

We do believe, however, that the cat is out of the bag in terms of development and that the traffic situation getting to and from the Outer Banks is often close to gridlock-- a situation which could become dangerous during a storm. We hear of plans for a large multi-use development being planned for the Pine Island area and have no doubts that, as the economy improves, home construction will resume in earnest.

We personally have been stuck in traffic which made the 12 mile drive from Corolla to Duck take 4.5 hours following a rainstorm. We once spent 10.5 hours on the road from Corolla to Chesapeake during a hurricane evacuation. We recently observed a traffic backup from Duck to the mainland and continuing 12 miles on Rte.158.

We do share concerns about how roadway improvements are carried out. Much of the popularity of the northern Outer Banks is dependent on the charm of the small town feeling of the area. A roadway that looks like Rte 158 through Kitty Hawk and Nags Head would go a long way towards decimating the communities (and values) in the area. Can the Turnpike Authority do scenic byways?

Yours truly,

Lee and Gerry Hassig
874 Welk Court

Corolla, N.C. 29727

9405 Ashlock Court
Toano, Va. 23168

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From: Mike Hayes
To: Harris, Jennifer
Sent: Fri Apr 09 18:29:39 2010
Subject: Greetings from the Outer Banks

Please move forward with the Mid-Currituck Sound Bridge. Ultimately an emergency evacuation will create a crisis in the event of a Hurricane evacuation comes quickly. I personally have witnessed a storm manifest from nothing to hurricane force in 12 hours. This bridge is a must for the safety of visitors to the northern Outer Banks.

Once an evacuation came to a total stop with vehicles stopped on the Wright Memorial Bridge while a hurricane passed over the sound, and over the stopped traffic on the bridge. Check the records for verification.

Mike Hayes
Southern Shores NC
252 261 0404

Subject: Bridge Project
Date: Sunday, June 6, 2010 10:46 AM
From: Donna Hedrick <dhedrick5@cox.net>
To: <midcurrituck@ncturnpike.org>

Jennifer Harris, P.E.
North Carolina Turnpike Authority

Dear Ms. Harris,

As a Southern Shore property owner I strongly endorse alternative MCB4 and construction of the Mid-Currituck Bridge. Alternative MCB is the only solution to many current problems, that has the least negative impact on the communities involved. I oppose any modifications of NC 12 through Southern Shores and duck.

Sincerely yours,

Donna M. Hedrick

----- Original Message -----
From: Carol Hayhoe <chayhoe@embarqmail.com>
To: Harris, Jennifer
Sent: Fri May 07 15:01:04 2010
Subject: mid-currituck bridge

Despite being a real estate broker who sells in the Corolla area, I must speak as a resident of Southern Shores. I am NOT for the bridge as I feel it will bring the crime and development that the Outer Banks has long lived without. The Outer Banks will become too accessible - next come the high rises, McDonalds and away with the wild horses - roads in the wild horse area will not be far behind. Let's keep the Outer Banks the quiet getaway it is now - it won't be long before there is no place left that is scourged by development and the almighty dollar. Isn't that worth an extra hour of travel time!

Carol Hayhoe
Southern Shores,NC

Tuesday, June 8, 2010 10:44 AM

Subject: Mid Currituck Bridge- a Monterey Shore Homeowner / CONCERNS and comments

Date: Thursday, June 3, 2010 9:22 PM

From: bizim@aol.com

To: <marc@ndeg.net>, <Bill@ndeg.net>, <svaydlett@co.currutuck.nc.us>, <currutuckcommish@hotmail.com>, <commissioners@co.currutuck.nc.us>, <barryyobx@compuser.com>, <sponeal@co.currutuck.nc.us>, <john@jrorer.com>, <jtaylor145@yahoo.com>, <midcurrutuck@ncturnpike.org>

To Senator Marc Basnight, Representative Bill Owens, County Commissioners, and Jennifer Harris,

I am a home owner of 874 Drifting Sands Drive in Monterey Shores, Corolla, NC.

I am aware of the alternatives you are currently considering, along with a no build alternative, regarding travel between Currituck Mainland and the OBX along route 12 north of Southern Shores.

If you are going to decide to build the mid- Currituck bridge, I want you to be aware of the strong negative impact the C1 corridor terminus has along with the 4 lane road (vs the C2) on the community of Monterey Shores which is situated on the west side of Route 12, (north of Albermarle and the commercial buildings there), and the alternative C1 terminus. This sprawling community travels east across to the beach during the summer... and will have to cross a 4 lane road by bicycle or foot, or travel south by car and make turns to access the beach. It will also be more difficult to travel to the north. If one is decided on building the bridge, one should minimize its affect on the communities that exist and that would be done by utilizing the C2 terminus alternative to the South... It is already proposed to have 4 lanes in that area... but there are no communities on the east side there until the Currituck Club, coming on to rout 12 from Hunt Rd... Also by avoiding creating a 4 lane road north of Albermarle, there would be less of a negative flow impact on Whalehead residents traveling south and wanting to cross this highway to make a left turn... Furthermore by choosing the location to the south C2 terminus, there would be less of a negative visual impact on all the homes situated on the sound in Monterey Shores and Corolla Bay... There are fewer, if any, homes close to the terminus of C2 on the east side of the road... as the Currituck Club is farther south. The C2 terminus would have less of a negative impact on existing homeowners... and would exist very close to an already commercial area, of Timbuck II and the Food Lion. There is no need to bring increased traffic farther north, to utilize the bridge via an alternative C1 entrance to the bridge. **C2 is a better choice, in my opinion.**

(It makes more sense to me to have the terminus closer to the mid portion of the land north of Southern Shores, where there would be the least traffic affect on residents... of course that would be south of the Currituck Club and would be in the land owned by the Audubon Society... where there are no homes on the east side of route 12....)

If the bridge is to shorten travel to that segment of the OBX, and facilitate removal during hurricanes, while also maximizing traffic flow along route 12.... I would think the most central location of a terminus would accomplish this...ie what is the difference if 10,000 cars entering

Page 1 of 3

route 12N from 158 in Southern Shores or from the very north of Corolla... it is the same traffic flow of cars...if they entered in the middle, 1/2 would travel north and 1/2 would travel south on 12 if the housing distribution were equal. In anycase there was no alternative that far south, but C2 is more south than C1.

I question the need in general for 4 lanes on route 12... If the bridge is to be one lane in each direction, what is he need to have a small stretch of route 12, one or two miles, 2 lanes in each direction (4 lanes)... if the rest of the roads to the north and south are now one lane.(2 lanes)....?

Lastly, in my opinion...I question the cost benefit of the bridge... it brings problems as well; day trippers, the visual disturbance of structure and traffic etc. The 1hr or so of time savings coming and going on a regular basis might not be worth the problems it creates.. Today's weather predictions of hurricanes gives plenty of time to evacuate...and perhaps just widening to 3 lanes along parts of 12... and more of 158 on the out bound would be sufficient (as **alternative ER2 suggests**) to 1) facilitate removal during hurricanes... 2) increase travel flow in general to points farther south from 12 to 158, like Kill Devil Hills and Nags Head.(I realize that does exist in alternative MCB2).. One of the problems during the summer is...once vacationers get to the northern OBX, north of Duck,,, there is loads of traffic trying to travel south on the roads on a daily basis... as opposed to the day of entry and departure... the \$400,000,000 savings with ER2 might be justified...if evacuation is covered, and there is also increased traffic flow.

Sincerely,
Harry Heller

PS I am also a homeowner in Pine Island, and have been vacationing/owning property in this part of the OBX for 20 years plus...and remember when there was no food lion in Corolla, and when the horses ran wild.

PPS I don't think there would be that many pedestrians or bikers utilizing the bridge to justify the added expense of adding area for that use... there should be enough road use on route 12 for that..

PPPS I am not sure there will be double the volume of cars in 2035 in that segment of the OBX that we are considering...I am unaware of there being that much undeveloped land that would increase the volume of cars to that level.

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Page 2 of 3

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**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

JUN 3 2010

Name: DEANE HELMS
Street Address: 77 DUCK WOODS DRIVE Apt./Suite No: _____
City, State, Zip: KITTY HAWK, NC 27949

Please add me to your newsletter mailing list. Any on it

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4, w/ comments - INTERCHANGE @ NC17/US158 A MUST -
although not part of MCB4 (is in MCB2). For those who live
you would, work and bus it arrival/depart is easy to live with (PLAN APPROV)
BUT JUST AS DAILY movement of tourists North/South + South/North -
to enjoy the DRV, NC17/US158 is the ~~best~~ real problem. Fix it
first!!

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

ANY NOT FAMILIAR w/ TERANVILLE in that area, therefore
can't comment

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

NO MORE CANALERS ON US 158 BETWEEN NC 12 & THE WRIGHT MEMORIAL BRIDGE. USE CONTRACTORS LOCAL POLICE SHERIFFS FIREMEN & VOLUNTEERS (WELL TRAINED) CARE OF "ORANGE SCENE MARKERS" TO FACILITATE THIS. IT WILL BE THE WORSE TIME!!

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Minimal additional concrete w/ necessary concrete MUST have adequate drainage.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Interchange NC 12/US 158 a separate item to MCBT - BUT IS A PRIORITY ISSUE.

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Services Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@naturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Maureen Hendricks [mailto:maureen.hendricks@hiliic.com]
Sent: Monday, May 17, 2010 11:57 AM
To: Jennifer Harris
Subject: Public Comment on Draft EIS

May 17, 2010

Ms. Jennifer Harris,

We would like you to support the building of the Mid-Currituck Sound Bridge and prevent the widening of NC 12 and US 158. We would rather see the center lane of US 158 be used as a third outbound lane during an evacuation. My husband and I built our home in Corolla, N.C. in 1994 after spending three summers vacationing there. My family chose this area of the Outer Banks for its quaint scenic beauty and beautiful beaches.

Over the past two decades that we have been spending our summers in Corolla, we have seen a building boom in new homes and businesses north of Duck, N.C. It really started with the development of Pine Island; the growth of houses has been exponential after this phase. This has concerned us greatly because I was vacationing with my two young children in Corolla (my husband, CEO/Founder of the Discovery Channel, had a Board Meeting) when Hurricane Bob hit the Outer Banks. By the time I was informed that Hurricane Bob was indeed going to be a hurricane of substance, it was too late for me to leave. If I had left at the time I decided it was time to go, I would have been stuck on NC 12 when the hurricane hit. Friends of mine from MD who have a house across the street from me in Corolla left two hours earlier than the time that I was going to leave and said that it took them five hours to find a place to stay; it took them three hours just to get to the Kitty Hawk Bridge and another two hours to find an available hotel near Norfolk. And this incident happened before the explosion of home building just north of Duck.

The **most compelling case** for a Mid-Currituck Bridge was **Hurricane Isabelle**. The Outer Banks was very, very lucky. Usually an area has a three-day warning that a hurricane is approaching but with Hurricane Isabelle, there was a five-day warning. Hurricane Bob had hit in August, the high rental season (but was a mild hurricane) whereas Hurricane Isabelle hit in September. Hurricane Isabelle was a devastating storm. North Carolina sustained significant damage both to coastal areas (wind and floods) and inland areas (floods). Our main residence at that time was in Potomac, MD and we lost five trees on our property and power was out all around the Washington D.C. area for days from Hurricane Isabelle. If Hurricane Isabelle had hit the Outer Banks (with the usual 3 day notice) in July or August when the population of the Outer Banks is probably five times as many people due to vacationers, the casualties would have been in the thousands. The vacationers north of Duck would **NEVER** have gotten off the peninsula in time. **The CURRENT evacuation plan ONLY worked with ONE**

Bridge that time because there was such advanced notice and there were not as many people as full rental capacity would have generated due to it being the month of September.

We do not believe that the solution to the problem is to widen US 158 and NC 12. The cost alone of buying all that property along NC 12 would be prohibitive and it would ruin the beautiful charm of the Outer Banks not to mention destroying all those businesses that have been there for years. In addition, you would still face the possibility that many cars would be still on NC 12 when the hurricane hit, no matter how many lanes you had. A new bridge gets people above the Duck area OFF the Peninsula more quickly.

Please support the building of the bridge. Vacationers would gladly pay a \$10 - \$20 - \$30 toll fee and locals could pay a reduced toll using a special pass or use the other bridge at Kitty Hawk (this would also provide many needed jobs for workers in Dare county that live across from Corolla who could now work there). Vacationers would have peace of mind that there was an adequate evacuation plan in case of a hurricane. Right now the Kitty Hawk Bridge cannot handle the amount of traffic that would be involved in a Hurricane evacuation of the northern Outer Banks.

Please do not let the environmentalists stop what is the best solution to the problem. This is just too important.

You must move forward MCB4 which calls for a Mid-Currituck Bridge to be built. There are just too many lives at stake now in the upper part of the Outer Banks.

Sincerely,
John and Maureen Hendricks

Primary Address
7110 45th St
Chevy Chase, MD 20815
301-654-1598 home
301-807-3014 cell

Corolla Address
1121 Franklin St
Corolla, NC 27927

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

Name: Carthua Herbert

Street Address: 123 Sandview Dr Apt./Suite No: _____

City, State, Zip: Aydelet, NC 28515

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

ER2 - bridge would not benefit anyone going to K Hawk South - only those going to Corolla, etc. maybe boat even duck travelers - traffic from Aydelet to OBX would still back up a Wright Mem Br. on weekends in season why would someone going to Nags Head or Hatteras use the bridge? If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A - Keeps the road effort people Swamp and does not disrupt current travel on Aydelet Road.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: William Herbert
Street Address: 125 Sandvick Dr Apt/Suite No. _____

City, State, Zip: Ashelett, N.C. 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

ER2 would NOT BENEFIT ME.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

OPTION A, WOULD NOT AFFECT TRAVEL.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Dan Hillt

Address:

City:

State:

Zip:

Email: blidr808@aol.com

Comments: I wanted to encourage you folks to proceed with this project. The outer banks has grown to the point that the bridge has become a necessity to prevent a disaster in the event of a hurricane evacuation. For that reason alone as well as the many other reasons the bridge needs to be built-- and for all the folks who might not agree I would point them in the direction of the oil spill in the Gulf and say-- an ounce of prevention is much better than the pound of cure. Thanks.

From: ghines1@cox.net [mailto:ghines1@cox.net]

Sent: Sunday, May 30, 2010 9:58 PM

To: Marcb@ndeg.net; Billo@ndeg.net; vaydielt@co.currituck.nc.us; currituckcommish@hotmail.com; commissioners@co.currituck.nc.us; barryobx@compuser.com; spona@co.currituck.nc.us; john@jroter.com

Cc: jlaylor145@yahoo.com; midcurrituck@nctumpike.org; ghines1@cox.net

Subject: The Mid- County Bridge Project

Open attached Letter

405 Tamoshanter Blvd.

Williamsburg, Va.23185

May 29, 2010

William Biddlecome

Washington Regulatory Field Office

Post Office Box 1000

Washington, North Carolina 27889

Subject: Public Comments on Comp Action ID # SAW-1995-02242

Dear Sir:

I would like to comment on the proposed plans for building the new bridge near the old Village of Corolla and the other unneeded and unwanted changes to Route 12 and other changes that will greatly impact the quality of life in what is now the most pleasant and peaceful area in the Outer Banks.

We had looked for several years in other areas and at many houses as far down as Nags Head. We were never pleased with any of them due to the commercial areas, noise and traffic. We had almost given up until our realtor took us to 963 Sunset Crescent. It is a neat little house on a cul-de-sac facing North Harbor View Dr.. We fell in love with it and it's peaceful neighborhood. We made an offer on the spot. It has been our "retreat" for the past eleven years. We do not rent it, but offer it to family and friends for their getaway.

We would like to express our deep anguish at the possible changes to not only the neighborhoods north of us, but especially what is proposed for our Monterey Shores area and particularly North Harbor View Drive. What is now a quiet street with a small amount of traffic, wonderful for bike riding and easy access to the recreation area will be turned into a constant flow of traffic exiting and entering onto Route 12.

Please, we beg you to reconsider the location of the bridge if it MUST be built. We would like to our voices to those who feel that it is totally unnecessary to have this financial burden on North Carolina and a disruption to our present lifestyle just to

appease a few folks like us who only would use it on a few occasions and may not relish the idea of paying a heavy toll to save an hour driving time.

Sincerely,

Garland and Dorothy Hines



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

Dear Ms. Harris:

Recently, I received, in the mail, a publication regarding the Mid-Currituck Bridge Project. Having written a number of letters on the subject during the early period of its discussion, and having a vested interest in the outcome, I was appreciative of the opportunity to comment.

It should be a fundamental point in the discussion that those of us who purchased homes in Southern Shores prior to the demise of the estates that served, essentially, as a wild life preserve on the northern portion of the Island, did so with no inkling that the subsequent development in the Currituck area would take place. In particular, the zoning in Southern Shores that precludes commercial enterprises and requires lots for building to be of a certain size was a determining factor in my wife's and my decision to purchase a home there. Our home's access to Route 12 at the front, and Circle Drive at the back, gave convenient highway and beach access that made the property a commodity for both rental and our own use. Ours is one of many such properties.

Enter the explosion of construction of, essentially, mini-hotels upon the sale and sub-division of the northern end of the island, with the predictable - though abysmally planned for (or conveniently ignored) impact on traffic past our front door, the subsequent, reasonable conclusion that a bridge was needed to relieve the congestion, and the also predictable result that the owners of the properties whose development had created the new problem wanted no parts of proximity to a bridge from the mainland to their area of the island - one that might be unsightly or interfere with their view or that of their renters. And so, after the lobbying of state government that such interest groups do, the notion of widening Route 12, and thus evisceration of the property of those of us who bought there long before Currituck was ever developed, was proposed.

Fortunately, counter-lobbying has taken place and, to some degree, more rational, objective minds have prevailed, and so, the bridge is to be built. However, there remains the proposal that Route 12 be widened in addition to the bridge being constructed, to three or five lanes, depending on the version in question.

Our home is one with more land at the front than at the back, and would, no doubt, suffer less than many others from the effect of such widening. And yet, the

damage it would do to our home would be such that the entire aesthetic appeal of the house would be ruined. Not only would many of the live oaks that grace the yard be removed; traffic noise would, in addition, be exponentially louder due both to its closer proximity to the house and the removal of the trees that to some degree muffle it. Installation of the ditches to which the plan alludes would further reduce the vegetation and yard space, impact septic drain fields, exacerbate the risk of injury should a vehicle accidentally go off the road and be thrown by the sudden change in grade, and be a breeding ground for mosquitoes - a serious health concern at a time when mosquito-borne West Nile Virus has recently arisen as a health issue!

My question is, what possible justification can there be for widening the road or installing ditches that could only be a hazard on several levels? The obvious answer is, there is none. If the road was adequate - and it was - before development of the upper island, it will be, again, with the installation of the new bridge to absorb the increase in traffic resulting from that development. There are now a number of traffic lights along Route 12 in Southern Shores; there is a turning lane which is adequate at the approach to each of those lights. A third lane is altogether unnecessary except at the approach to those lights; the lights, themselves, may become unnecessary, once the bridge is in, as they were prior to the onslaught of the traffic precipitated by Currituck's development. There is, quite simply, no justification in the mind of anyone intimately familiar with all the factors I have set forth herein, for the widening of Route 12 through Southern Shores, or the installation of the related ditches in question.

It is my hope that this view, which I am sure is consistent with that of most Southern Shore residents and those who vacation in Southern Shore homes, and surely all those who own property fronting on Route 12, will prevail, and that the unnecessary and essentially wanton destruction of natural beauty and ecology, along Route 12 there, will be prevented and put to rest as a scheme that simply failed to take into consideration its broad and realistic impact on one hand, and lack of serious redeeming value, on the other, and that plan MCB4 will, therefore, be implemented.

Thank you much for your attention to this matter.

Sincerely,

Warren C. Hodgkiss

From: Lynn Hoffmann [mailto:lynn@allspicecatering.com]

Sent: Wednesday, May 26, 2010 10:02 AM

To: midcurrituck@ncturnpike.org

Subject: Vote FOR MCB4 Mid Currituck Bridge

My husband and I will be homeowners there shortly. We have been coming to Duck and the Outer Banks annually for 20+ years.

We have strong SUPPORT for MCB4 alternative. Something needs to be done for better evacuation and traffic management. A toll road that pays for itself is practical and fiscally sensible.

We OPPOSE MCB2. There is no need for extra road construction between Corolla and Duck and the sensitive naturalized areas around Pine Island once the bridge is built. The extra expense and disruption to the environment is indefensible.

ER2 is no option; its burying your head in the sand and its short sighted denial that a situation exists that should be addressed.

The quality of life, as well as the area in general, will improve for many, many people with MCB2

Thank you,

Lynn Hoffmann



Richard Hoffman

From: "Richard Hoffman" <richhoffman@comcast.net>
To: "Richard Hoffman" <richhoffman@comcast.net>
Sent: Saturday, May 01, 2010 6:53 PM
To: Jennifer Harris, P.E.

We are the property owners of PI-9 and PI-36 in the first upper stage of Pine Island. When we first built PI-36 there were wild horses coming around nibbling at the shrubs and leaving their calling card. With constant building and industrialization these things disappear and become more and more like the crowded New Jersey Shore which we left 15 years ago to come to the Outer Banks. Now with constant building and industrialization it is becoming more each year like the Jersey Shores.

With a bridge this will hasten the DEMISE OF THE OUTBANKS. We are VERY OPPOSED to the building of the bridge but we would not mind having some highways widened if it is necessary. Please help preserve what is left of the Outer Banks. Thank You very much. Richard H. and Merris Ann Hoffman

Richard H. Hoffman
Hoffman Financial Services
1811 Leshar Mill Road, Palm, PA 18070
215-679-2393 Fax 215-679-4382
richar@hoffmanfinsvs.com

Securities and Investment Advisory Services offered through H. Beck Inc., Inc. Member FINRA/SIPC.

H. Beck Inc. & Hoffman Financial Services are not affiliated.

Trading instructions sent via e-mail may not be honored. Please contact my office at 215-679-2393 for all buy/sell orders.

This communication is confidential. Use by any person who is not the intended recipient is prohibited. Any person who receives this communication in error is requested to immediately destroy this communication without copying or further dissemination. Thank you.

5/1/10 JENNIFER
PLEASE NOTE THE E MAIL ADDRESS
GIVEN : MIDCURRITUCK@NCTURNPIKE.ORG.
DOES NOT WORK
THANK YOU

Richard Hoffman
1811 LESHAR MILL ROAD
PALM PA 18070

5/1/2010

From: jhssh1976@cox.net [mailto:jhssh1976@cox.net]
Sent: Wednesday, June 02, 2010 3:35 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project Comment

As the owners of 65 Ocean Boulevard in Southern Shores, we would like to express our support of Option MCB4. We believe that building a bridge across the Currituck Sound and adding an outbound lane for the Wright Memorial bridge will alleviate most of the traffic issues that affect both Southern Shores and Duck without having to add additional lanes in these areas. This appears to be the least disruptive solution to these issues.

Sincerely,
L. Joseph Hogue
Susan Smith Hogue
(757) 595-1316

From: Jeff Hollander [<mailto:jhollander@comcast.net>]
Sent: Monday, May 24, 2010 6:31 PM
To: midcurrituck@ncturnpike.org
Subject: Bridge Alternatives C1 and C2

Good Afternoon,

I have written previously expressing my support for the bridge but wanted to add that after spending last weekend at my house and viewing the landing alternatives of C1 and C2 I will only support the bridge if C1 is chosen. While I understand the possible environmental impact differences C2 is too destructive to the existing housing and commercial developments. Also, due to the proximity to some of the most dense housing in Corolla I believe that property values will drop. This, at a time when the values are finally stabilizing.

This is the classic man vs. the environment and in this case I believe the only wise choice man. With a very viable alternative to C2 it should be time to put politics aside and do what is best overall and choose C1. I do not support the building of the bridge any other way. I talked to many residents and business owners who also feel this way. Again, I am sensitive to the environmental issues but to stand behind them to choose C2 is a bit hypocritical considering the Audubon Society sold of donated land for money and no other reason. This land will now make parts of Corolla look Myrtle Beach once the development is done. Let's not allow the bridge to make another section of Corolla, the very nice Timbuck II, turn into on and off ramps.

Sincerely,
Jeff

Jeffrey S. Hollander
(484) 732-8432 Office
(302) 545-9537 Mobile
JHollander@comcast.net

From: Dan Hudson [<mailto:danhudson@comcast.net>]
Sent: Friday, April 23, 2010 4:15 PM
To: midcurrituck@ncturnpike.org
Subject: Northern beaches

Afternoon all!

I wanted to write a quick note of encouragement & support for this project. This will provide dramatic improvements in traffic flow for the entire expanse of the outer banks.

I do not know if a decision has been made as to tolls... but I would expect a reasonable toll to be established to help offset the construction & ongoing upkeep of this vital beach conduit.

Thx for the hard work!!

Dan Hudson

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Gigi Hugo Apt./Suite No. _____
 Street Address: 149 Young Rd.
 City, State, Zip: Coastal, No. 27923

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, (MCB2) MCB4, or the No-Build Alternative and why?

Ease of evacuation - better traffic flow on
 OBX side as well as mainland side

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C) or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I support the toll plaza location in
 Aydyett to help cut expenses for
 the bridge project.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Add third lane for better evacuation
 and decrease traffic flow improvement

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

As a property owner on Young Rd.
 in Currituck, I am glad for the proposed
 road improvements & the access to the
 water between the bridge would provide.
 Also the economic boost is needed in this
 area.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Subject: <no subject>

Date: Monday, June 7, 2010 12:20 PM

From: Janine Hunsberger <jdhunsberger@hotmail.com>

To: <midcurrituck@ncturnpike.org>

I am a property owner in Ocean Sands South Section C. I have the following summary comments on the Mid-Currituck Bridge Project:

- **Build the two lane bridge!** This will have a tremendous impact on the traffic and evacuation times especially in the summer vacation months. It will change traffic patterns and better utilize the existing NC 12 WITHOUT widening NC12!
- **Do not widen NC12 beyond the minimum!** The bridge is two lanes. No one has been able to explain why that necessitates widening NC12 to four lanes. The existing NC 12 will be better utilized once the bridge is in place. The benefits of widening NC 12 over that for MCB4 seem very minimal when the cost of construction and the reduction of the quality of life along NC12 are considered. 10 dB is a significant amount of sound! It is TWICE the current level. The current level is just barely acceptable. Loud trucks will be TWICE as noisy.

Janine Hunsberger, CPA

The New Busy is not the too busy. Combine all your e-mail accounts with Hotmail. Get busy. <http://www.windowlive.com/campaign/thenewbusy?title=multiaccount&ocid=PID28326::T:WLMTAGL:ON:WL:en-US:WM_HMP:042010_4>

Subject: Public Comments

Date: Monday, June 7, 2010 12:15 PM

From: Skip Hunsberger <skiphunsberger@hotmail.com>

To: <midcurrituck@ncturnpike.org>

Priority: Highest

I am a property owner in Ocean Sands South Section C. I have the following summary comments on the Mid-Currituck Bridge Project:

- **Build the two lane bridge!** This will have a tremendous impact on the traffic and evacuation times especially in the summer vacation months. It will change traffic patterns and better utilize the existing NC 12 WITHOUT widening NC12!
- **Do not widen NC12 beyond the minimum!** The bridge is two lanes. No one has been able to explain why that necessitates widening NC12 to four lanes. The existing NC 12 will be better utilized once the bridge is in place. The benefits of widening NC 12 over that for MCB4 seem very minimal when the cost of construction and the reduction of the quality of life along NC12 are considered. 10 dB is a significant amount of sound! It is TWICE the current level. The current level is just barely acceptable. Loud trucks will be TWICE as noisy.

Best Regards,
Skip Hunsberger
MBA, CPA, CIA, CISA, CISSP, PMP
Cell: 610-888-9820

Subject: Mid-Currituck Bridge Project Comments
Date: Saturday, June 5, 2010 9:20 PM
From: Helen Hunter <hunterh@optonline.net>
To: <midcurrituck@ncturnpike.org>

Mid-Currituck Bridge Public Comment Form

Name: John and Helen Hunter
Street Address: 120 N. Snow Geese Dr, PO Box 8103 Apt./Suite # _____

City, State, Zip: Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

We agree with the recommended alternative - MCB4 since its construction would result in the least negative impact, i.e., less disruption of traffic flow, fewer expenditures for property acquisition, moving utilities, etc.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
No preference.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Despite the increased cost factor, community preferences should be considered.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Preference is reversal of center turn lane. With appropriate signage and extended signal flow, evacuation should not require a specific additional lane.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
N/A

Additional Comments:

Since the original proposal in 1987, we have continuously believed the bridge from Currituck mainland to Corolla was a necessity to alleviate traffic congestion, both for evacuation purposes and normal flow safety. We strongly support building the Mid-Currituck Bridge and believe MCB4 is the best option - as previously stated because it presents the least disruption before, during and after construction.

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: seaclusion1203
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 4:42 PM
Subject: Currituck Mid County Bridge

Mid-Currituck Bridge Public Comment Form

Name: Ed Ish
Street Address: 1203 Bismark Dr.
City, State, Zip: Corolla, NC

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB2

A mid county bridge to Corolla would make a 4 lane through Duck, NC unnecessary.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1

Would be the least driving distance from North beaches and town of Corolla to Norfolk.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road

design Option A or B and why?

Whatever the people of Adylett can live with.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Add the lane

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Reduced toll for off season and for local residents. Easy Pass.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

My boats are too small to be impacted by this bridge.

Additional Comments:

I prefer the bridge from Adylett to connect to NC 12 at the northern most point.

From: OBXISH
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010, 2:35 PM
Subject: Mid Currituck Bridge Survey

Mid-Currituck Bridge Public Comment Form

Name: _____
Street Address: ___1203 Bismark Drive____Apt./Suite #____
City, State, Zip: ___Corolla, NC 27927_____

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB2 – we need the bridge but not a 4-lane through Duck

Question 2: if you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C1 to reduce congestion at the intersection in Whalehead

Question 3: if you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer which ever option would best preserve and have the least impact upon the community of Adyett

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center turn lane, would have less environmental impact than paving another lane

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Preservation of the wetlands and character of Currituck sound is of particular concern

Question 6: if you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

23' sea pro deck boat, recreational use only, kept on a lift in Coinjock Bay at summer residence at 112 Teal Drive, Currituc, 27929 252-232-0394

Additional Comments:

There is a small but very vocal group in Corolla that opposes the bridge – they are quite adamant and have forced bridge supporters into the silent majority to avoid unpleasantness. Please understand, most of us want the bridge, and the sooner the better!!

Karen

Subject: Army Corp of Engineers Action No. SAW-1995-02242, Mid-Currituck Bridge Project

P.O. Box 878
Keyport, WA 98345
4 June 2010
(360) 930-7200

North Carolina Turnpike Authority
Attn: Jennifer Harris, P.E.
1578 Mail Service Center
Raleigh, NC 27699-1578

Subject: Army Corp of Engineers Action No. SAW-1995-02242,
Mid-Currituck Bridge Project

Gentlemen,

As owner of the property at 861 Capri Crescent in Corolla NC 27927, in close proximity to NC Route 12 and potentially affected by the Mid-Currituck Bridge project, I have the following comments for the public comment section of the draft Environmental Impact Statement (EIS) of March 2010.

Regarding construction of the proposed Mid-Currituck Bridge and upgrades to NC Route 12 to support hurricane evacuation route improvements:

I **support** the **MCB2/C2** option. This is the preferred option.

I **support** the **MCB4/C2** option. This is secondary to MCB2/C2.

I support both MCB2/C2 and MCB4/C2 options for the very positive impact it would have to the Corolla community, such as promoting new businesses in the Buck Island / Tumbuck II Shopping area, facilitating supply truck traffic to those businesses, a positive impact to property values in the area, etc.

I **oppose** both **MCB2/C1** and **MCB4/C1** options.

The reasons for my opposition to both MCB2/C1 and MCB4/C1 options include, but are not limited to, the following:

- Adverse impact to properties in the Monterey Shores development.
- Disruptive traffic patterns, especially to go north when entering from the west, out of Monterey Shores.
- Adverse impact to property values in the Monterey Shores area
- Impact to the many homeowners whose properties are directly affected.
- Loss of the quiet environment and relaxed pace of life in the north of the island.

In addition, I have the following questions regarding the project:

Question: Regarding the proposed upgrades to NC Route 12, in reviewing Sheet 14 of 16 of the Corridor Design Public Hearing Map, Mid-Currituck Bridge Study, STIP Project No. R-2576, Currituck and Dare Counties, March 2010, I see that the Town of Duck has no proposed Route 12 upgrades planned in any of the study variants.

I would like to understand the rationale behind the lack of NC Route 12 upgrades in Duck. Performing no NC Route 12 upgrades would make Duck a choke point for travel north and south. More importantly, this would impede orderly evacuation in the event of an emergency from points north of Duck. I see this as a public safety matter.

Question: Were any Native American Tribes contacted in a government-to-government consultation, particularly pursuant to impact on any usual and accustomed areas? Who were those discussions with and what were the outcomes of those discussions?

Lastly, I request copies of the following documents be mailed to me when available:

- the final EIS (full copy, not a summary)
- applicable NEPA required Biologic Opinions from NMFS and other organizations
- the Record of Decision
- the answer to my question, above.

My mailing address is:

Stephen Iwanowicz
P.O. Box 878
Keyport, WA 98345

Thank you,



S. E. Iwanowicz

From: Susan Jackson [mailto:gransam64@yahoo.com] **Sent:** Sunday, May 02, 2010 11:02 AM **To:** midcurrituck@ncturnpike.org **Subject:** Mid Currituck Bridge Project

favor MCB4

disfavor MCB2 due to widening of roads and deadlock in Duck

disfavor ER2 due to widening of roads and deadlock in Duck and no northern bridge.

From: D. Virginia James

To: Harris, Jennifer

Sent: Sun May 16 15:12:05 2010

Subject: Mid Currituck Bridge

I am in favor of building the mid-Currituck bridge. It is very important the communities of Dare and Currituck County. This will minimize traffic going south on R#158, reduce traffic on Rt. 12 north that make it easier for everyone to get to their destination quickly and safely. The impact for evacuation and emergencies is critical.

D. Virginia James

244 Wax Myrtle Trail

Southern Shores, NC

From: Eric Jenkins
To: Harris, Jennifer
Sent: Mon Apr 26 12:05:17 2010
Subject: mid-currutuck bridge

Hello:

I see that you're accepting comments about the Mid-Currutuck Bridge project. I just wanted to let you know that I'm very much in favor of having the bridge built. We are property owners in Duck, North Carolina who would like to see this built in the very near future. I have personally been trapped in hours of traffic during a hurricane evacuation and believe that this new bridge would certainly add another necessary outlet from the outer banks.

Thank you, and please feel free to contact me if you would like to discuss this further.

Eric Jenkins
103 Blue Heron Lane
Duck, NC
252-255-5086

From: Carol and Larry Jepson [<mailto:landciep@hotmail.com>]
Sent: Sunday, April 11, 2010 1:00 PM
To: midcurrutuck@ncturnpike.org
Subject: Currituck Sound Bridge

We are in favor of the southernmost entrance in Corolla, C2, between the water facility and Timbuctu Shopping.

Carol and Larry Jepson
993 Lighthouse Dr.
Corolla

Subject: BUILD THE BRIDGE!!!!
Date: Sunday, July 11, 2010 8:26 PM
From: Martha Johnson <nathan.johnson12@verizon.net>
To: <midcurrituck@ncturnpike.org>

PLEASE, BUILD THE BRIDGE!!!! We own properties in the 4-wheel drive area and we vacation every year in a rental in Corolla. (Whalehead Beach) We spend LOTS of money in North Carolina but after this year we are wondering if it's really worth it anymore. My husband and I came from a business trip in Raleigh and got there with no delay until we hit the intersection for Route 12 North.

On the other hand, our poor children came from Central and No. Virginia and it took them all day and half the night. Our little grandchildren were in and out of their minivan for 14 hours! To our family, who has loved the Outer Banks for more than two decades, this is just not acceptable. We may as well board a plane and fly to a far off beach than endure this kind of traffic.

I know many people from Northern Virginia who refuse to come to this area anymore for this very reason. We also discussed this year what a safety hazard it is for so many, residents and tourists alike. If you want our continued ownership and seasonal dollars, build the damn bridge! We will be happy to plop down \$ to cross over and cut of at least an hour of our time. The flow of traffic East would help to remedy the bottleneck at Route 12.

We can't believe that between the state of N.C., the Federal Govts "surplus money" that is suppose to be for projects like this and/or private enterprise that this project can't be started and completed. We understand the environmental concerns but that has dragged on for years. Like I stated earlier, we will gladly pay a toll to cross this "promised bridge", if someone out there would just build it. The Outer Banks needs and deserves it and so do we.

Martha Johnson
439 Devon Dr.
Warrenton, VA 20186
nathan.johnson12@verizon.net

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----- Original Message -----
From: Bill Johnson <jwjobx@earthlink.net>
To: Harris, Jennifer
Sent: Sat May 15 08:07:44 2010
Subject: Mid-Currituck Bridge

We strongly support the construction of a bridge over the mid-Currituck Sound for the many reasons you know already, one of which is maintaining the present width of NC 12. The stability of the Outer Banks, fragile at best, cannot be served by widening NC 12 and destroying the present rural charm that attacks all those tourist dollars. Not to mention the increased ability of a bridge to evacuate people in the event of hurricanes. The time is NOW to build the bridge.

J.W. Johnson
Nan H. Johnson
Southern Shores, NC

recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: Chris Jones [<mailto:chris@christopherhones.com>]
Sent: Monday, May 17, 2010 7:56 AM
To: midcurrituck@ncturnpike.org
Cc: Sally Jones
Subject: Bridge Project

Dear Ms. Harris, My wife, Sally, and I are the owners of a cottage in Ocean Sands, Section A in Corolla, NC. We would like to be recorded as strongly IN FAVOR of the construction of the Mid-Currituck bridge. We believe that either the C1 or C2 options would be acceptable and a major improvement to the area in terms of public safety and economic development. Thank you for the opportunity to make our support for this bridge known. Chris Jones

CHRISTOPHER H. JONES
ALEXANDRIA, VIRGINIA
703/519-9127 Cell 703/622-9978

From: Paul Jones
To: Harris, Jennifer
Sent: Sat May 15 08:12:26 2010
Subject: Mid-Currituck Bridge

Ms. Harris,

My wife and I own a house on Duck Road in Southern Shores. I am writing to let you know our strong support for building the mid-Currituck bridge and doing it as soon as possible.

I will not elaborate on the many positive reasons to build the bridge, you already know them. Please feel free to contact me if you need further information.

Thank you for all your hard work on this project.

Sincerely,

Paul and Becky Jones

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Leslie Jones
Street Address: 507 Narrow Shore Rd. Apt./Suite No: _____
City, State, Zip: Cyphert N.C. 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

From: s.jordan
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 3:13 PM
Subject: bridge

I would like to express my opposition to the mid county bridge in Currituck County. I believe spending that much money on a 2 lane bridge to alleviate traffic for approximately 14 weekends out of the year is irresponsible to the environment and to society. There is a reason this area is beautiful and it should be preserved not exploited. There are more pressing needs in our community, state, and nation than a bridge for developmental gains. This area is already stretched to its sustainable level. I am also concerned about lights, noise, litter, and the disruption to small communities. Hastening development and year round populations on the barrier islands will be detrimental to the environment.

The other reasons proposed - facilitating evacuation and joining the people on the mainland with the outer islands - are false. Evacuation will be worse because there will be more people. They will idle on the bridge for hours trying to feed into the road which will be closed at the Va. border (which is the home state of many of them). Also the cost of the toll will prohibit its use by most of the ordinary citizens of Currituck. I doubt many will add \$8- \$15 or more to a day trip to the beach, to the grocery store, to the movies, to a school event, etc.

I hope you will be able to devise an alternate plan.

--
Sophie Jordan

From: Sophie Jordan
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 3:10 PM
Subject: comments

I would like to express my opposition to the mid county bridge in Currituck County. I believe spending that much money on a 2 lane bridge to alleviate traffic for approximately 14 weekends out of the year is irresponsible to the environment and to society. There is a reason this area is beautiful and it should be preserved not exploited. There are more pressing needs in our community, state, and nation than a bridge for developmental gains. This area is already stretched to its sustainable level.

I am also concerned about lights, noise, litter, and the disruption to small communities. Hastening development and year round populations on the barrier islands will be detrimental to the environment. The other reasons proposed - facilitating evacuation and joining the people on the mainland with the outer islands - are false. Evacuation will be worse because there will be more people. They will idle on the bridge for hours trying to feed into the road which will be closed at the Va. border(which is the home state of many of them). Also the cost of the toll will prohibit its use by most of the ordinary citizens of Currituck. I doubt many will add \$8- \$15 or more to a day trip to the beach, to the grocery store, to the movies, to a school event, etc. I hope you will be able to devise an alternate plan.

As Always,
Sophie

Sophie Jordan
Dr. W. T. Briggs Elem.
261 Poplar Branch Road
Poplar Branch, NC 27916

I hope you will be able to devise an alternate plan.

--
Sincerely, Sophie Jordan

Subject: Fw: mid county bridge
Date: Friday, June 4, 2010 9:02 AM
From: Harris, Jennifer <jennifer.harris@ncturnpike.org>
To: midcurrituck <midcurrituck@ncturnpike.org>
Conversation: mid county bridge

sjcurrituck@gmail.com
Jennifer Harris

From: s jordan <sjcurrituck@gmail.com>
To: Harris, Jennifer; v.aydlett@yahoo.com <v.aydlett@yahoo.com>;
Oetheridge@co.currituck.nc.us <Oetheridge@co.currituck.nc.us>;
janet.taylor@co.currituck.nc.us <janet.taylor@co.currituck.nc.us>;
Jrorer@co.currituck.nc.us <Jrorer@co.currituck.nc.us>;
ggregor1@mediacombb.net <ggregor1@mediacombb.net>;
commissioners@co.currituck.nc.us <commissioners@co.currituck.nc.us>;
Perdue, Bev; The Honorable William C. Owens; Marcb@ncleg.net
<Marcb@ncleg.net>; Stan@outerbanksrentals.com
<Stan@outerbanksrentals.com>

Sent: Fri Jun 04 08:11:06 2010

Subject: mid county bridge

To all of you:

I would like to express my opposition to the mid county bridge in Currituck County. I believe spending that much money on a 2 lane bridge to alleviate traffic for approximately 14 weekends out of the year is irresponsible to the environment and to society. There is a reason this area is beautiful and it should be preserved not exploited. There are more pressing needs in our community, state, and nation than a bridge for developmental gains. This area is already stretched to its sustainable level.

I am also concerned about lights, noise, litter, and the disruption to small communities. Hastening development and year round populations on the barrier islands will be detrimental to the environment.

The other reasons proposed - facilitating evacuation and joining the people on the mainland with the outer islands - are false. Evacuation will be worse because there will be more people. They will idle on the bridge for hours trying to feed into the road which will be closed at the Va. border(which is the home state of many of them). Also the cost of the toll will prohibit its use by most of the ordinary citizens of Currituck. I doubt many will add \$8-\$15 or more to a day trip to the beach, to the grocery store, to the movies, or to a school event, etc.

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Monday, June 14, 2010 11:52 AM

Subject: NO to Mid-Currituck Bridge!

Date: Saturday, June 5, 2010 8:15 AM

From: L. Hoff <lhkamali@msn.com>

To: <marcb@ndleg.net>, <bill@ncleg.net>, <vaydlett@co.currituck.nc.us>, <currituckcommish@hotmail.com>, <commissioners@co.currituck.nc.us>, <barryobx@compuser.com>, <sponea@co.currituck.nc.us>, <john@jrover.com>, <jltaylor145@yahoo.com>, <midcurrituck@ncturnpike.org>

To whom it may concern:

We are writing today to ask that you do not continue with the Mid-Currituck Bridge construction. We are concerned that this project will irreparably harm our safe and family friendly community. The widening of NC12 by itself is promoting more traffic flow which endangers our walking citizens. Our community economy needs summer vacationers and we fear that the increase of traffic will keep future renters away since they appreciate our community as it is today. Please do not build the Mid-Currituck Bridge.

Sincerely,
Lisa and Touraj Kamali
Home owners in Monterey Shores

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. Learn more. <http://www.windowslive.com/campaign/thenewbusy?ocid=PID28326::T:WLMTAGL:ON:WL:en-US:WM_HMP:042010_1>

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Page 1 of 1

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010

JUN 22 2010

Name: F. Paul Kapizes
Street Address: 40 Tenth Ave. Apt./Suite No: _____
City, State, Zip: Southern Shores, NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4 - I live a few houses off of NC12. It is fine do not want any widening of NC12. It is fine the way it is now except in the summer season when all the traffic heads to and from Currituck Outer Banks. Vacationers traveling to Currituck should be able to use Currituck roads to get there - not thru Duke of Southern Shores

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
Probably C2. I would opt for the alternative that causes the least problems for the residents of Corolla.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Probably Option A. There is no good reason to cause additional disruption to the Town of Aydlett.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I would opt for reversing the center turn lane during an evacuation. I don't see any reason to build an additional third lane. Traffic coming south would be limited to very few or no cars.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Adding a 3rd lane in Southern Shores can create an additional safety problem. Impatient drivers tend to use the turn lane as a passing lane when traffic ahead is backed up or slowing down to make a right turn. I see this happen quite frequently in the summer particularly in the town of Duck.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

None

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Erik and Joyce Karlsson [mailto:ejkarlsson@embarqmail.com]

Sent: Thursday, May 13, 2010 4:03 PM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge Project

Our family supports your recommended alternative, the mid-Currituck Bridge across Currituck sound,

MCB4.

Joyce and Karl-Erik Karlsson

7005 Martin's Pt. Rd.

Kitty Hawk, NC 27949

960 5th Avenue South #203
Edmonds, Washington 98020-4037

MAY 10 2010

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Michael J Keene
Street Address: PO Box 8 Apt./Suite No: _____
City, State, Zip: Stevensville MD 21666-0008
 Please add me to your newsletter mailing list. mjkart@yahoo.com

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the MCB4 Alternative because it is the one recommended by NCTA and FHWA and BBRP board

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

The decision should be left to the project team.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer option B because it supposedly would cost about 60 million less.

May 6, 2010

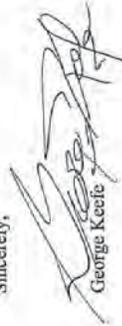
Ms. Jennifer Harris, P.E.
Director of Planning and Environmental Studies
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Ms. Harris,

As a recent Duck business owner, long-time Southern Shores resident, and current property owner, I wish to express my strong support for building the Mid-Currituck Bridge, alternative MCB4, and my very strong opposition for widening Route 12 and constructing general ditching for rainwater runoff.

Thank you for the numerous opportunities we have had to express our support for building the bridge.

Sincerely,


George Keene

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

JUN 7 2010

Name: Daniel Keiger
 Street Address: 777 Bayberry Ct. Apt./Suite No. _____
 City, State, Zip: Corolla NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the No Build option. Corolla is remote, and I strongly believe, it is that uncommercialized remoteness that attracts so many of our visitors.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C1, because Imbuck II is the heart of Corolla. Many long standing businesses contribute, very significantly to the economy of Currituck. It does not make sense to destroy businesses when the alternative is only a few unbuild built, residential lots.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
I prefer reversing the center lane because it would be cheaper and evacuations are very rare.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No. I just hope the mid county bridge is finally built. I own a property in North Swan Beach and would like to see the travel time cut to it cut by about 2 hours. Each way my property 1931 Sand Fielder Road North Swan Beach

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

NA

Additional comments:

I sincerely hope it finally gets started. I think it would really help the Corolla area. Strongly opposed to keep or environment county, please email me that you received this Thank you
 M. Ke Keene

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I think the reversing of the center lane is a more reasonable decision.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Not worth mentioning

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: info@ncturnpike.org [mailto:info@ncturnpike.org]

Sent: Sunday, May 30, 2010 11:07 AM

To: midcurrituck@ncturnpike.org

Subject: Comment: Mid-Currituck Bridge

Contact Information

Name: Earl Keiser

Address: 157 Clamshell Trl

City: Southern Shores

State: NC

Zip: 27949

Email: duke_keiser@yahoo.com

Comments: I enthusiastically endorse the construction of the Mid-Currituck Bridge. I has been sorely needed for almost a decade now to insure the safety of our large numbers of visitors in the event of a major storm and to reduce the heavy volume of traffic on summer days at the beach. I also believe that highway user tolls have become a way of life in most areas of our Country and would be very acceptable to finance this project.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Carole Kimmel
 Street Address: 79 Wild Swan Lane Apt./Suite No: _____
 City, State, Zip: Southern Shores, NC 27949

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Built Alternative and why?
MCB4

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
~~MCB2~~ Don't know

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
no opinion

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center lane.
There are only 2 outbound lanes on the Wright Memorial Bridge so a 3rd outbound lane would not help unless one of the inbound lanes is also opened/reversed. Even then, I don't see any benefit to adding a 3rd lane when the center turn lane can be used.
 With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
I don't want to see the Superfund on 158 because we use the S. Dogwood - US 158 interchange every day & would have to turn right, then do a U-turn. Sounds like a dangerous and time-consuming situation.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: JOHN KISK
 Street Address: 1706 CORAL LN Apt./Suite No: _____
 City, State, Zip: CAROLLA NC

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO-BUILD ALTERNATIVE -
RY-17 WILL REMAIN OVERLOOKED EVEN WITH ANY
ALTERNATIVE - BECAUSE MORE PEOPLE WILL COME - THIS IS
A RECREATION UNDERGROUND - THE ONLY THINK THAT NEEDS
DOWN THE ROAD IS THE BRIDGE.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Nancy Klahre
Address: 40 Fairway Drive
City: Southern Shores
State: NC
Zip: 27949

Email: nklahre@embarqmail.com

Comments: We have lived in this home for over 16 years and have seen then difference in traffic. We are very much in favor of getting this bridge built - both for safety reasons and traffic control. We do own a rental in our same zip code. I am not sending this letter to increase tourism - I am sending it because we feel so strongly about traffic without it. We have been in the process of readying our rental for a hurricane when the folks from north of us are trying to exit the Outer Banks. God help them and us if and when a big storm hits!

Name: Nancy Klahre
Address: 40 Fairway Drive
City: Southern Shores
State: NC
Zip: 27949

Email: nklahre@embarqmail.com

Comments: adding to my previous comments we are strongly in favor of MCB4!

From: Martin A. Klingel, Jr. [mailto:martin@klingelenterprises.com]
Sent: Monday, April 05, 2010 1:50 PM
To: midcurrituck@ncturnpike.org
Subject: Support for Mid Currituck Bridge

I am a property owner in Carova Beach just north of Corolla. I will be unable to attend the public comment sessions, but wanted to pass along that I strongly support this bridge project and will pay any toll necessary!

I wish you luck as you move through the public hearings and then funding.

Sincerely,

Martin Klingel

2393 Sandfiddler Road
Corolla, NC

88 Ocean Boulevard
Southern Shores, NC 27949
mnewva@aol.com
(252) 261-2205
April 10, 2010

APR 15 2010

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

Dear Ms. Harris:

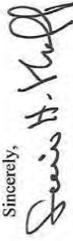
We are once again writing to encourage the most expeditious possible completion of the vital Mid-Currituck Sound Bridge.

Six years ago, we sent the attached letter to then-Secretary William Ross of the NC Department of Environmental and Natural Resources and several other State and local officials. It then became widely circulated and much commented on, and was published in the Outer Banks Sentinel newspaper.

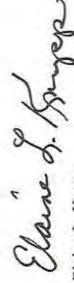
All of the key points made six years ago are even more valid today. When it comes to emergency evacuation, the northern Currituck beaches are still very much a "Titanic in waiting", with far too few lifeboats at hand. As we have followed the current developments about the bridge, too little emphasis is still being placed on the massive energy and emissions savings that would ensue from its construction; and the very great risk to life and limb to Outer Banks residents and guests alike posed by any other alternative. The one great tragedy is that Mid Currituck is not already open, much less under construction.

Just for once, let's let common sense prevail, and build the Bridge -- now!

Sincerely,



Louis H Knapp



Elaine L. Knapp

RTTNC ITEM ENT

88 Ocean Boulevard
Southern Shores, NC 27949
mhewav@aoi.com
May 19, 2004

COPY

Secretary William G. Ross, Jr.
NC Department of Environmental
And Natural Resources
1601 Mail Service Center
Raleigh, NC 27699-1601

Dear Secretary Ross:

Our home at the above address is located on North Carolina Route 12, approximately one mile north of its intersection with U. S. 158 in Kitty Hawk. Based on direct, continuing, and personal observations of the conditions and circumstances here on the Outer Banks, we are writing to support the immediate design and accelerated construction of the "Mid-Currituck Sound Bridge" connecting the Corolla area with mainland Currituck County. This would certainly be preferable to widening NC Route 12, for a variety of reasons set forth below.

The Bridge Is Urgently Needed For Storm Evacuation Purposes.

It is less than 12 months since Hurricane Isabel made it all too clear that the Outer Banks are not immune to catastrophic weather events. Nature will not be so kind every year as last fall and allow several days of warning before striking. Presently, even a mild thunderstorm renders Route 12 a minimally passable one lane road for much of its length, even here in Southern Shores.

We can all too readily visualize a cataclysmic event in the making, arising from the shameful delays in proceeding with Bridge construction. When, not if, a severe storm strikes this area quickly in the vacation season there is a dreadful risk that the beach communities from Corolla south will not be able to evacuate in time. Literally thousands of men, women – and children – could well be caught in the open, with no protection from the elements and storm surge, and perish. Should that event take place, the after-action inquiries (witness the present 9/11 Commission) will not be pleasant to behold, and those responsible for the delays in building absolutely essential life-saving evacuation facilities are not likely to be dealt with kindly. Today, the northern beaches are like another *Titanic*, functioning without enough lifeboats in terms of evacuation capacity.

Moreover, in choosing between the Bridge and widening Route 12, two facts should be kept in mind. First, by our "eyeball observation" of the very heavy traffic that goes past our driveway, a large majority of the visitors to the north beach communities come from places like Virginia, Pennsylvania, New Jersey, and Ohio. Second, most storms that would call for an evacuation come from the South, or the sea. Were the Bridge in place, evacuation could take place toward the North and West, away from the storm and toward the home destinations of these people. Today, or with a widened Route 12, evacuation must take place first toward the South, directly into harm's way. Evacuees from the Corolla area directed first South down Route 12 then back North on U.S. 158 must drive some 60 miles "up and down" (most likely in horrendous weather) to reach the same point on the mainland that they could arrive at by driving 10 miles West from Corolla over the proposed Bridge. This is madness.

We implore the public officials concerned to act with foresight. Please don't wait for a disaster to occur – and then suffer through the agonizing probes into who should be held responsible for such a foreseeable calamity.

The Bridge Will Foster Energy Efficiency And Be Environmentally Friendly

Based on our observations of the sources of local traffic, tens of thousands of vehicles are now needlessly driven all the way down to Kitty Hawk on U.S. 158 and back North on Route 12 to reach the north beach communities. This means that on the way in and the way out each of these vehicles must travel a total of some 100 miles further than would be necessary if the Bridge were in place. It does not take a genius to recognize the vast amounts of fuel needlessly burned – and pollutants needlessly emitted into the air and deposited on local land and waters – through this completely unnecessary travel.

Our reading of local journals indicates that concerns have been expressed by some about aquatic environmental damage that might arise near the Bridge itself. To date, though, we have not noted any where near enough attention to the foregoing and very real environmental benefits that the Bridge would provide.

Widening Route 12 Is A Poor Alternative

Although we might personally lose a strip of our land, we would support "three-laning" of Route 12 for much of its length, to provide a local turning lane and thus relieve traffic congestion. However, widening Route 12 to four or more lanes would literally destroy the towns of Duck and Sanderling as a minimum: there just isn't physical room to put the lanes in unless much of the commercial heart of these communities is ripped out – and there's no where else to put it.

Furthermore, such a four-or-more lane expansion of Route 12 north of U.S. 158 would present a serious public safety hazard. Every summer, we read of several lives lost and many persons badly injured on the 158 "bypass" in Kitty Hawk, Kill Devil Hills, and Nags Head because pedestrians – often children and youth – attempt to cross the miles of roadway where there are no traffic lights. This sad toll would inevitably extend northward with a widened Route 12 – and be worsened. Here in Southern Shores, for example, the great majority of homes are West of Route 12 – which must be crossed for their residents and guests to reach the beaches. In Duck, crossing a four lane plus Route 12 would be fraught with risk for most area shoppers; and fatal to many, we expect. And who will be held accountable for such predictable carnage?

Note that this "environmental risk to humans" would not apply to the Bridge and its access roadways, which would not be constructed in locations that families and children must cross to reach the Outer Bank's beaches and retail centers.

The Bridge Can Be Built Without Burdening North Carolina's Taxpayers

We strongly support the concept of a toll facility and roadway. Indeed, a very successful example of this approach can be witnessed in the toll road that now carries traffic safely to and from North Carolina through the City of Chesapeake, Virginia – and has eliminated the difficult bottleneck that old two-lane Virginia 168 used to be between I-264 and the North Carolina line. Given the origin of most north beach traffic, why not let all these folks from Virginia, Pennsylvania, Ohio, and New Jersey pay for the Bridge? If they're saving hours of time and many, many gallons of

gasoline, why shouldn't they be as pleased to pay a Bridge toll as they are to pay a road toll in Chesapeake?

Conversely, if Route 12 is widened, only North Carolina taxpayer dollars will be involved, and citizens throughout the State will be required to cover the cost for a road that will still be heavily used by visitors from the above mentioned jurisdictions – yet still fail to provide the evacuation and environmental benefits addressed above.

Which alternative strikes you as most in keeping with “plain old common sense”?

* * * * *

Your consideration of our viewpoints is appreciated. The time for endless study and government's infamous “paralysis by analysis” should be over. The public interest cries out for tough-minded decision-making. Now!

Sincerely,

Louis H. Knapp

Elaine L. Knapp

From: David Knoch [mailto:poirchtime@charter.net]

Sent: Sunday, May 30, 2010 11:52 AM

To: Harris, Jennifer

Cc: Chris Dillon (Pres. Pro Tem's Office)

Subject: Mid-Currituck Bridge

Jennifer - We have not communicated in a long time, but just wanted you to know that I am still against the bridge. I attended the meeting on May 19 concerning the bridge in Corolla and was one of the many speakers against the bridge. Out of the 40 or so people who spoke only two supported the bridge and they were from Dare Co. I just don't believe you and the staff understand that we in Corolla don't want the bridge. Dare Co. wants the bridge not us. Take the money the State has set aside for the Mid-Currituck bridge and give it to Dare Co. to help replace the bridge over Oregon Inlet. If the powers to be must have a bridge in Currituck Co. then why destroy the world around us? If you choose the C2 route then it is my understanding that you will destroy nine business in TimBuck II. You also want to widen Hwy 12 south to four lanes for three miles (WHY???). You will destroy our neighborhood! Ninety percent of the traffic that would come across the C2 route in the summer if it were the chosen option would head north due to the location of the rental companies. Why destroy the homes and views of the owners to the south?? You and others need to listen to tax payers and voters who live and reside in Currituck County.

Dave Knoch
573 Hunt Club Dr.
Corolla, NC 27927
252-256-0982

From: ronkrablin@comcast.net
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 9:05 PM
Subject: bridge

I am completely against the bridge. It will ruin the sound that we have a home on (Monterey Shores) A wonderful peaceful beautiful place will be gone forever. Any thought to all of us with homes on the sound that will be a highway instead for many miles? We have owned a home there for > 10 years and have never had traffic difficulty. It occurs only on weekends and adding more form 158 can't help that. Hurricanes? We have been there at warming times. Days to leave. Not an issue for anyone who will plan a little. Cost is crazy. Toll is hideous expense. Why allow this? Just throw us out. Why not? How would you feel if your favorite place with a home turned into a beautiful view of a long concrete roadway, about which you had no voice rammed down your throat? Think of your home with a roadway out the back door!

Ron Krablin
948 Sumburst PT.
Corolla

From: Bill Kramer [mailto:whkramer@iuno.com]
Sent: Wednesday, May 05, 2010 4:10 PM
To: midcurrituck@ncturnpike.org
Cc: Bill Kramer
Subject: mid-currituck bridge project

Dear Sir:

I have a beach house in Ocean Sands and I am very anxious to get a new bridge before we have a major loss of people trying to get out during a major storm. It takes almost 8 hours to get off in a major storm in Summer.

I prefer MCB2 with C-2 option.

Please do something before we have a major loss of life.

Thank you,

William H Kramer

11431 Rolling Brook Rd.

Chester, Va. 23831

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Ann Krieger

Street Address: 223 Wilshire Lane Apt./Suite No. _____

City, State, Zip: Chatham NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No build - Save the woods (Bones) project -
Alternative design for the bridge -
Simplify the bridge structure that will reduce design
complexity - not to be designed for a very small lot
of water of the project - 6 TBk. Elevation!..!

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

From: MKrieger@easternsavingsbank.com

To: Harris, Jennifer

Sent: Fri Apr 23 12:15:18 2010

Subject: Mid-Currituck Sound Bridge

Ms. Harris

I am a property owner in the northern part of the Outer Banks. I am writing to you today since I am unable to attend the meetings to discuss the bridge on May 18, 19, 20th. However, I do want to take a moment to provide my complete support for the Mid-Currituck Sound Bridge.

If you have ever spent time in the Outer Banks during June, July, or August, then you know about the extreme congestion that occurs during the high season. You must also know that due to the nature of the current roadway system on this barrier island getting off the island in an emergency is quite difficult. Providing a bridge to the northern part of the island will greatly reduce both of these burdens. Northern visitors would therefore not be crowding the one bridge closest to the Corolla area. If people need to get off the island in a hurry they will now be able to do so in the event of a strong hurricane. Travel times for many visitors coming from the northeast can be cut by as much as 45-50 minutes of travel time. This is good for our visitors and good for our local economy.

There are so many reasons a Mid-Currituck County bridge is needed.

Please move forward on this endeavor.

Thank you,

Miles Krieger

Miles Krieger

Vice President

Regional Lending Officer

(410) 568-6125 (office)

(410) 568-4515 (fax)

mkrieger@easternsavingsbank.com

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

No specific opinion. Which ever Accommodates The most Traffic flow and safety

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

*People Safety in emergency Situations
This is way overdone!
The obx is an "at Risk" Location let's not
Take HALF measures To solve This Problem.*

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

*The bridge will not fairly provide A safety measure
but enhance existing obx with a new
Route. It should've a good sense of Reverse
due To Tail Section and have To least
Impact on ALL parties Concerned.*

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: janis kuykendall
To: Harris, Jennifer
Sent: Fri May 07 15:41:08 2010
Subject: MID CURRITUCK BRIDGE

We need this bridge so badly! I do hope the approval will be coming soon!

Janis Kuykendall
11th avenue
Kitty Hawk, NC

From: Nils Ladenburg [mailto:christi@pinn.net]
Sent: Thursday, May 20, 2010 12:11 PM
To: midcurrituck@ncturnpike.org
Subject: bridge

Dear Ms. Harris,

I represent over 22 properties in the Corolla, NC. We think the Mid-currituck bridge is vital to our area. We are in total support of the EIS recommendation for MCB4. As far as C1, or C2, we have no opposition to either one. We are in favor of building the bridge at the earliest possible time.

Sincerely,
Nils ladenburg

Nils Ladenburg
President, Christi Construction, Inc
4721 N. Croatan Hwy.
Kitty Hawk, NC 27949
252-261-7400 (O)
252-261-2955 (F)

----- Original Message -----
From: Jaye Lambert <jaye.lambert@verizon.net>
To: Harris, Jennifer
Sent: Sat May 01 09:33:02 2010
Subject: Please support MCB4

Dear Ms. Harris,

The purpose of the Mid-Currituck Bridge is to make it easier and safer to access the north beaches of Currituck County, and to avoid the bottlenecks and hardship caused by this traffic to the residents of the south beaches of Currituck and Dare. Only plan MCB4 will meet the safety needs of the people, support the growth of the north beach area of Currituck county, while protecting the profiles of the communities south of the proposed bridge. As a homeowner with a stake in the continued stewardship of the unique nature of the Outer Banks, I urge you to adopt the MCB4 plan and abandon plans to widen routes 158 and 12.

Thank you,
Jaye Lambert

From: Spencer Lambert [mailto:spencer@spencerlambert.com]
Sent: Saturday, May 01, 2010 10:53 AM
To: midcurrituck@ncturnpike.org
Subject: Plan MCB4 is the only feasible solution

As I understand it, the essential purpose of the Mid-Currituck Bridge is to create a safe, easy way for people to access the north beaches of Currituck County, while avoiding the bottlenecks and delays caused by this traffic to the current and future residents of the south beaches of Currituck and Dare.

Plan MCB4 is the only plan that supports the growth of the north beach area of Currituck county, while protecting the communities south of the proposed bridge.

As a longtime Southern Shores homeowner, I urge you to adopt the MCB4 plan and abandon plans to widen routes 158 and 12, which will have a disastrous impact on current residents, and will dramatically alter the tranquility of the Outer Banks as we know it.

Spencer Lambert
300 Sea Oats Trail
Southern Shores, NC 27949-3202

From: Mcorby47@aol.com
To: midcurrituck
Sent: Sun May 16 15:43:29 2010
Subject: plans

My name is Marianna Landrum. I live at 106 Pudding Pan Lane in Southern Shores and I have reviewed your proposed plans and support MCB4. The other two choices are hideous and would destroy this area. I come from New Jersey and I know what it is like to see a beautiful place ruined by poor planning and greed. I can't even imagine why you would consider either of the other two options. I certainly would be upset if I saw my tax dollars being spent to ruin the area in which I live. If either ER2 or MCB2 is decided upon, I would have to wonder who is getting the big payoff in return for the destruction of this part of the Outer Banks.

I am a member of the Chickahauk Property Owners' Association, and as such, am the liaison from our Association to the Southern Shores Town Council. I attend meetings for both, and when our citizens discussed the proposed plans at the CPOA and during the public comment section of the Council Meeting, I can honestly say nobody had a good thing to say about either ER2 and MCB2. One property owner pointed out the stupidity of making NC12 a four lane road here in Southern Shores when Duck would remain two lanes. Another citizen responded by pointing out that the next move of the DOT would be to take over land in Duck once they had finished taking land in Southern Shores. The idea of the overly large drainage ditches here is seen as a sneaky way to work in that four lane road that nobody wants in our area if either ER2 or MCB2 can't be foisted upon the citizenry at this point because of the strong opposition against the two plans. The DOT can later move right in and make those very, very large drainage ditches the other two lanes of the highway. Nobody has been fooled by the drainage ditch plan.

Our government is supposed to be a representative government and if that is the case, do your job and represent the citizens of this area, not the few people who will be granted monetary gain from the destruction of the natural landscape here. If any plan other than MCB4 is decided upon, I will begin to organize our citizens to oppose the construction here in Southern Shores. I am sure that the destruction of this beautiful area would be of interest to many groups, including wildlife preservation groups and television news people, among others. People are disgusted enough with our government and the way it doesn't always work for the good of the people. Don't give us another reason to be angry.

Marianna Landrum

DUCK COMMUNITY AND BUSINESS ALLIANCE

JUN 3 2010

P.O. Box 8251, Duck, North Carolina 27949

John Warden, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Allerman, Secretary

Board Members - Steve Allerman, Jon Britt, Lisa Neuborn, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: DAN LANE

Street Address: 1240 DUCK ROAD Apt./Suite # 10

City, State, Zip: DUCK, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

THE BRIDGE IS NOT NEEDED

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

NO BUILD - SAFETY, WITH A 4 LANE ROAD, 2 IN EITHER DIRECTION, A MULTIPLE VEHICLE ACCIDENT WILL FORCE EMERGENCY PERSONNEL TO APPROX AS BRIDGE END. ENVIRONMENT, THE GAS AND OIL

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? *RUNOFF WILL HARM ECOLOGICALLY SENSITIVE AREAS. NOT*

NEEDED - NOT NEEDED TRAPEX IS HEAVY ON 13 WEEKS A YEAR, 25% OF THE TIME. WHERE IS THE MONEY TO COME FROM?

Question 3: If you prefer MCB2 or MCB4, do you prefer maintaind approach road design Option A or B and why?

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

STILLY QUESTION - UNLESS VA LETT NC DRIVERS INTO THE STATE, THEN THE QUESTION IS moot.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

LOCAL (COLLA) ENVIRONMENTS DOES NOT HAVE THE INFRASTRUCTURE, I.E. PARKING, RESTROOMS, ETC TO ACCOMMODATE DAY TRIPPER'S

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

DUCK COMMUNITY AND BUSINESS ALLIANCE

JUN 3 2010

P.O. Box 8251, Duck, North Carolina 27949

John Vander, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynn Allemen, Secretary

Board Members - Steve Allemen, Jon Britt, Lisa Newbern, Don Zarbe

Mid-Currituck Bridge Public Comment Form

Name: LYNN LANE

Street Address: 1049 Corolla Dr. Apt./Suite #

City, State, Zip: Corolla, NC 27927

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Built Alternative and Why?

① Environmentally Unsound
- run-off + exhaust
- destruction of environment
② outlandish cost for 25% of year potential usage

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Third lane - unacceptable
Reversing center lane would be acceptable if it does not cause a bottle neck to Elizabeth City and points beyond.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

Hurricanes are forecast well in advance of the actual landfall. Evacuation traffic snarls can be avoided through early warning systems. Tourists come to the Outer Banks because of its natural beauty. Building a bridge for crowds(?) for such a short time and destroying the peaceful, natural environment and wildlife habitat is unacceptable.

We do not want to become another Myrtle Beach!!

Monday, June 14, 2010 11:44 AM

Subject: Mid-Currituck Bridge
Date: Friday, June 4, 2010 6:57 PM
From: Sheila <slanoue1@cox.net>
To: <midcurrituck@ncturnpike.org>
Cc: <DCBASecy@aol.com>

Dear Ms. Harris My family has been vacationing in Duck for more than 20 years, and on several occasions have had to leave the outer banks because of threats of, and actual hurricanes. We have been stalled on Route 12 through Southern Shores for many anxious hours concerned as to whether we were going to successfully evacuate to a safe area. The proposed Mid – Currituck Bridge will greatly alleviate this problem for all people who live and vacation in the outer banks and I want you to know that I strongly support the proposed MCB4 Alternative, and ask your help toward getting it approved and construction started as soon as possible. Thank you Robert J Lanoue PE,125 Dianne St. Northpoint, Duck NC 27949

MAY 10 2010
Robert E. Larson, Jr., D.Min., H.R.
435 S. 45th Street
Philadelphia, PA 19104

May 6, 2010

Jennifer Harris, P. E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699

Dear Ms. Harris,

Re: the Mid-Currituck Bridge Project:

As a homeowner in the Buck Island Development on the Outer Banks of Currituck County, I am writing in support of the proposed bridge and the MCB4 alternative. It's time to build this bridge for the convenience and safety of thousands of homeowners who pay taxes and tens of thousands of tourists and guests who visit the northern end of the Outer Banks each year.

As for where the bridge should end on the Banks, I recommend the option known as C-1 and would also encourage the Authority to make the emergency lane improvements which have been suggested.

Thank you for this opportunity to be heard.

Sincerely,

Robert E. Larson, Jr.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 24 2010

Name: DANIEL LARUE
 Street Address: 510 OAKVIEW COURT Apt./Suite No: _____
 City, State, Zip: COROLLA NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO BRIDGE, NO BUILD.
A BRIDGE WILL CHANGE OUR BEAUTIFUL UNCLAUDED
BEACHES, IT WILL MAKE THEM TRASHY AND NOT ENVIRONMENT
FRIENDLY. IT WILL RAISE THE CRIME, ACCIDENTS AND LOWER
OUR QUALITY OF LIFE. BEING FAR AWAY IS ONE OF
COROLLA'S MAIN ATTRACTION.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

NO BUILD OF A BRIDGE, BUT THE SAFEST ONE IS
C2 FOR PEDESTRIANS. STILL I AM AGAINST IT ALL.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I CAN'T GIVE AN OPINION BECAUSE I
DON'T LIVE THERE.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

1- SAFETY OF FAMILIES CROSSING A MORE ACCIDENTS
3- NO JOE WALKS + NO BIKE PATHS, 5- CONSIDER
THE NATURE (TREES, GRASS, PLANTS) AND THE
WILD LIFE (DEER, POSSUMS, FOX, CATS, ETC.)

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

WE DON'T NEED A BRIDGE FOR EVACUATION,
5 DAYS WARNING IS ENOUGH TIME
WE DON'T NEED A BRIDGE FOR 20 DAYS OF
TRAFFIC DURING SUMMER.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 24 2010

Name: maria jane bulue
Street Address: 516 oakview ct Apt./Suite No: _____
City, State, Zip: corolla NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer no bridge, no build!
we have a beautiful place, for and calm
and it will be crowded, dirty & unsafe for
us, our children, the wild life & summer
visitors. people love to come to a place away
from it all, it has been working so good, ask the
local companies!

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer no bridge but the safest one
to my construction is C2 for pedestrians
and people on route 12
but I am against the bridge.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

can't talk for them, I don't
live there.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

o wild life, ocean life, safety of families &
locals on route 12, there are no safe
paths & we all bike, no side walks and
we all run or walk there, more accidents
are going to happen there & unsafe.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

we don't need a budget to evacuate
the warning of 5 days makes it
easy enough. summer has traffic
but is only 5 days and we know
how to live with it. we are still here.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 26 2010

Name: Richard S. Harris
 Street Address: P.O. Box 428
 City, State, Zip: Corolla, NC, 27927 Apt./Suite No. _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No-Build Alternative. Corolla will not be the same beautiful part area if a bridge is built. The bridge will bring crime, accidents, crowded beaches. Corolla will no longer be included. It not as desirable for destination. Safety will be an issue with the new Hwy 12 lanes. What makes Corolla unique & special will no longer exist.
 If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
No-Build is my preference but C2 would be best than C1 for families & children to cross Rt 12 to go to the beach & the stores. There is a lot of traffic ^{to go to the} congestion for Corolla near Jambuck 11. A very southern location closer to Duck townline would have less congestion & be safer.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

N/A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered? Safety, noise with MCB2 & MCB4

How many deaths have there been in Corolla in the last 20+ years due to hurricanes? Where are the bike paths & side walks. How will we have accidents - because of lanes & the bridge. Our accidents due to a hurricane. Safety should be a concern because there will be more boats from accidents due to the bridge than to hurricanes. If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
None

Additional comments:

Storm drains along Rt 12 will divert from being Corolla. The traffic congestion is for only 2 days a week for 13 weeks - that equals 26 days a year that we have congestion. Do you think we need to build a bridge for only 26 days & traffic congestion? A bridge is not needed for hurricane evacuation because please leave your completed comment form at the reception table or mail it to: there is plenty of rooming for

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

Or E-mail: mjcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

The bridge will not put safety at risk. The county should be the one to safety. Further than the money from the bridge.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 26 2010

Name: Sandra LaRue
Street Address: P.O. Box 428 835 Whalehead Apt./Suite No:
City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO BUILD. A bridge would change our beautiful pristine desirable
un-crowded beaches. A bridge would change why visitors desire to vacation
in Corolla - why residents choose to live in Corolla. A bridge will negatively
impact the quality of life - CRIME, Accidents, day-trippers, crowded
beaches, noise-pollution, air-pollution, littering - Corolla will be changed forever.
Vacationers + residents come to Corolla because it is secluded. The seclusion
makes Corolla unique + a preferred destination.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer the NO-BUILD. With that said, C2 would be safer for pedestrians
crossing Rt. 12 to go to the Beach + shops because the H lanes would be
for a shorter distance + in a less congested area + in an area
where pedestrians usually do not cross Rt. 12 to go to the Beach.
C2 would be safer for families + children. Further south
than C2 would be the safest.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I do not live there. It is not my ^{for} opinion.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane during an evacuation.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft ^{Increased Safety} Environmental Impact Statement that you feel should be considered? MCB2 + MCB4.

Family Safety crossing 4 lanes to walk to beach. There will be more
deaths in Corolla from accidents on Bridge than from deaths
due to hurricane in Corolla in the last 20 years. Un-sighty
Storm drains along Rt. 12. No sidewalks, no bike paths, bridge will
add to traffic jams on 158 + to Virginia on weekends.
SAFETY - there will be more accidents - pedestrian + vehicles.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments: MCB study states that a bridge is needed in traffic worst hurricane evacuation.

A bridge is NOT needed for hurricane evacuation. Saving warning is
plenty of time to evacuate. I have not evacuated in 10 years.
Traffic - most congestion is 2 days a week during each of the
13 weeks of the summer. 2 days x 13 weeks = 26 days.
We do NOT need a bridge for 26 days a year of traffic congestion.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Vicki Latorre [mailto:VickiLatorre@dswinc.com]
Sent: Thursday, May 06, 2010 6:12 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

My husband and I own a home in Sea Pines in Duck. We want to voice our objection to widening Route 12 through the northern Outer Banks. We prefer option MCB4 which includes building a Mid-Currituck Bridge, but not widening the roads or adding a third lane on Route 12. We feel that widening the roads would only ruin the ambience of the Outer Banks and make it seem even more commercialized. A Mid-Currituck Bridge would relieve the traffic congestion especially during an evacuation, but not damage the atmosphere of the Outer Banks as much.

Thank you,

Vicki A. LaTorre
Anthony LaTorre

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Diana Lenky
Street Address: 4 Jays St. Apt./Suite No.: _____
City, State, Zip: Onancock VA, 23417

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the No-Build Alternative because it will prevent many family owned and operated businesses to be taken down.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If C1 or bridge is to be built, I prefer the C1 alternate because it would be more simple and would keep open the timber II shops.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the turning lane, this would prevent construction.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Keep Corolla, Duck, and Southern shores un-commercialized and secluded

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

JUN 3 2010

Name: *Sheray Jones Smith (Property owner, Corolla, NC)*

Street Address: *289 North Hwy 343*

City, State, Zip: *Corolla NC 27921*

Apt./Suite No: _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No-Build Alternative. This bridge is not a high priority - it is being forced by money & developers. The heavy construction period is only 13 weeks. Improvements to the intersection of 158/2 at Hwy 343 could reduce most of the traffic congestion. Congestion caused by increased recreation is not caused in Duck and northern Currituck, but because Chesapeake VA will not allow traffic to travel north and use 158 at this time. ER 2 is the most cost effective.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I'd have to choose MCB2

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I'd have to choose MCB2 definitely a mainland approach - Please do not put the tolls on Corolla

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

adding a third outbound evacuation

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The toll project ^{is} not need to be in Aydlett. Let the project pass over Aydlett, but have the toll pass from the trail and approach. Since the toll swamp road also because Triple Swamp has now flooded and the project of Aydlett would travel this road as usual and approach traveling the mid county bridge Hwy 158. Do not do it the community of Aydlett v Poplar Beach. if you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

The Currituck Sound need to not be disturbed.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

May 18, 2010

Mid County Bridge:

As a property owner in Currituck County in the community of Aydlett. I do not want to lose the quality of life this community now offers. If you place the toll booths in Aydlett and it be the last exit before crossing the mid county bridge most of these travelers will only continue through Aydlett and Poplar Branch to continue to the Outer Banks joining highway 158 at Grandy not wanting to pay the toll. Leave your toll booths on highway 158 if this bridge has to be built and we are more than willing to travel the "Swamp Road" to get to the bridge for traveling to Corolla. The "swamp road" has never flooded and offers no damage to the environment or flood plain.

Currituck County is very fortunate to have its northern beaches, which supports the largest tax base for the entire county. Because of the quality of life this beach offers to its guest this is why they choose to vacations there and this same quality of life is why its approximately 500 permanent residents also choose to live and pay taxes to Currituck County. Why would you want to destroy the goose that has given you the golden eggs? Each of you know the easier it is to get somewhere; the more people will be definitely coming to an area. You now have the highest clientele and you want to open this area to day trippers which will only increase daily population causing additional cost for law enforcement to meet the demands of a more deversed audience. And be detrimental to a serene, beautiful, vacationer's paradise.

This bridge cannot be self supporting and will gobble up state funding. Let's support a much needed bridge by replacing the Bonner Bridge. Put your toll facility to the best candidate, it being the Bonner Bridge. Let us maintain the same quality of life, not disturbing a primary nursery area for various species of fish and taking care of our natural resources.

Where a tourist spends his time is where he spends his money. You have this now please let it continue and remain the same for its residents, its tax payers and its vacationers.

NORTH CAROLINA TURNPIKE AUTHORITY
MS. JENNIFER HARRIS, P. E.
1578 MAIL SERVICE CENTER
RALEIGH NC 27699-1578
Re: Mid Currituck Bridge Public Comment
Date: 6-3-10

Ms. Harris,

Please find below two responses from Emily Ausband & Alex Lefevre in regards to the Mid Currituck Bridge Project and alternatives. We are both owners of Banks Land Company whose property is located at 6146, 6150 & 6156 North Croatan Hwy. The businesses located within this property that are also referenced as commenter's are Islander Flags of Kitty Hawk, Inc., Identify Yourself LLC, The Bean Drop Cafe, & Kitty Hawk Kayaks and Surf School and one vacant tenant space.

We prefer MCB4 using the center lane as a third outbound lane during evacuations.

You will find Emily's Comments first and then Alex's comments following.

COMMENTS ON BEHALF AND BY EMILY AUSBAND

I would like to present the following possible solution to the 158 Corridor in Kitty Hawk proposed widening or hurricane evacuation lane. Without a detailed map on which I could calculate this myself, I can only make the following observation.

Instead of the proposed widened road being **straight**, I believe some curves could provide a much better outcome. Since I believe the speed limit is to be lowered to 45 mph, I don't think slight curves would be a traffic danger.

1. Curve to the right from the bridge to Amandas Avenue avoiding the businesses to the north.
2. Curve to the left before Victory Chevrolet and Islander Flags including the bridge over Jean Guite Creek.
3. Curve back to the right in the empty space in front of Kitty Hawk Estates avoiding all the town homes and the Kitty Hawk School property including the much needed ball field.
4. Continue this to the Marketplace.
5. The only structure then potentially impacted would be the ABC store which has an entry on the left rather than facing 158.

It seems to me that this would accomplish the least disruption to existing businesses and would actually improve the frontage at Victory Chevrolet, Islander Flags and Kitty Hawk School, for example – utilizing already ample available space with no structures.

If this plan were feasible, it might mean changing the angle of Jean Guite Creek Bridge and re-establishing setback lines along this corridor. This should be done prior to any work so that property

owners would know that any future construction would be affected by new setback lines for highway widening.

I would appreciate a specific answer from your engineers as to the possibility of such a design. Although it might cause some additional road construction expense, I doubt it would be as costly as the expense of buying out existing commercial properties.

This option should be examined even before construction of a hurricane evacuation lane on the north side of the highway so that future planning would be established from the start.

COMMENTS BY AND ON BEHALF OF ALEX LEFEVRE

All my comments are directly related to the corridor between the Wright Memorial Bridge and The Woods Road Intersection.

- **UNDERGROUND INFILTRATION**

After meeting with NC Turnpike representatives at the Open House on May 18th at the Ramada Plaza and after discussion of the potential impact on our property... we discussed the size of the swale in the front of our property and discussed the potential of creating underground storage that could drain to adjacent property minimizing the area needed to widen the road on the south side of 158 in front of our property.

- **TURN LANES**

If the 6 Lane Super Street is developed as part of this project or a future project; there should be consideration given as to the placement of the proposed 'U Turn' Lanes and Traffic Lighting in regards to making business entrances easily accessible by adjusting the turn lanes east or west; in our case westward so that the west bound traffic could have the option of turning into our driveway vs. doing a U Turn – We find it unlikely that once motorists are traveling towards the Wright Memorial Bridge that they will turn around to come back to our property; thus negatively impacting our businesses. Placement of this light and turn lane would be critical to our business.

- **NEW GINGUITE CREEK BRIDGE**

The proposal to replace the Ginguite Creek Bridge will directly impact the business of Kitty Hawk Kayaks and Boaters using the canal that live on the south side of the bridge. Our Tenants, Kitty Hawk Kayaks, use the waterway on a daily basis, and the unimpeded access thru that area is essential to their livelihood. Great care will need to be taken if the bridge is replaced in making sure that the waterway is accessible and safe and completed in an urgent fashion with the best times being October – February.

Also, the construction of the bridge would create huge amounts of equipment activity and debris removal – we would expect this part of the project to be minimized to alleviate potential blocking of our property frontage.

- **FOOTBRIDGE & MULTIUSE PATH**

The existing footbridge and multiuse path on the north side of 158 gets an amazing amount of traffic and is great for the community. If the road is converted to a super street or an outbound lane is added, the bridge and path will need to be replaced. A consideration is to relocate the foot bridge and path on the south side of the highway as the expansion with the outbound lane pushes the perimeter/right of way even farther on the north side – to balance the space, consider replacing the footbridge and multi use path on the opposite side of the road from its existing location.

Depending on the outcome of replacing the sidewalk and foot bridge, we may be interested in acquiring the bridge and moving it to our property as a crosswalk connecting our two properties 6146 N. Croatan with 6156 N. Croatan.

- **GENERAL CONSTRUCTION**

Depending on the final consensus, we would expect that our property would remain free and clear of construction traffic and debris during the project. We would also request that we are supplied with a contact name and number if we have any concerns during the construction related to our location.

- **ENVIRONMENTAL**

We would expect that there be the least amount of environmental impact possible effecting Ginguite Creek, Kitty Hawk Woods and surrounding wetlands through mitigation and other alternatives.

- **MEETING**

We would request a meeting on behalf of ourselves and our tenants and potentially our business neighbors in our corridor between the Wright Memorial Bridge and The Woods Road to finalize concerns that may not have been addressed prior to construction of any of the alternatives.

Respectfully Submitted.

Emily Ausband
177 Chichauk Trail
Southern Shores NC 27949
Tel: 252-261-1791 – emily@islanderflags.com

Alex LeFevre
2608 Neptune Way
Kitty Hawk NC 27949
Tel: 252-202-1452 – alex@islanderflags.com

CC:
US Army Corps of Engineers – Wilmington District
Attn: William Biddlecome
Washington Regulatory Field Office
Post Office Box 1000
Washington NC 27889

Senator Marc Basnight – President Pro Tempore – North Carolina Senate
C/O Chris Dillon
1st District
Legislative Building
16 W. Jones Street Room 2007
Raleigh NC 27601-2808

From: Alex LeFevre
midcurrituck@ncturnpike.org
Cc: William.J.Biddlecome@usace.army.mil ; marcb@ncleg.net
Sent: Thursday, June 03, 2010 10:20 AM
Subject: Mid Currituck Bridge Project

Ms. Harris,

Please find attached our comments in regards to the Mid Currituck Bridge Project.

This is also addressed to Mr. William Biddlecome in response to the Public Notice we received; ID # SAW-1995-02242 issued April 21st 2010.

And is also addressed to Senator Marc Basnight - C/O Chris Dillon in response to a conversation we had with Mr. Basnight and at his request; we are copying the Senator's office as well.

Thanks in advance. if you have any questions about our comments; our contact information is included in the attachment.

We will also fax a copy to each recipients fax number today.

NC Turnpike Fax: 919-571-3015
US Army Corps Fax: 252-975-3716
Senator Basnight's Office Fax: 919-733-8740

Sincerely,
Alex LeFevre

800-253-3524
alex@islunderflags.com

www.islunderflags.com
PO Box 432
Kitty Hawk NC 27949
Tel: 252-261-4066
Fax: 252-261-4082

www.identifyyourself.biz
6146 North Creston Hwy
Kitty Hawk NC 27949
Tel: 252-480-1433
Fax: 252-261-4082

From: Robert Leonard
To: Harris, Jennifer
Sent: Sat May 15 14:34:46 2010
Subject: Mid Currituck Bridge Project
We would like to express our support of the Mid-Currituck Bridge project Option MCB4.

Robert & Susanne Leonard
22 1st Ave

Southern Shores

From: Lerner, Barry J.
To: Harris, Jennifer
Cc: Lerner, Julie ; Lerner, Barry J.
Sent: Thu Apr 22 09:17:16 2010
Subject: Mid-Currituck Bridge Option MCB4
Ms. Harris,

I am a property owner at 1143 Morris Drive, Corolla 27927. Following the work you've done lately, including a detailed read of the DEIS, I strongly recommend you consider option MCB4, with terminus at TimbukII in Corolla.

Thank you for your consideration,

Barry J. Lerner
Senior Director
Science Applications International Corporation (SAIC)
1710 SAIC Drive
Tower 2, 8th Floor
McLean, VA 22102
(O) 703.676.4064; (C) 571.268.2257
barry.j.lerner@saic.com

"The mind of a bigot is like the pupil of the eye. The more light you shine on it, the more it will contract." Oliver Wendell Holmes, Jr.

 **Please consider the environment before printing this email.**

From: Dave Levy [<mailto:dbl4808@triad.rr.com>]
Sent: Wednesday, May 26, 2010 8:40 PM
To: midcurrituck@ncturnpike.org
Subject: public comment

I own a home in Duek and my preference for the bridge is MCB4 with either C1 or C2.

Thanks,

----- Original Message -----
From: Nancy Lewars <nancylewar@earthlink.net>
To: Harris, Jennifer
Sent: Fri May 14 22:26:04 2010
Subject: Sound Bridge

As a property owner in Southern Shores for over twenty-two years,
I would like to express my strong support for this bridge and
urge you to expedite it's completion.

Thank you, Nancy Lewars

From: Yili Lin [<mailto:yviliin348@optonline.net>]
Sent: Saturday, April 10, 2010 6:42 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge

Dear Sir/Madame:

I hope to be able to reinforce my writtent concerns at the public forum scheduled for May 2010. However, since work-related travel is unpredictable, I would like to take this opportunity to have my concerns about the proposed Mid-Currituck Bridge and related road improvements on record.

Public Health & Safety:

The erection of a two-lane bridge for a span of 7 miles, I believe, is fraught with potential hazard. Any incident on the bridge from minor breakdown to major single or multi-vehicle accident not only would cause significant back up congestion in both directions, but would create a significant challenge to both Corolla and mainland rescue teams. Unless there were opportunity for helicopter or ferry landings, I would be concerned about the challenge to effectively transfer critically ill victims to regional health centers within 'the golden hour', especially from the perspective of the road widening and narrowing on the available maps. With limited rescue resources and local trauma centers, if the rescue units are involved in a bridge accident, Corolla, at least, would be in peril for the time rescuers were on the bridge call. This concern is not to be interpreted as lack of confidence in our superb responders, but is a concern for building the bridge without consideration of funds to expand rescue operations and published planning documents that detail accident scene management and victim export (not to mention getting the wreckers in and out).

Also the language used seems to be about vacationers in their cars and perhaps SUVs. I see no document that says tractor trailers, even those hauling fuel and other hazardous materials would not use the bridge as well. And I see no reference to noise and other pollutions from these rigs.

I appreciate the above can happen on the Wright Memorial Bridge, for example—but but it's design provides options and it is not 7 miles long.

In a public-private partnership it is unclear to me and I would like clarification of who is ultimately responsible for not only public safety but would be held accountable for any liabilities incurred traversing the bridge and access roads. Thank you.

Traffic Flow

After reviewing available documents I have traffic flow concerns. The maps show areas where road widening on rt 12 and 158 collapse back to the original lanes (ie along Rt. 12, in/near Duck, and on the mainland). From my experience as a driver, when lanes collapse that often creates significant congestion and increases the number of accidents both at and approaching the lane collapse. Likewise similar conditions occur when roads converge. These backups, especially on the mainland and within the short range of road widening in Corolla would contribute to backups on the bridge creating congestion and increasing peril.

I do not at this point in time see a direct relationship between the problems expected to be solved and the proposed remedies. For example, 2010 or 2035 I do not see how the two-lane bridge and interrupted road widening will solve traffic problems for Southern Shores and Duck. Not all the cars those towns are concerned about are heading to Corolla. Southern Shores, Duck and points south have their own volume during the summer months and the congestion I experience is often the result of the allowable left hand turns. This congestion has increased since building Winks, for example, and lately when there are events in the Duck town park. Southern Shores not only has a shopping center with an immediate left- right across from the entrance and exit of a gas station on the right—but within yards visitors require a left hand turn into a high volume rental agency. These poor development and traffic planning decisions also impact the traffic heading south to Kitty Hawk, Kill Devil Hills, etc.

Overall visitor volume can be handled in more efficient and cost/benefit ways. For example, rental agencies could move to 7 day per week check ins to alleviate the flow of visitors on Saturdays and Sundays during the high season. To launch 'change' these companies could offer various perks to both property owners and vacationers to opt for weekday arrivals and departures. In these modern times, a workers vacation request is more flexible. Restaurant owners, I believe, would embrace this as well. They would have more consistent customer flow cutting down on those nights where they cannot adequately handle the number of diners and as well enhance those nights were business is slower. Traffic specialists could design flow patterns with/without signals to address the existing obstacles to smooth flow (ie examples noted above) and reasonable planning by both Dare and Currituck County officials could take these items into consideration before allowing permits for future construction.

Environmental Impact

In addition to the stated visual pollution, I am concerned about any additional impervious surface overlaid on the northern Outer Banks. Although I am not an engineer, I do read the various reports on file for those developers seeking special permits—and their numbers suggest all is or will be well. Yet there is significant evidence (a picture worth a thousand words) of increased flooding resulting from new development and the addition of impervious surfaces, from parking lots to private driveways. For those of us living in Corolla for a long time, we are the oral historians of these events--- we may not articulate mathematical formulas expressing our concerns, but we know a flood when we see one, and we can recall similar periods of rain/snow/overwash etc. in the past that did not have

the current immediate and lasting impacts. Each flood or area of standing water eventually leaches into the ground water- contaminating wells and impacting the water table. The square footage of impervious surface for the bridge landing and proposed road widening, I believe would be catastrophic. The road widening north of the bridge on Rt. 12 could also impact septic fields.

And note I have not even addressed the aquatic impact nor birds and other wildlife, from noise to disruption of habitat to increased potential for spill and fuel and oil leaching from the bridge surface to the sound and wetlands.

At minimum further investment in the bridge planning should be put on hold until the existing flooding and drainage issues of the north Banks, especially Whalehead Beach and along Rt. 12 north of Albacore Street are corrected. At that point any bridge studies would be more accurate in terms of the topography and related design decisions.

Evacuation

Evacuation as we all know is not an annual event. In fact the northern Outer Banks, unlike our southern neighbors, is more often in peril from winter storms than summer hurricanes. Although plans suggest that there would be an improvement in evacuation by building the bridge (though if I read the slide presentation correctly, so would non-bridge alternatives), the attendant road improvements in some ways decreases the expected effectiveness of the bridge. Note again areas of lane collapse and convergence. Sooner or later that traffic backs up as vehicles need to 'take turns' and realign to the space available in the areas where roads are not widened. Also, final evacuation routes can be determined in the final 36 hours or even closer to storm landfall. If all evacuation is to head north, then the bridge traffic would be converging with the Wright Memorial and Rt 158 mainland evacuees--creating a new challenge in emergency management. Again I am not a professional but I'd think having a single flow of traffic provides more predictability and easier management- from traffic signal alterations to actual people directing vehicles. On those occasions that evacuation would be directed toward Elizabeth City- there would be two opposing lines of traffic that must converge and turn on to an unimproved/unwidened road.

Investment

I question the overall investment rational for this project, especially with a private company. The private sector is not beholden to the public interest and it's mission is revenue generation and profit. If I read correctly, the state in these risky economic times, would float bonds to recoup its investment on a project that when you think about it- could generate reasonable revenue for about 10-12 weeks per year, and in that timeframe peak usage in the current traffic volume model for 2 at most 3 days per week. My math says we're talking about 36 days per year for high volume traffic/tolls on the bridge. Even for Corolla residents who support building the bridge, I'd ask from a fiscal standpoint- how often do you go to the northern Currituck mainland and/or southern Virginia? Even if once a week year round, I believe there are about 200 fulltime

residents (mostly retirees)—again doing the math even if everyone took a weekly trip--- I don't see the return on investment no matter how high the toll. And, of course, if the toll is high most folk won't use the bridge anyway. I would be concerned both from an investment and community quality of life issue that the bridge would be a fallow monolith like so many of the shopping centers during the off season. And my guess sooner or later the bad investment would trickle down to taxpayers.

I'm also not sure that mainland businesses, if they consider a cost benefit analysis, would embrace the bridge. Many vacationers stop at the farm stands, cotton gin, and host of other tourist related businesses on their way to OBX. I can relate an incident where I was heading home on a June weekend and foolishly needed gas- there was none! I had to turn to the northbound lanes to find a gas station with fuel still in the tanks. Maybe not a good thing for the visitors, but sure a good thing for the businessman. I'd rather run out of sold gas than have my pumps idle. So too, I'd think would the recipients of the gas taxes. The Mid-Currituck Bridge will encourage fill ups in Virginia.

Community Impact

There is so much to consider here, I will leave these concerns to my neighbors. But I would like to briefly note that the bridge would cut Corolla in half- pretty much preventing the development of a sustainable, multi-generational, year round community. I also think there is an ethical responsibility on the part of government agencies. Land, homesites and homes have been sold 'aggressively' to people now living or owning property in Corolla. From my perspective their was an implicit promise when one is sold a view, local flora and fauna, a lifestyle and quality of life. Yes, development happens, but responsible development considers the hard and the soft impacts and clearly someone should be the advocate for the community's quality of life. I am aware I am saying should...an ideal word.

So from the community perspective I ask- is this bridge really necessary? is it the answer to the posed problems? If yes, is it proven irrefutably? and then if yes, can the proposed design and plan be modified for the least impact on a one-of-a-kind historical, nautical community? Or could we invest in other services that mitigate the need for the bridge as proposed? A 24/7 urgent medical care facility, satellite campus of a NC community college or university, a K-12 charter school---if new construction, could be built to withstand storm forces and serve as a safety center, collective creative, critical problem solving by local business on how to maintain revenue and preserve the north Dare and Currituck communities and enhance public safety...

If you are not the people who can place my comments into the public record, please either redirect this email or provide me with the correct contact.

Thank you.

Elizabeth Lindemann

From: Yili Lin [mailto:yililin348@optonline.net]
Sent: Monday, May 31, 2010 11:28 AM
To: midcurrituck@ncturnpike.org
Subject: comments re MCB

I have attached as well as pasted into body of this email to assure you can open and submit for file. Thank you.

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949
John Wander, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Alterman, Secretary

Board Members – Steve Alterman, Jon Britt, Lisa Newbern, Don Zerbe
Mid-Currituck Bridge Public Comment Form

Name: Elizabeth A. Lindemann Apt./Suite # _____
Street Address: 1032 Corolla Drive
City, State, Zip: Corolla, North Carolina 27927

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why? No-Build Alternative. The plans as presented to not adequately address the stated reasons for building the bridge; there is no independently audited financial plan for construction as well as return on investment with timeline.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? If a bridge as proposed is a done deal, the only reasonable Corolla landing is C2- but this needs further review to assure direct access to public health and safety services and does not impact residential traffic on Corolla, Whalehead or Lighthouse drives

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why? As noted above, if the state continues to pursue another il-conceived and costly project it appears option B would be the lesser of the evils.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Actually an additional lane on Rt. 158 and span on the Wright Memorial Bridge with no MCB would be a more feasible alternative and would more adequately address the rationale for improving access and egress to OBX; this is not a toll bridge, it is 'shorter' than the proposed, would have less environmental and ecological impact; would be a reasonable accommodation for OBX residents and mainland businesses year round (rather than the proposed which would only be useful to visitors and of limited value for 26 days a year!); NB: many mainland businesses serving OBX Currituck are located near the

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Mike & Lisa Lisa
 Street Address: 117 Willow Oaks Lane Apt./Suite No: _____
 City, State, Zip: Murphy NC 28752

Please add me to your newsletter mailing list. PROPERTY OWNERS PT. 196
247 LITTLE FISHAW COVE
CAROLINA NC 27907

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - "STRONG SUPPORTER"
NOT ADOPTING NO-BUILD OR WIDENING OF RT17
EXCEEDED TRAFFIC THAN DUCK, ETC. EXPANDS SERVICE
COMPROMISE AVAILABILITY FOR LIFE AND SAFETY IN CASE
OF EVACUATIONS, EXPANDED IN THE '00'S - 2 HRS TO GET

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - PREFERRED BRIDGE DIVISION NOT BE
SUB DIVIDED

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

A - YOU CAN'T GET BY 158 W/OUT APPROACH WITH
THE BRIDGE AND MAPLE SWAMP

Wright Memorial Bridge; would maintain sense of community for entire county- the MCB further alienates Corolla from mainland Currituck as using the bridge residents and visitors alike would bypass the communities and businesses on the mainland.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered? Of particular concern are three: the long term effects on environment, community and quality of life for residents and state loss of a treasured pristine tourist area; potential cost of the project with state commitment to fund so that the private investor can recoup investment when, as a taxpayer I'd like to see that kind of money spent on projects and services that address needs of North Carolina residents; the bridge will be the 'excuse' to force residents to seek a wide range of necessary community empowering services elsewhere, including out of state- ie medical care, higher education- etc. Oh and here's another- how can one embark on a project of this magnitude and not even know and publish the toll rate?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments: A 'think tank' I am sure could critically analyze the stated issues for both mainland and OBX Currituck and come up with less costly and more community centered solutions. For example, the 26 days of high volume traffic- work with rental agencies and tourist relations and begin to develop 7-day check in/check out options. This would spread out traffic and also solve some of the peak and trough issues of local business; develop and implement eco-friendly transportation systems that could serve year round residents, get workers to OBX from nearby counties and OBX folk 'out' and encourage visitors to plan vacations around air/train travel because there would be a direct connect to OBX; upgrade infrastructure that realistically addresses evacuation issues (e.g. role of state of Virginia- access from 158 to Eliz. City, etc.); help the residents of Duck and Southern Shores see the error in their development practices and make meaningful changes- especially those shopping areas, rental offices etc that require left hand turns when arriving to OBX.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING CENTER TURN LANE
IF ADDING 3RD OUTBOUND LANE WILL EXPECT
CRASH SITES, HOMES & POSSIBLE BUSINESSES
NOT IN FAVOR OF THIS OPTION

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

EFFECTS ON EXISTING CRASH SITES & HOMES

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

THE SOONER THE BETTER US GOT THIS PASSED
STARTED THEN COMPLETED
HOPEFULLY SOME CONSIDERATION ON TOLLS TO AVOID
CONTRACTORS & COLLISION (I.E. PASS SUMMIT TO 22 PAS)

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Lorell, Monte [<mailto:mlorell@usatoday.com>]
Sent: Monday, May 10, 2010 12:04 PM
To: midcurrituck@ncturnpike.org
Subject: mid-currituck bridge

- 2 -

mid-currituck bridge

Ms. Jennifer Harris
North Carolina Turnpike Authority

Dear Ms. Harris:

We are homeowners in Southern Shores for several years now, and renters before that. We have always had to endure the creep of traffic on Rt. 12 as cars made their way to a built-up Corolla that features large houses with many cars at each house. That traffic is a cause of great frustration to residents and renters of Southern Shores and Duck, resulting in a sense of imprisonment on heavily traveled weekends. It also presents a safety factor as people try to cross Rt. 12 to get to the beach, as well as the potential for serious delays should the island need to be evacuated.

The proposed Mid-Currituck Bridge is a reasonable solution to easing this traffic for the villages along the route. The owners and renters of Corolla should bear some of the traffic burden; after all, these cars are destined for Corolla and offer no benefit to Southern Shores or Duck, and the bridge would shave considerable time off their travels.

We strongly urge the approval of the Mid-Currituck Bridge. It's a fair solution and one that would allow all residents of the Outer Banks to enjoy the beauty and fun

the island has to offer.

Thank you for your consideration.

Regards

Monte and Nancy Lorell

14 13th Ave.

Southern Shores, NC 27949

DUCK COMMUNITY AND BUSINESS ALLIANCE

JUN 3 2010

P.O. Box 8251, Duck, North Carolina 27949

John Wampler, President

Ed Brooks, Vice President

Ed Brooks, Treasurer

Lynne Altman,

Secretary

Board Members - Steve Altman, Jan Britt, Lea Newbern, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: Marie and Chuck Lowe _____ Apt./Suite # _____

Street Address: 8599 Springs Drive _____

City, State, Zip: Warrenton, VA 20186 phone: 540-349-7895
email: melowe@comcast.net

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

We prefer the MCB4 choice. We think it would have less impact on the hundreds of property owners on Rt. 12 through Southern Shores, Duck, etc.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

We prefer C2. We think the businesses can relocate easier that the home owners.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option B. It seems the best choice for the Aydtlett property owners.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane because it would be less expensive and the use would be infrequent.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NONE

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Not a Boater

Additional Comments:

We have owned property in Duck for almost 20 years. We have seen the traffic problems increase to unsafe conditions. This bridge has been discussed at length for years. It is time to finally take action. Every summer we fear of the hurricane that comes so quickly the evacuation from the Northern Beaches is impossible. We are fortunate and don't have to rent our cottage. We can come and go when we want. We never travel on the weekends because it is too dangerous and it takes hours to get into Duck. We implore you to build this bridge before a catastrophic event happens.

From: Stephen Lutenberg
To: Harris, Jennifer
Sent: Sat May 15 18:40:09 2010
Subject: Mid-Currituck Sound Bridge
Ms. Harris,

My wife Karen and I are strongly in favor of the plan to build the Mid-Currituck bridge with the MCB4 option and not the other alternatives.

We feel the bridge with this option is the best plan for providing the fastest and safest evacuation route with the least impact on natural resources and existing development. It also appears to be the best choice should future development occur in Corova region.

Sincerely,

Steve Lutenberg
Karen French

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

A PICTURE IS WORTH A THOUSAND WORDS - YOU SHOWED LANES WIDENING ROUTE 12 - DESTROYING THE SLOW PACE VACATIONERS WANT.

THIS BRIDGE IS A WANT - NOT A NEED FOR VACATIONERS. BY A GOVERNMENT AGENCY

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Jacqueline Trac Arqui
265 North Bend Ocean Rd
Corolla, N.C. 27927

Your comments must be received by the close of the comment period on June 7, 2010.

252-453-4855

Attended the Corolla meeting - Wed 7/14 -

MAY 13 2010

May 11, 2010

Ms. Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

RE: Mid Currituck Bridge

Dear Ms. Harris:

I understand that hearings are being held during May to solicit public input regarding the alternatives being considered for the Mid Currituck Bridge project. I am writing to convey my support of option MCB4. I believe this is the only real alternative for solving the congestion that has plagued our roadways for too many years now. I urge the Turnpike Authority to move forward with this project as quickly as possible.

Sincerely,

J. David Mackley
218 Ocean Blvd.
Southern Shores, North Carolina

Name: Althea MacWhorter
Address: 4715 Shotley Way
City: Williamsburg
State: VA
Zip: 23188

Email: amacwhorter@earthlink.net

Comments: WE have a house in Southern Shores and are counting on the Mid-Currituck Bridge to help the town in many ways. 1. Alleviate the terrible traffic problems particularly on weekends during the summer months - June through September. 2. Give the OuterBanks another possible route during a Hurricane Evacuation. All residents for 20 miles north of us up to Corolla have to drive through Southern Shores to get off the island because there is only one road. This is a very dangerous situation.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Georgia Maitland PO Box 35 Sandy Spring MD
Street Address: Town 873 Lighthouse Apt./Suite No: 20860

City, State, Zip: Corolla, NC

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB-4

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse center turn lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Name

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

Name: DAWIEL MAKIKA

Street Address: 1105 AUSTIN ST Apt./Suite No: _____

City, State, Zip: CAROLLA, NC

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

THIS IS THE SOLUTION FROM MY PERSPECTIVE. IT ALLOWS FOR THE CONSTRUCTION OF THE BRIDGE WHILE MINIMIZING THE IMPACT TO LOCAL ROAD AND THE OVERALL BEAUTY OF THE AREA.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

AGAIN BEST SOLUTION FROM MY PERSPECTIVE WHILE TRYING INTO EXISTING COMMERCIAL AREA AND MINIMIZING THE IMPACT ON RESIDENTIAL AREAS.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I DO NOT HAVE A PREFERENCE AND WOULD DEFER TO THE PROPERTY OWNERS IN THAT AREA.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I WOULD PREFER TO REVERSE THE CENTER LANE TO MINIMIZE THE IMPACT ON THE COMMUT ROAD.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

NO. THAT HAVE NOT BEEN ADDRESSED

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

N/A

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: wmarsh@mindspring.com [mailto:wmarsh@mindspring.com]

Sent: Sunday, May 16, 2010 4:24 PM

To: midcurrituck@ncturnpike.org

Subject: The Bridge

As long term residents of Duck, we have attended many meetings and heard many proposals. If it is necessary to remediate 10 weeks of heavy road use and plan for the future, it is in everyone's best interest to choose a Bridge over other alternatives (road widening). To ever increase the number of lanes into Duck and out of Duck would make for a bottleneck of immense proportions and defeat the purpose entirely. To widen NC 12 would destroy the very environment that draws people to our area for vacations, second home retreats or a new place to live. We do not support any changes to NC 12.

We do support MCB4 and the mid Currituck Bridge.

Bill and Ronnie Marsh

112 Quail Way

Duck, NC 27949

Bill and Ronnie Marsh

Brindley Beach

wmarsh@mindspring.com

www.outstandinginthemarshes.com <<http://www.outstandinginthemarshes.com>>

252-261-2222 (O)

252-202-5551 (C)

From: Barbara H. Marzetti [mailto:marzetti@msn.com]
Sent: Wed 6/2/2010 8:35 PM
To: midcurrituck@ncturnpike.org; jennifer.harris@ncturnpike.org; Vance Aydlett; Owen Ethenridge; Janet Taylor; John Rorer; gregor@mediacombb.net; BOC; Bev Perdue; Bill Owens; Sen. Marc Basnight

Subject: NO MCB

Mid-Currituck Bridge Public Comment Form

Name: Barbara Marzetti
Street Address: 609 Sea Oats Ct. Apt./Suite #
City, State, Zip: Corolla, NC 27927

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email:
midcurrituck@ncturnpike.org

Question 1:

Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
NO BRIDGE - it's a waste of money we don't have for a bridge we don't want or need & will not solve the traffic or evacuation problems. It's criminal to even consider building this while Bonner Bridge crumbles & it's the ONLY way in & out, whereas this a convenience for visitors on 13 weekends out of the year, and it will destroy what's left of one of the most beautiful & fragile stretches of barrier island.

Question 2:

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Question 3:

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Question 4:

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Third outbound lane will help the most

Question 5:

With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
Where to start ... you missed the ancillary impacts on the communities of Aydlett, Corolla & Carova. The environmental impact of construction alone will be unfaithomable, and if constructed the runoff alone will destroy the Sound. The bridge would divide many communities in Corolla, yet the DEIS only discussed the newest, barely constructed one of Corolla Bay. How about, Corolla Light, Monterey Shores, Ocean Sands? How about traffic cutting through Whalehead to avoid traffic/back ups on Rt. 12? Where's the

funding for ancillary road improvements to support this bridge and money for parking, bathhouse, restrooms etc. for people using the bridge particularly daytrippers?

Question 6:

If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional

Comments:

This has to be one of the most ill-conceived projects ever ... driven by political and real estate interests and NOT by the needs and wants of the people. Even the visitors who think they might want the bridge, if the impact on the community and the changes it will bring are explained to them, most will say NO because then it will be like every other beach community!

Raleigh, NC

Dear Ms Harris,

As an individual who has spent some amount of time in the past conducting Traffic and Transportation Engineering studies (with the occasional small Environmental Impact Study thrown in) for an Engineering Consulting firm and for the Federal Government, I would like to compliment the preparers of the Mid-Currituck Bridge EIS for a professional presentation. Having been on the Traffic Engineering Study and EIS preparation side of the fence, I understand the difficult decisions that must be made in selecting which alternatives to present to the public and then to make the final decision on which alternative to build (or not to build), especially when the project is as controversial, and has lasting, major impacts on the lives of the residents of both Mainland Currituck County and the Currituck Outer Banks.

I defer to others on the obvious adverse environmental impacts (both during and after construction) of the increased noise, water, air, light, and visual pollution that residents will have to endure once the builders have come and gone. I would like to concentrate on an area I know a little bit more about, the adverse traffic impacts on the residents of Currituck County.

The EIS acknowledges the traffic issues the bridge project addresses are for 26 days (13 weekends) out of 365 days, or 7 percent of the days in the year (25 percent of the weekends in the year). Major projects such as the Mid-Currituck Bridge typically are undertaken to solve traffic congestion problems that occur at least five of the seven days of every week of the year (71 percent of the days). It should be very difficult for an Engineer or a Governmental Decision Maker to justify the expense for such a large capital project on the basis of solving a traffic problem that occurs only 7 percent of the days of the year (as opposed to the typical project that would relieve congestion 70 percent of the days of the year). Being able to justify such a large expenditure on the supposed basis of significantly improving traffic service 7 percent of the days of the year would be an astounding task I should not like to try to undertake.

No Build Alternative - I acknowledge that a strict no-build option may not be a reasonable choice, but perhaps a minimal build option that would have much less construction than proposed under ER2 should be considered. The major traffic bottlenecks are at the intersection of 12 and 158 and at Route 12 through the Town of Duck. Traffic crawls through Duck because of the lack of foresight on the part of planners by not reserving a wide enough right-of-way through town, thus allowing development too close to Route 12. The EIS discusses the high expense of widening Route 12 through Duck, yet does not flinch at the total cost of road and bridge work elsewhere. This does not make fiscal sense. It would seem the EIS has taken a position to avoid any adverse impact on Duck at the expense of Aydlett and Corolla.

The Root cause of the weekend traffic problem is not addressed in the EIS. This root cause is the traffic flow into and out of the Currituck Outer Banks is concentrated in short time spans. No efforts have been made to spread out the arrivals and departures of visitors over more hours, or even over more days. The concept of reversible lanes is discussed only in terms of hurricane evacuation, not on traffic relief during the peak 13 weekends. All avenues should be explored to see if the congestion can be reduced to manageable levels by non-construction measures before undertaking expensive projects.

MCB4 - The EIS declared MCB4 to be the preferred alternative and takes no position on which of the two bridge alignments, the northern C1 or the southern C2, it supported. Addressing only the C1 versus C2 issue, I propose that C1 would have the least amount of impact on the Corolla community. I realize this is a divisive issue, with residents nearest to the C1 location in favor of C2, and residents nearest C2 in favor of C1. The EIS expresses a concern about C1 dividing the Corolla Bay subdivision, thus affecting community cohesion. I must admit I am puzzled by this statement about community cohesion. The last time I drove by the Corolla Bay subdivision, I

From: Alicia McDowell [<mailto:obxama@embarqmail.com>]
Sent: Tuesday, May 25, 2010 5:50 PM
To: midcurrituck@ndturnpike.org
Subject: Letter to the Turnpike Authority

----- Original Message -----

From: Corolla Civic Association <<mailto:CorollaCivicAssn@embarqmail.com>>

To: Corolla Civic Association <<mailto:CorollaCivicAssn@embarqmail.com>>

Sent: Saturday, May 22, 2010 12:21 PM

Subject: Letter to the Turnpike Authority

From: Barbara H. Marzetti
Sent: Saturday, May 22, 2010 11:05 AM
To: CCA
Subject: RE: Letter to the Turnpike Authority

Thank you for your excellent submission! I agree with you about the division of Corolla Bay .. I suspect that the reason for all the concern over this community that is still under construction is purely political/economic. As was pointed out at the Turnpike Authority hearings, the existing communities of Monterey Shores, Ocean Sands and Aydlett would be divided by the bridge & road widening.

I hope you'll also pass your comments along to the Army Corps of Engineers, and the Currituck County Board of Commissioners.

Regards,
Barb Marzetti

From: CorollaCivicAssn@embarqmail.com
To: CorollaCivicAssn@embarqmail.com
Subject: Letter to the Turnpike Authority
Date: Sat, 22 May 2010 08:21:39 -0400

Jennifer Harris, P.E.
North Carolina Turnpike Authority

remember seeing a subdivision sign, a model home, and construction workers laying out streets, and not much else. The C1 alternative seems to be in the least populated/developed area of the two alternatives. The C2 alternative places the bridge terminus adjacent to the largest traffic generators (commercial establishments) on the Currituck Outer Banks. Dropping all the bridge traffic into this already heavily traveled area makes no sense from a traffic engineering perspective. Moving the traffic away from the congested area by selecting the Northern, or C1 alternative, would seem to be the best alternative of the two presented.

Thank you for reading and accepting my comments. I am grateful for the opportunity. If you have any questions, please send me an email.

Respectfully,

Joseph F. Cassidy

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

Name: Bobby Mc CARTHY

Street Address: P.O. Box 298-1216 Cord Ln Apt/Suite No. _____

City, State, Zip: Corbella NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO BRIDGE

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: EDWIN Mc CARTHY

Street Address: 1216 CORAL LANE Apt./Suite No: ---

City, State, Zip: COROLLA, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO-BUILD - I RETIRED TO COROLLA 12 YEARS AGO HOPEING TO LIVE IN AND MAINTAIN A CERTAIN LIFE STYLE - I BELIEVE THIS BRIDGE WILL DESTROY THIS LIFE STYLE WITH OUT GIVING RESIDENTS ANY POSITIVE BENEFIT - I HAVE NEVER HAD A PROBLEM LEAVING FOR

If you prefer MCB2 or MCB4, do you prefer bridge-corridor alternative G1 or G2 and why?

A HURRICAN EVACUATION -

WITH THE CURRENT, WOULD WIDES FINACIAL PROBLEMS HOW CAN YOU GARANTIEE THAT ENOUGH LONG TERM MONEY WILL BE AVAILABLE TO COMPLETE THIS PROJECT -

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Subject: Fw: Mid Currituck Bridge Project
Date: Saturday, June 12, 2010 2:55 PM
From: Harris, Jennifer <jennifer.harris@ncturnpike.org>
To: midcurrituck <midcurrituck@ncturnpike.org>

jones_kristin@msn.com
Jennifer Harris

From: Kristin Jones <jones_kristin@msn.com>
To: Dewitt, Steve; Harris, Jennifer
Sent: Sat Jun 12 09:45:43 2010
Subject: Mid Currituck Bridge Project

I am writing in to express full support for the Mid Currituck Bridge project. I am a property owner in Corolla and believe the project is vital to the safety and development of the area.

Thank you for your support and efforts in keeping this project moving forward.

Best,
Kristin Jones McCoy
759 Dune Point Road
Corolla, NC

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

Tuesday, May 18, 2010

Subject: Comments Regarding the Mid-Currituck Bridge Project

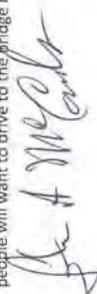
My comments are offered from the perspective of a cyclist who rides many thousands of miles each year, who promotes bike riding for citizens of the Outer Banks for recreation and good health.

From previous presentations it appears the preliminary bridge design will be bicycle friendly in respect to wide shoulders (10 feet both sides) regardless of what route is chosen. Although I can find nothing on the rail heights I assume they will be similar to the height of the rails on the Virginia Dare Bridge that connects Roanoke Island to the NC mainland.

I also hope the Mid-Currituck Bridge will have another attribute of the Virginia Dare Bridge. That is, at about the mid-way point there are bicycle pull-off areas on both the eastbound and westbound lanes. This feature is much appreciated as it provides a safe area for bicyclists to rest and also to enjoy the scenic beauty. Since the Mid-Currituck Bridge will be even longer than the Virginia Dare Bridge pull-off areas on both eastbound and westbound will certainly be a desirable attribute.

I am convinced the new bridge will be an engine for increased bicycling activity and thus increased economic activity in the Outer Banks of both Currituck and Dare Counties. I anticipate many thousands of bicyclists will ride the new bridge every year; and further, as the Outer Banks continues to promote sporting events such as triathlons and in the future both competitive and non-competitive bicycle events involving thousands of cyclists the popularity of the Outer Banks as a destination for cycling will increase significantly and bring with it significant and sustained economic activity.

It is my hope and request to the turnpike authority's and NCDOT that bicyclists not be charged a toll to pedal the bridge. In fact, to do so would dampen and severely limit bicycle activity and the resultant economic benefits that would occur if bicyclists had to pay a toll to ride the bridge. Further, I hope and request the approaches to the bridge, both at the west and east terminuses include a "gateway" so cyclists can transit onto the bridge without having to stop, and this gateway be at least 10 feet wide so that it equals the 10 foot shoulders of the bridge. Moreover, the turnpike authority should have adequate room at the terminuses, particularly the west terminus, for parking as it's almost certain many people will want to drive to the bridge but use their bikes to cross it.



Jack McCombs
Chairman of the Pedestrian & Bicycle Committee of the OBTTTF when that organization was operating
jackdh@emberqmail.com
252-216-7760
252-480-9263
917 Cedar Dr.
Kill Devil Hills, NC 27948

From: Alicia McDonnell [mailto:obxgma@embarqmail.com]
Sent: Tuesday, May 25, 2010 5:48 PM
To: midcurrituck@ncturnpike.org
Cc: jharriss@ncturnpike.org
Subject: Bridge across the Currituck Sound

Ms. Jennifer Harris,

I have participated in NC Turnpike meeting with respect to this bridge for almost 10 years.

The idea for this bridge goes back to around 1978, then again in the 80's and the again in the 90's. Here we are into the 21st century, some 32 years later and still there is no final decision.

Maybe this is because it is not a good idea to begin with, since 32 years have not proven what the state should do.

The whole problem stems from Duck, NC. in Dare County, and NC12 which runs through Duck.

Our very influential state rep. Mr. Marc Basnight has been pushing for this bridge for years, because to widen NC12 through Duck would "ruin its quaintness".

Well to put this bridge through Currituck's Aydlett and Corolla would ruin our "quaintness" as well as our environment.

To use \$700,000,000 for a structure to accommodate non residents of NC, for 24 to 30 days a year is ludicrous.

To use a Spanish firm is a slap in the face of US citizens. What happened to "made in the USA"?

Furthermore it will be the taxpayers of NC that will be footing the \$15,000,000 a year promised by the NC legislature for the maintenance of this "monster".

If something must be done by NCTA, then correct the congestion at NC158 and NC12 and then widen NC12 through Dare County as well as in Currituck County....show fairness to both entities.

Or better yet, study this option for more years and in the meantime repair or rebuild the Bommer Bridge in Dare County which serves both a full time population and tourists four months a year, before a major mishap occurs and part of this bridge collapses.

Again I stress...Don't Build a Bridge for 30 Days of Usage.

Sincerely,

Alicia McDonnell

Corolla resident and NC taxpayer

From: Alicia McDonnell
To: Harris, Jennifer
Sent: Thu May 27 10:24:23 2010
Subject: MCB terminus

Ms. Harris,

Please consider this bridge as a Commercial entity, and have the terminus come into a Commercial area.

The businesses in Tim Buck 11 are only open from May to September. Their patrons will hardly see the bridge.

Whereas if you decide to use the Corolla Bay terminus the local residents in Monterey Shores will be looking at this bridge 365 days a year.

The South terminus is the BEST!

Thank you.

Alicia McDonnell

965 North Harborview, Corolla NC

Monterey Shores full time resident

From: Alicia McDonnell

To: Harris, Jennifer

Sent: Sat May 29 12:07:34 2010

Subject: C-1 Terminus and N. Harborview Flooding
Ms. Harris,

FYI:

Is the Turnpike Authority aware that if the C-1 terminus is chosen and traffic is then routed through North Harborview Drive in Monterey Shores that this road has a SERIOUS flooding problem.

After Hurricane Ernesto and several recent Nor'easters this road was impassable for almost a week.

Please check the Currituck County Flood Maps and you will see that at least four (4) homes on the west side of this street are in the worst flood zone category possible.

Again, if you all choose to bring a bridge into Corolla please do not affect the permanent residents who live on this quite street.

C-2 Terminus is best for Corolla....no permanent residents in this area.

Alicia McDonnell

North Harborview resident

From: Alicia McDonnell
To: Harris, Jennifer
Sent: Sat May 29 10:10:47 2010
Subject: Fw: I received this e-mail this morning...

Please read...thank you.

----- Original Message -----

From: [Corolla Civic Association](mailto:CorollaCivicAssociation)

To: [Corolla Civic Association](mailto:CorollaCivicAssociation)

Sent: Saturday, May 29, 2010 7:58 AM

Subject: I received this e-mail this morning...

From: Yili Lin **Sent:** Friday, May 28, 2010 7:23 PM **To:** 'Corolla Civic Association' **Subject:** RE: I received this e-mail this morning...

Here is a copy of my request to NCTp- if I do receive I will submit to the list for anyone else who wishes to complete. Although I submitted written comments, now that I know this form exists, I think a good back up—

Wonder if a new alternative- bridge landing just north or south of Duck? Okay attempting to be more reasonable, Duck residents and business owners apparently do not understand, bridge or no bridge that will not correct traffic in their town or Southern Shores- they should have been more vigilant with constructions like WINGS with a left hand turn for arriving visitors, for example.....as well the new park on performance nights/days.

For me the significant flaw in the plans submitted is the inconsistent lanes- it just not make 'engineering' sense to have 4-6 lanes to collapse to two and believe that would alleviate traffic jams or facilitate evacuation. I cannot believe these planners have never driven on roads that have this flaw- especially peak

times- and not know the bottlenecks increase as well as risk for accidents.

I'd think 'thinking' Duck residents and businesses would vote 'no bridge' in response to the alternatives- if NCTA et al come up with a smarter plan, I think we are all well served to review it impartially- but the alternatives presented- well for me- don't make sense.

Elizabeth Lindemann

From: Susan Taylor **Sent:** Friday, May 28, 2010 4:27 PM **To:** Corolla Civic Association **Subject:** Re: I received this e-mail this morning...

Do I have this right? Put the bridge in Corolla for the convenience of residents of Duck. This is incredibly dumb. They want to get traffic out of their neighborhoods by spending a boatload of taxpayers dollars to put the traffic in Corolla. Talk about elitism.....
Plus we are vocal but by no means a minority. They should have included reasonable setbacks on Route 12 to allow for future growth. Whose Kool-aid has this organization been drinking?
Susan Taylor

From: Daniel Lane **Sent:** Friday, May 28, 2010 1:28 PM **To:** CorollaCivicAssn@embarqmail.com **Subject:** I received this e-mail this morning...

(I do not support the bridge. I thought it was worth reading what some bridge supporters are up to.) Dan Lane --- On Fri, 5/28/10, DCBASecy@aol.com <DCBASecy@aol.com> wrote:

From: DCBASecy@aol.com <DCBASecy@aol.com>

Subject: Urgent Request for Comments on Mid-Currituck Bridge

To: Date: Friday, May 28, 2010, 9:40 AM

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wander, President

Ed Brooks, Vice President

Ed Brooks, Treasurer

Lynne Alterman, Secretary

Board Members – Steve Alterman, Jon Britt, Lisa Newbern, Don Zerbe

This past week, the NC Toll Authority Project Team held 3 public hearings in Dare and Currituck counties to review the draft Environmental Impact Statement and alternatives being considered for the Mid-Currituck Bridge. **Small but very vocal groups** of residents from Aydlett and Corolla attended all sessions and **spoke out against the bridge**. It is important that we do not let a vocal minority overshadow the benefits of a bridge to Duck, and the negative impact widening of the road would have.

If you were unable to attend the session and have not yet sent a letter or survey form to the Toll Authority, we are requesting that you **submit a response form or letter to the project team**. **The deadline for submissions is June 7, 2010**. Responses can be submitted to:

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

EMAIL: midcurrituck@ncturnpike.org

Attached is a blank submission form that you can complete and submit. Following is some basic information that you can use to complete the form. A copy of the presentation materials presented at the workshops is supposed to be available on the website at:

http://www.ncturnpike.org/projects/Mid_Currituck/documents.asp

A complete copy of project materials is also available at this location Information for completing: **Mid-Currituck Bridge Public Comment Form**
Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

ER2 – Existing roads widening; adds additional lane to 158 on mainland and route 12 north through Southern Shores & Duck to Hunt Club Drive. Above Hunt Club Drive, becomes 4 lanes to Albacore in Currituck County. Widens route 12 to 6 lanes from Wright Memorial Bridge to Cypress Knee Trail then to eight lanes to Home Depot Drive and adds an interchange at intersection of route 12, route 158 and Aycock Brown Welcome Center.

MCB4- 2-lane mid-Currituck Bridge and addition of an evacuation lane on US 158 between NC168 and the mid-Currituck Bridge plus an evacuation lane on 158 between Wright Memorial Bridge and NC 12. MCB2 – changes to existing roads per ER2 plus addition of 2 lane mid-Currituck Bridge described in MCB4. No-Build Alternative – do nothing.

Although there is no 4 laning of route 12 through Duck and Southern Shores in any alternative, the three laning proposed in ER2 and MCB2 would have a significant impact since there would be linear infiltration strips (or ditches) constructed on both sides of the road. Along Ocean Boulevard, with a 120 foot right of way, these strips would be between 12 and 21 feet wide. From the Duck Road intersection through Duck, these strips would be 4 feet wide and would require purchase of easements along both sides of the road from property owners.

The bridge alternative being recommended by NCTA and FHWA is MCB4.

This recommendation is made taking into account cost and design considerations, travel benefits, community, natural resources and other impacts, including public involvement comments.

The BBPR Board supports MCB4 which includes a bridge with minimal road widening on route 12.

Question 2: If you prefer MCB3 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 would land in the Corolla Bay subdivision and would physically divide it. C2 would land across from Albacore street in the commercial area and would displace several businesses and change some driveway and

street accesses in the TimBuck II area.

If you do not have a preference, indicate that the decision should be left to the project team.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A would place a toll plaza within the US 158 interchange and include a bridge over Maple Swamp . Aydlett Road would continue as an access for Aydlett property owners.

Option B would place the toll plaza in Aydlett, feature a road placed on fill across Maple Swamp , eliminate Aydlett Road and provide Aydlett property owners with an exit on the new road before the toll plaza.

Option B is supposed to cost \$60 million less than Option A. **Currituck County Commissioners and Aydlett residents are opposed to Option B, as it has the highest impact on the community.**

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

For ER2, MCB2, and MCB4, some homes, businesses, outdoor advertising signs, and gravesites would be relocated if a third outbound lane is added for hurricane evacuation along US 158.

Question 5: If you are a boater or rent boats that use the Currituck

Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Self explanatory

Question 6: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statements.

Here you can identify any issues that are of particular concern to you, e.g., opposed to infiltration strips (ditches) to address road flooding, minimize removal of vegetation.

Additional Comments:

Here you can add your own personal comments. Are you a strong supporter of the bridge? Are you concerned about project delays? Do you support the project team's recommendation? Do you have any other concerns?

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Ray M. Glenn
Street Address: 531 Beakes Pkwy Apt./Suite No: _____
City, State, Zip: Corolla, NC 27527

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
No-Build. This is a limited use bridge. The NC-12 improvements will deteriorate the traffic on this road for locals and visitors. The bridge would be utilized only 10-13 weekends on an annual basis.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

There is usually plenty of hurricane warning for all prudent people to evacuate.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Sound of NC-12 would hinder traffic year round.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Public Comment Form

Name: Raymond McGlynn _____ 531 Breakers Arch _____ Apt./Suite # _____
 Street Address: _____
 City, State, Zip: _____ Corolla, NC 27927 _____
 Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:
 Mail: Ms. Jennifer Harris, P.E.
 NC Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
 No-Build- There is no justification for the Cost/Benefit. It is of limited value, it will disrupt communities in Currituck while Dare County will reap some relief of the weekend traffic problems.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
 There is usually sufficient warning prior to the arrival of a hurricane. Congestion will still occur once entering Virginia.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The bridge's stated main purpose is to relieve the traffic during the summer. The residents of Currituck County will experience the imposition of the bridge and its related structure and roads year round.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

Name: Mark A. McHugh _____
 Street Address: 1127 Brumsey Court _____ Apt./Suite No. _____
 City, State, Zip: Corolla, NC 27927 _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer MCB4 since I believe this alternative would improve our chances of evacuating the OBX in the event of a hurricane and it would maintain the integrity of the OBX. Increasing the number of lanes proposed in ER2 and MCB2 would tarnish considerably the image and charm of the OBX.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C2 since this would put most of the traffic very close to the commercial area of Corolla. I believe that this location would have the least impact on the environment and on the charm of Corolla.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer option A since I believe it is important to accommodate the Aydlett residents as much as possible.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
I prefer the option that would reverse the center turn lane during an evacuation. This is a minimal option that appears to have the least disruption to the local community.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
I have no particular concerns at this time. I hope that the building of the bridge would be done in a manner to minimize the removal of vegetation and would help maintain the ambiance and charm of the towns in and around the bridge.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
I am not a boater.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

I am a 20 year homeowner in the town of Duck. We need another emergency plan from the northern outer banks and the mid-county bridge is the right answer. Tourism is too important to the economy of the entire outer banks region to ignore this important step to make people safer and alleviate some of the serious traffic problems on Rt. 12. Thank you for your consideration. Irene McKenna, 108 Chip Court, Duck, North Carolina

From: Mary Anne McKernan [mailto:with-an-e@verizon.net]
Sent: Wednesday, June 02, 2010 3:29 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Comment Form

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wender, President *Ed Brooks, Vice President* *Ed Brooks, Treasurer* *Lyme Allemann, Secretary*

Board Members – Steve Allemann, Jon Britt, Lisa Newbern, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: David & Mary Anne McKernan
Street Address: 130 Olde Duck Road Apt./Suite # _____
City, State, Zip: Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4. We do not want Route 12 North widened through the Town of Duck

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

No preference; the decision should be left up to the project tea.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A as it has less of an impact on the community.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane during an evacuation. Less costly and less disruptive to the existing infrastructure.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

We are opposed to infiltration strips (ditches) to address road flooding, we want to minimize removal of vegetation, and we want to maintain the small town character of Duck.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional Comments:

Ms Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27699-1578

April 28, 2010

To Ms. Harris
As a homeowner in Corolla NC, I am writing to support option MCB4 as the best and optimal solution for the issue of easing congestion onto the Outer Banks,

My residence is located at the following address and I feel strongly that a completely separate route off the island would provide the safest route to evacuate the island in the situation of an emergency situation.

William and Cathy McKinney
650 Ocean Front Arch
Corolla, NC

Please support the MCB4 option as the best option to pursue as it is in the best interests of all involved to have multiple access routes onto and off of the Outer Banks.

Questions, please call me on 972-473-2568

Sincerely,

William McKinney
William McKinney

Cathy McKinney
Cathy McKinney



MAY 17 2010

Fox Rise Farm
241 Burch Lane
Boyce, VA 22620

May 15th, 2010

Jennifer Harris P.E.
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27699-1578

Dear Ms. Harris,

As a native of the area, part time resident and property owner on the Outer Banks I have personally witnessed the explosion of development that has taken place. It is clear that the expansion has dangerously outstripped the ability of the existing road structure to accommodate emergency evacuation procedures. My continuing awareness of the situation has led me to conclude that (1); The Mid-Currituck Bridge is essential and should be replaced in the most environmentally friendly manner (MCB4 - either C1 or C2) and (2); The road US 158 from the Wright Memorial Bridge north to its intersection with Rte 168 should be expanded in some manner to accommodate evacuation of communities south of Kitty Hawk.

We keenly appreciate the NC Turnpike Authority devoting its attention to this lingering disaster potential.

Sincerely,

William P. McLean Jr.
William P. McLean Jr.

Name: Mr. & Mrs. John McNally
Address: 188 Sea Oats Lane
City: Southern Shores
State: NC
Zip: 27949
Email: mcnally311@aol.com
Comments: Please build the mid-Currituck Bridge.

From: obxiamsrm@aol.com
To: Harris, Jennifer
Sent: Mon May 17 13:00:26 2010
Subject: Mid-Currituck Sound Bridge

We will not be able to attend the May 18th. meeting concerning the bridge. We are very much in favor of building the bridge. Living in Southern Shores we see our town being adversely affected. Highway 12 is at a stand still on weekends. Our street, Hillcrest Dr., has become an alternate 12 with speeding traffic. Most of this traffic would not be going through our area if the bridge were built.

John and Shirley McPherson
268 Hillcrest Dr.
Southern Shores, NC 27949
252-261-6406

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

JUN 3 2010

Name: John & Sally Meagher
 Street Address: 30 N. DUNE LOOP Apt./Suite No:
 City, State, Zip: SOUTHERN SHORES NC 27949
 Please add me to your newsletter mailing list. ALREADY ON IT.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
WE PREFER MCB4 - BECAUSE IT PASSES LESS IMPACT
ON DUCK RD (NC-12) THROUGH SOUTHERN SHORES & DUCK.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
NO OPINION

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
NO OPINION

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE THE CENTER TURN LANE.
IT WOULD BE MUCH QUICKER (THE LANE IS THERE!) THAN
CONSTRUCTING ANOTHER LANE. CHEAPER, TOO!

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

WE SEE NO IMPACTS OF GREAT CONCERN TO US.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:
IT IS WELL PAST TIME TO GET THIS DONE!!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Andrew Merrett
513 Spot Lane
Virginia Beach, VA 23456

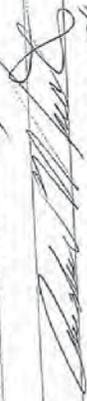
5/10/10
MAY 13 2010

TO: TENNIFER HARRIS, P.E.

I AM WRITING CONCERNING THE
MID CURTACK BRIDGE PROJECT.
MY FAMILY OWNS AND OPERATES
CAROLLA WATERSPORTS FROM THE PIER
BEHIND TIM BUCKETT'S SHOPPING CENTER.
WE HAVE NOT BECOME ACTIVELY
INVOLVED IN THE PAST AS THE POSSIBILITY
OF THE BRIDGE PUTTING US OUT OF
BUSINESS SEEMED LIKE A "NEEDLE
IN A HAYSTACK"
NOW IT APPEARS ROUTE "C-2" WILL
GO ALMOST DIRECTLY ACROSS THE
BASE OF OUR PIER AND PUT US
OUT OF BUSINESS AND INTO BANKRUPTCY.
WE HAVE OPERATED HERE FOR MANY
YEARS AND HAVE OVER \$200,000 -
INVESTED IN BUILDINGS & EQUIPMENT
AND MOREOVER COMPLETED TEN
OVER \$200,000 - OVER THE NEXT TEN
YEARS PLUS LOSS OF OUR YEARLY INCOME
FOR THESE REASONS AND OTHERS,
WE STRONGLY REQUEST YOU USE
PLAN "C-1" IN THE EVENT YOU
DO NOT USE PLAN "C-2" YOU
DECIDE TO USE PLAN "C-2" YOU
CAN SAVE OUR BUSINESS AND
LIVELIHOOD BY RUNNING THE

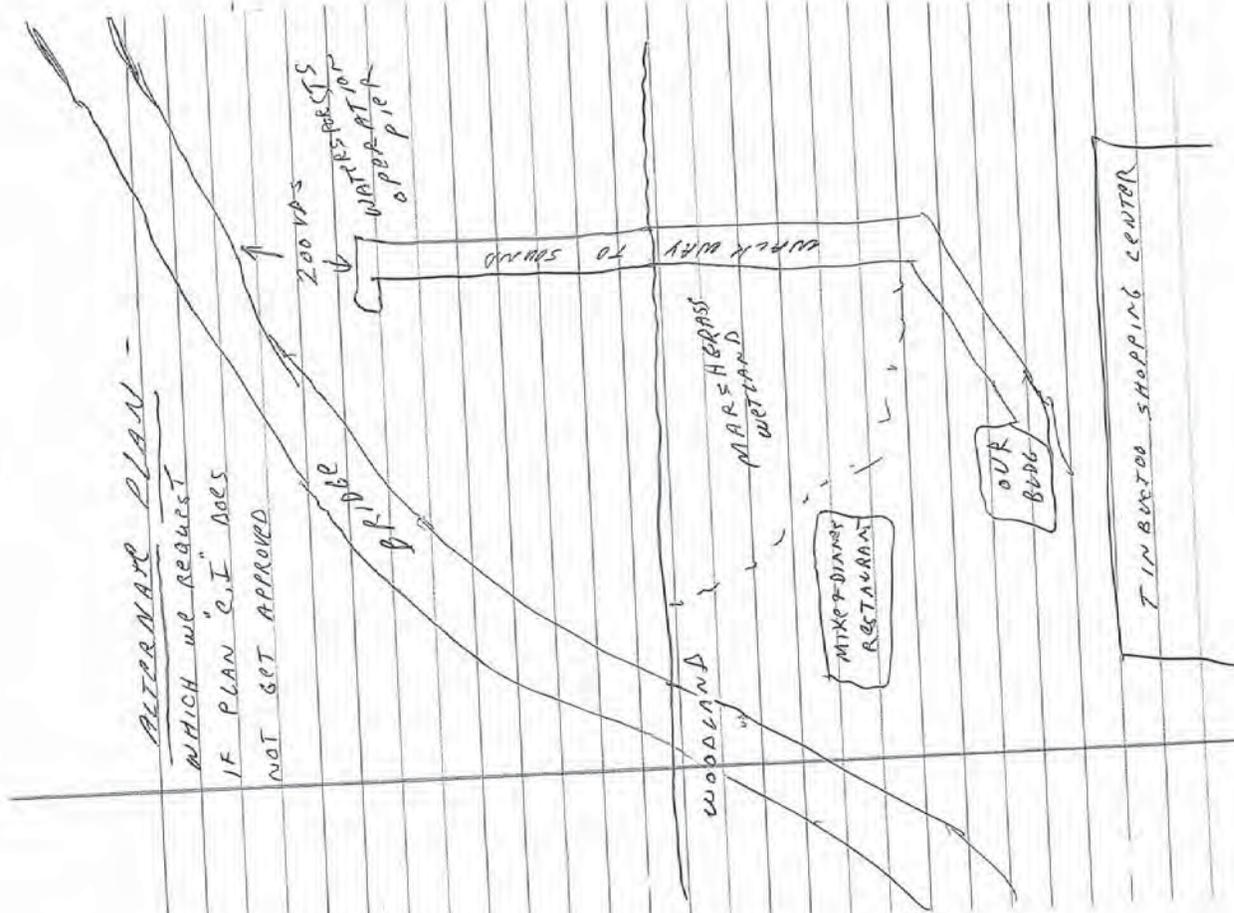
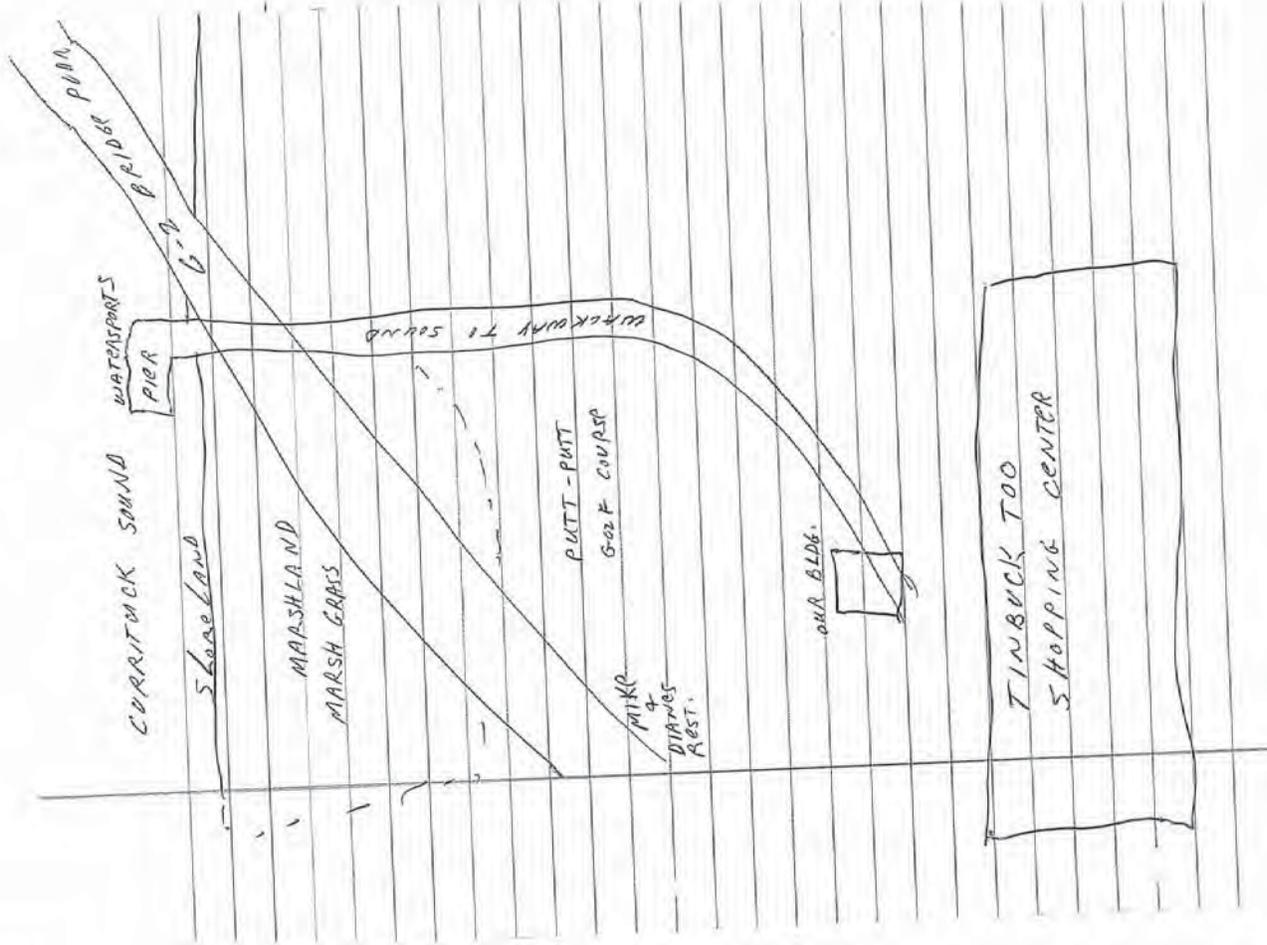
BRIDGE 200 YDS OFF THE END
OF OUR OPERATIONS PIER. THIS
WOULD ALSO ELIMINATE THE NEED
TO CROSS A LARGE AMOUNT OF
WETLAND (MARSHGRASS) TO THE
SOUTHEAST OF THE PIER.

THANK YOU,


ANDREW MERRETT

Enclosed sketches of Route
AND POSSIBLE ROUTE

THE TIMBUCKETT SHOPPING CENTER
ASSOC. ALSO OPPOSES THIS "C-2"
ROUTE. IT SPOILS THE AMBIANCE
OF THE AREA AND ACCESS TO
VIEW THE CURTACK SOUND AND
SUNSETS FROM THE PIER.



**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Michael Macedonia / Corolla Watersports Inc. -> Golf Links Turnpike

Street Address: 4805 Vista Lane Apt./Suite No.: II

City, State, Zip: Chic, NC 27949

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I prefer the no build alternative because I believe Corolla should remain the way it always has been. That is isolated and naturally beautiful. This is why Corolla is a popular tourist destination and has a growing residential population as well. Corolla is a desired vacation area because it is not the Jersey Shore or Mantee beach or any other beach. It is the exclusive and natural "island retreat" and that is why people enjoy it.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
If I have to chose it is C2. I strongly prefer the C-2 option. The C-2 option will put my entire operation and livelihood out of business. I will lose my two businesses along with almost 2 million dollars I have invested in them. There are also two other businesses off of one pier that would be out of business. Also the entire Turnpike II shopping complex will be negatively affected and many more local businesses could be lost.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
~~C2~~ No Build Option

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 168 or reversing the center turn lane during an evacuation and why?
Reverse center lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
waterfowl population will be severely impacted thru loss of nesting areas. -> waterfowl heritage
Corolla is popular because of its isolation, seclusion and natural beauty -> that is why people come here
not because it is easy to get to

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
rent operator -> watercraft, powerboats, kayaks + powerboating fishing boats and charters -> will destroy at least 30 people livelihood.

Additional comments:
Don't Build the Bridge
KEEP Corolla Natural !!!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midecurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

1317 Matthews Road
Cressy Hill, NJ 08023
July 29, 2010

Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Neal Sirocco Center
Raleigh, NC 27609-1578

JUN 1 2010

Dear Jennifer,

Re: The Mid-Centennial Bridge

Since this topic first came up in conversation, I have been against it. As a proponent of a serial property in Monterey State, I see nothing but negative facts which are as follows:

1. The widening of Gate 17 will destroy property values along North Harbor View Road and other areas that will experience an increase in traffic.
2. Monterey State has been in existence for over 25 years, complete with a clubhouse + pool, playground for young children, tennis courts, boat ramp + boat dock.
3. Trunk II which has also been under consideration for partial destruction to accommodate the ramps of the new bridge, is the gem of the area. It offers something for every family + vacationer on this part of the Outer Banks. A number of day cruises are also prominent residents so you would be partitioning them there.
4. The water problem which has existed since the 1970s is a problem that is time to stop building new areas from Corolla out to the end of Gate 17. The best solution in my opinion is to buy back the land from Corolla Shores north of this bridge + build a new bridge. Since it is most undervalued it would be possible.

to run the ramps through the open area up to Gate 17. Unfortunately, it would still require large infiltration strips on both sides of Gate 17 which will interfere with the Monterey Shores clubhouse. Just because there is open land doesn't mean it is practical to build on it. My list of reasons for not wanting the bridge continues:

5. The beaches are not "public beaches" with bathroom facilities.
6. Available parking is not existent at the moment for "day trippers."
7. The crime rate has risen dramatically in the past year. Picture the culture of all those empty houses with such quiet neighbors. Can enough people be hired to discover the location?
8. I have always been impressed with the cleanliness of the Outer Banks. You don't see trash thrown in public areas + beaches. With day trippers I'm afraid that would change.

It has been ten years since I first visited the Outer Banks. My daughter I had been looking for a beach we could call home. Having been used to spending our weeks every summer in South Hampton, New York, it was a tough challenge. We looked from Cape Cod south to both coasts of Florida. The day we turned left on Route 1 and drove thru Duck on to the Soundings, I knew we were finally on the right track. After 2 days we found Monterey Shores + I knew our search was over.

Please don't destroy the upper part of the Outer Banks with this new bridge. It would be devastating to see the beauty + character of the area disappear. Sincerely,
I'm hoping you can count on your support to Jean Playlebon who the bridge.

Name: Dr. and Mrs. John Fredrick Meyers
Address: 11 Buck Branch Drive
City: Richmond
State: VA
Zip: 23238
Email: salmey@aol.com

Comments: We have been property owners in Duck for twenty years, stay often, and pay North Carolina state taxes. We would be in favor of MCB4 but no project which widens route 12. sally meyers

From: Anne Michelini [<mailto:afmichelini@gmail.com>]
Sent: Sunday, May 02, 2010 9:58 AM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge

Attn: Jennifer Harris

Thank you for keeping us so well informed about the progress of the project as well as information about the public hearings.

My husband and I are in favor of both MCB2 and MCB4. We feel that a bridge makes sense not only for the safety of residents during an evacuation, but also because of the opportunity we have to reduce gasoline consumption. The thousands of vehicles that drive "up and around" daily consumes much gasoline and we must do our part when faced with local projects to consider oil dependency. We have a slight preference for MCB2 as the roads up from Duck are not in good condition to handle rain and are poorly drained. A project such as this provides an opportunity to upgrade road conditions and reduce traffic and flooding. Distinction between C1 and C2 are best left to cost basis to complete the entry to Oceanside.

Thank you for your consideration.

Eugene and Anne Michelini
653 Oleander Court
Corolla, NC

From: Andy Mika [mailto:ajmika@luno.com]
Sent: Tuesday, May 11, 2010 1:25 PM
To: midcurrituck@ncturnpike.org
Subject: Bridge Project

To Whom It May Concern:

As homeowners on the Outer Banks, we are in favor of option MCB4. Thank you Sarah and Andy Mika

From: Ray Miles [mailto:ray.miles@cox.net]
Sent: Wednesday, April 28, 2010 7:52 AM
To: midcurrituck@ncturnpike.org
Subject: RE: Northern beaches

To: midcurrituck@ncturnpike.org
Subject: Northern beaches

To NC Turnpike organization,

I want to encourage your efforts and thank you for your support for this project. This will provide dramatic improvements in traffic flow for the entire region of the Outer Banks. And provide for a more expedite evacuation during hurricane emergencies.

A reasonable toll is expected to offset the construction and ongoing maintenance of this project.

Thank you for your efforts on this project.

Ray Miles
Whalehead Beach
Corolla, NC 27927

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Fredrik Mileto
 Street Address: 681 Oyster Catcher Court Apt./Suite No: _____
 City, State, Zip: Cocoa NC 27927
 Please add me to your newsletter mailing list. or Email at f.mileto@ptc.wet
 Comments: The State Dept is 15.40
 Your opinions are important to this project. Please use the space below to write your comments. If you need additional room to write, please use additional paper or take additional comment forms.

Do you prefer the ER2, MCB2, (MCB3), or the No-Build Alternative and why?
Prefer MCB4 has community impact

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative (C1) or C2 and why?
C1 is best effort we can make - SAOS.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option A is less intrusive to the Aydlett community

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reverse Center For Evacuation - Less impact to ASEA and look better

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
Try to preserve local wildlife but make the ASEA more accessible especially for hurricane evacuation.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length, its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:
 Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@naturmpike.org
 Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Sandra Mileto
 Street Address: 681 Cyster Catekin Ct. Apt./Suite No. _____
 City, State, Zip: COROLLA, NC. 27927

Please add me to your newsletter mailing list. smileto@ptd.net

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

Do you prefer the ER2, MCB2, MCB4 or the No-Build Alternative and why?

Prefer MCB4
 has less Community Impact

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Prefer C1 because has less effect
 on natural incroachment

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A - less intensive to
 Community

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing Center for evacuation
 less impact on area

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Try to preserve local environment but
 Make the area more Accessible esp. the
 Hurricane Evacuation

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: millerbears@aol.com

To: Harris, Jennifer

Sent: Fri May 14 22:28:45 2010

Subject: Mid Currituck Bridge

I have been going down there to Kitty Hawk, since 1960.

I like the plan you have: MCB4 and C2.

Thank you.

Barbara S. Miller

Waxmyrtle Trail

Southern Shores, NC

From: charles miller [mailto:chuckstiv@gmail.com]

Sent: Monday, June 21, 2010 4:47 PM

To: midcurrutuck@ncturnpike.org

Subject: C1 vs C2 - midcurrutuck bridge

Mid currituck bridge site, C2 vs
C1

6/21/10

I believe that the C2 Timbuck II site is the best choice. The C1 proposal includes a 4 lane highway expansion and drainage ditches for rte 12. Currently there are 8 lanes now : Route 12 plus the 3 very straight roads in Whalehead; Corolla, Whalehead and Lighthouse Drives. Any of these roads could be made one way in an evacuation. Another Whalehead cross connector road from rte 12 to Corolla Dr is currently being built close to the C1 site. Route 12 was originally put in with aesthetic character in mind; sinuous path, scenery, etc. Remember the song in the 70's, "Pave paradise put up a parking lot". With 8 lanes now, there is more than ample road from Food Lion to C1 now. Road expansion from C1 to C2 is not needed currently and would waste public money and destroy scenery and wildlife habitat.

The proposed drainage ditches from the Food Lion north to C1 are also unnecessary. Drainage canals have been installed this spring in Whalehead from the 900 block south which will alleviate obvious flooding there. There has been no flooding from the 900 block to C2. There currently is a big canal in the backyards of 942 Corolla Dr going north approx. 6 houses. The canal is big, deep and approx. 20 feet wide and is not noticeable on your arial photos. It is full of sedges and willows. I have been there during heavy rains and the ditch is never full. Water could be piped to it, but hasn't seen the need for it. Hence, more drainage between C1 and C2 would be wasted money at this time.

A bridge on the extreme edge of a populated area will cause more congestion than one more centrally located. This is obvious with the Southern Shores bridge trying to serve the 20 miles north of it. Hence, the bridge would be better located below Timbuck II (C2)

I am a property owner in Whalehead and appreciate the opportunity to relay these fact to you.

Charles Miller

From: Miller-Yancey, Deborah J [mailto:deborah_millenvancey@merck.com]
Sent: Thursday, April 22, 2010 4:05 PM
To: midcurrituck@ncturnpike.org
Cc: Richard Macher; Richard Yancey
Subject: Mid Currituck Bridge

To whom it may concern:
I am a home owner in the Ocean Sands area of the Outer Banks. I know there has been much debate about the possibility of a bridge connecting the north beaches with the mainland. I am in favor of a bridge accessing the northern beaches. I have traveled Route 12 to the 158 bridge for many years in good weather and in bad. The traffic during high season is tremendous, as I am sure you are aware, so I feel a bridge at the northern end would assist in relieving that traffic without impacting

Thank you
Debbi Miller
247 Fairway Drive
Harrisonburg, Virginia 22801

----- Original Message -----
From: Debbie Millis <aawoman@earthlink.net>
To: Harris, Jennifer
Sent: Fri Apr 09 18:31:40 2010
Subject: The Outer Banks

Hello Out there In Raleigh Land!

If you ever come over here to the Outer Banks YOU MUST COME Via, Pennsylvania, Ohio, or maybe as close as Virginia. Then and ONLY then will you understand the true feeling of frustration, HOPELESSNESS and ROAD RAGE the poor people have to endure who come to visit, the only way to get here, and that is by car. Please don't leave us with a densely over populated northern beach area (Currituck Co.) with so many developments, too many to remember, in CAROVA, CAROLLA, DUCK, with ONLY 2 EXITS MILES SOUTH. If there were an emergency no one would be able to MOVE. Just look at the amount of Currituck Co. is worth. That wealth isn't from the farm land on the mainland. It's from the many tourists at the northern beaches! The taxes are big. You would even help global warming! People wouldn't be going 1/2mph for hours and hours. PLEASE PUT IN A TOLL ROAD!!! THE SOONER the better.

I'm speaking out for all the people with their kids in their cars saying, "are we there yet?"

Deborah Millis
A lover of this dune

Name: John Minnich
Address: 272 N. Dogwood Trail
City: Southern Shores
State: NC
Zip: 27949

Email: jwmminnich@gmail.com

Comments: I wanted to take a moment to voice my support for the Mid-Currituck Bridge project. Our road serves as a 'cut-through' for many vacationers and we are concerned about the high traffic volume on weekends.

From: Hank Mollenhauer [mailto:hollenhauer@comcast.net]
Sent: Wednesday, June 02, 2010 4:06 PM
To: midcurrituck@ncturnpike.org
Subject: FW: Mid County Bridge

Dear Ms. Harris

This is just a short email to let you know of our very strong opposition to the Mid-County Bridge on the Outer Banks.

As permanent residents we will be impacted in many very negative ways. I will not list all of the environmental concerns as I am sure that you have had many emails covering this – we live there and with the bridge life will never be the same.

We live on Ocean Forest Court in Corolla which is very close (within yards not miles) of the northern most proposed terminus of the bridge. If the bridge goes in there we will not be allowed to make a left hand turn out of our street onto NCI2. We would have to drive over 2 miles south to find an approved turnaround. We do not have mail delivery and the post office is north of us as well as our church and I do not think it fair or proper to force us into this situation.

I cannot imagine the noise outside of our house as the bridge is being built – it might be uninhabitable. The reason we moved to Corolla centered on a special way of life, slow, uncomplicated and peaceful all of this will change with the bridge. That special way of life is what draws thousands of tourists each year and that will change with the bridge. I am sure that you have heard of the studies that even question its benefit as an extra evacuation route.

Finally I do not know how this could be considered fiscally responsible – why build a \$700 million bridge that is not wanted and not needed when other useful bridges are desperately in need of repair?

Long story short – the MCB is not needed, not wanted and should not come to pass if you want to maintain the character of the Outer Banks as a treasure of North Carolina

Sincerely

Henry L. and Sherry A. Mollenhauer
983 Ocean Forest Court
Corolla, NC 27927

Monday, June 14, 2010 11:24 AM

Subject: FW: Mid County Bridge
Date: Friday, June 4, 2010 10:24 AM
From: Hank Mollenhauer <hmollenhauer@comcast.net>
To: <midcurrituck@ncturnpike.org>

983 Ocean Forest Court
Corolla, NC 27927

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

This is just a short email to let you know of our very strong opposition to the Mid-County Bridge on the Outer Banks.

As permanent residents we will be impacted in many very negative ways. I will not list all of the environmental concerns as I am sure that you have had many emails covering this – we live there and with the bridge life will never be the same.

We live on Ocean Forest Court in Corolla which is very close (within yards not miles) of the northern most proposed terminus of the bridge. If the bridge goes in there we will not be allowed to make a left hand turn out of our street onto NC12. We would have to drive over 2 miles south to find an approved turnaround. We do not have mail delivery and the post office is north of us as well as our church and I do not think it fair or proper to force us into this situation.

I cannot imagine the noise outside of our house as the bridge is being built - it might be uninhabitable. The reason we moved to Corolla centered on a special way of life, slow, uncomplicated and peaceful all of this will change with the bridge. That special way of life is what draws thousands of tourists each year and that will change with the bridge. I am sure that you have heard of the studies that even question its benefit as an extra evacuation route.

Finally I do not know how this could be considered fiscally responsible – why build a \$700 million bridge that is not wanted and not needed when other useful bridges are desperately in need of repair?

Long story short – the MCB is not needed, not wanted and should not come to pass if you want to maintain the character of the Outer Banks as a treasure of North Carolina

Sincerely

Henry L. and Sherry A. Mollenhauer

From: monroes87@aol.com
To: Harris, Jennifer
Sent: Fri May 14 17:12:13 2010
Subject: bridge

I am 100 percent behind building the bridge. I do think the most non invasive and least impact to wildlife is the way I would choose to go...Elevate the bridge, and build it quick. I think they should charge to go to OBX a toll, but not one going back.

Get it to pay for itself.

Jim Monroe
205 Ocean Blvd
Southern Shores, NC

Subject: FW: Mid-Currituck Bridge
Date: Monday, July 19, 2010 8:45 AM
From: Brown, Don <BrownDo@pbworld.com>
To: tracy.roberts@ncturnpike.org, jennifer.harris@ncturnpike.org, Ryan Walsh rwalsh@hshassoc.com
Cc: Page, John Page@pbworld.com
Conversation: Mid-Currituck Bridge

FOR THE PUBLIC HEARING RECORD

From: Rich [mailto:richwitc@yahoo.com]
Sent: Saturday, July 17, 2010 4:16 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge

Hello NC Turnpike - Hello Please take my vote as a YES for the bridge from Route 158 to Currituck NC - saving travel time, reducing congestion over the Wright Bridge and all the engine idle time. Please build the Bridge!!

Rich Morgan

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: Cbmorrisseau@aol.com
To: midcurrituck@ncturnpike.org
Sent: Thursday, June 03, 2010 12:34 PM
Subject: (no subject)

In my opinion there should be a mandate to build the bridge based on safety issues. If activity at the Duck Fire Station on a Sunday in May can halt traffic for 10-15 minutes, what would happen in July and August? Route 12 becomes a parking lot on many Saturday and Sunday mornings to afternoon, never mind a hurricane evacuation. During an evacuation locals leave -or should -as well as tourists swelling the volume even more. Access for emergency vehicles becomes a problem. Cars run out of gas. People need bathrooms. What a dangerous mess.

I understand the concerns of Currituck residents in Corolla and on the mainland, but...Currituck County needs to get its priorities straight and deal with many of the objections with legislative action. That county has not been proactive in planning and protecting its resources. Now is the time to get organized to protect the resources of the Outer Banks and the safety of residents and visitors alike.

Caroline Morrisseau
112 Sea Tem Dr
Duck NC

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

MAY 24 2010

Name: TRAVIS MORRIS
Street Address: P.O. Box 66
City, State, Zip: COAINTOCK N.C. 27923
Apt./Suite No: _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I SPOKE AT THE BARCO MEETING AND WILL TRY NOT TO REPEAT WHAT IS ON TAPE, EXCEPT THAT I'M IN FAVOR OF THE BRIDGE. I'M A LIFE LONG RESIDENT OF CURRITUCK COUNTY. I WAS BORN RAISED AND HAVE A BUSINESS IN COAINTOCK. I'VE HAD CURRITUCK REALTY FOR 40 YEARS.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I THINK MCB4 - C1 WOULD IMPACT THE DUCK BLINDS LESS BUT C-2 WOULD BE THE BEST ALTERNATIVE FOR PUTTING THE TRAFFIC IN THE COMMERCIAL AREA. I DON'T REALLY CARE WHERE YOU BUILD THE BRIDGE, JUST BUILD IT.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I THINK B PROBABLY MAKES THE MOST SENSE AT THE SAME TIME I THINK THE RESIDENTS OF AYDLETT PREFER A. MY REASON FOR SAYING B IS THE TOLL TRAFFIC WOULDN'T BE BACKED UP ON I-95. I REALLY DON'T CARE WHICH ONE JUST SO YOU BUILD THE BRIDGE.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING THE CENTER LANE FOR A SELFISH REASON. PUTTING IN ANOTHER LANE WOULD PUT MY OFFICE CURRITUCK REALTY RIGHT IN THE ROAD. THERE IS GOING TO BE A BOTTLENECK AT J.P. KNAPP BRIDGE ANYWAY.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

4 BOOKS I'VE WRITTEN ON DUCK HUNTING IN CURRITUCK SOUND. I THINK THAT QUALIFIES ME AS A DUCK HUNTER. I THINK YOU NEED TO MAKE A SPAN AS HIGH AS THE ONE ON THE WRIGHT MEMORIAL BRIDGE. SORRY THE PEOPLE AT THE MEETINGS DOES NOT NECESSARILY REFLECT THE OPINIONS OF THE MAJORITY OF THE RESIDENTS OF CURRITUCK. THE ONES AGAINST WILL BE OUT IN FORCE WHILE THE ONES FOR INCLUDING MY WIFE AND CHILDREN WILL SIT HOME.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

I AM 77 YEARS OLD AND HAVE HAD A BOAT OF SOME TYPE OF MY OWN SINCE I WAS SIX YEARS OLD. I'VE MESSED AROUND IN CURRITUCK SOUND AS LONG AS ANYBODY I SAW IN THAT AUDIENCE LAST NIGHT. I'VE DUCK HUNTED GUIDED DUCK HUNTERS & COMMERCIAL FISHERS ONE WINTER. I LOVE CURRITUCK SOUND AS

Additional comments:

GOOD AT ANYBODY IN THAT AUDIENCE LAST NIGHT. PEOPLE DON'T WANT CHANGE. THE BRIDGE WILL MAKE GOOD FISHING. PEOPLE FISH AROUND THE WRIGHT MEMORIAL BRIDGE ALL THE TIME. THE BRIDGE WILL EFFECT DUCK HUNTING. BUT DUCK HUNTING THE WAY IT USED TO BE DOESN'T EXIST ESPECIALLY IN THAT PART OF THE SOUND ANYMORE. THE HISTORY PRESS IN CHARLESTON, S.C. HAS PUBLISHED

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrutuck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Deb Morrissey [mailto:dammorrissey@hotmail.com]

Sent: Sunday, May 30, 2010 1:30 PM

To: midcurrutuck@ncturnpike.org

Subject: Correction: Local Resident's Comments Regarding the Mid-Currituck County Bridge

Regarding Question 1: On this question, I support MCB2 or MCB4. I defer on which is better.

From: dammorrissey@hotmail.com

To: midcurrutuck@ncturnpike.org

Subject: Local Resident's Comments Regarding the Mid-Currituck County Bridge

Date: Sun, 30 May 2010 13:10:10 -0400

I believe there is an official form for doing this, but I could not fill it out electronically; so here are my comments.

I am a full-time resident of Corolla, NC. Below are my comments regarding the proposed bridge project.

Question 1: On this question, I defer.

Question 2: Regarding C1 or C2, I am in favor of C1. The C2 option dumps into the Timbuck II area, which is already commercially developed. This option, I believe, would add significant congestion to this already crowded bottleneck.

Question 3: I lean toward option A because it has the least impact on local residents and appears to be preferred by them.

Question 4: Reverse the center lane of 158. If it is a true emergency, reverse ALL east/southbound lanes to west/northbound. In the future, perhaps add an additional outbound lane, but in a true emergency, with the number of people on the Outer Banks during summer, one additional lane will not be enough. As I said, you will need to reverse ALL the lanes.

Question 5: N/A.

Question 6: My concerns include the toll cost for local residents of Currituck County and the Corolla terminus, which I worry will impede access to Rt. 12.

Additional Comments: I SUPPORT this project for a number of reasons including, most importantly, hurricane evacuation. I can easily recall my renters spending 6+ hours in traffic between Corolla and Kitty Hawk during a hurricane evacuation. (This was in the mid 90s before the development of Pine Island, the Currituck Club, Buck Island, and Crown Point.)

With regard to "overdevelopment" of the Corolla Outer Banks, so far as I am concerned, the "development" horse has been out of the barn for well over 10 years. Development has and will occur whether or not a bridge is built; the zoning for such is already in place. This cannot be used as an argument against the bridge.

In the meantime, I recall when we bought our house in 1990, the bridge was an

absolute certainty by the mid 90s and in no event would it be longer than 2000 before completion.
Therefore, I am 100% certain that I will never see a bridge in my lifetime; so maybe my comments don't matter after all.

Deborah Morrissey
734 Spinnaker Arch
Corolla, NC 27927

From: Whit Morrow [mailto:WMorrow@newhopetech.org]

Sent: Tuesday, May 25, 2010 6:27 PM

To: midcurrituck@ncturnpike.org; steve.dewitt@ncturnpike.org; jennifer.harris@ncturnpike.org

Subject: RE: Mid Currituck Bridge Comments

I am in favor of the Mid-Currituck Bridge. We need it now. It will save time and money for seasonal travellers to Currituck beaches, even after the toll charge. The environmental issues are much overblown, as they are temporary. The birds and fish seem to love the other bridges. The emission reduction of eliminating 40 extra miles is an environmental benefit. These many thousands of current once a year visitors will gladly pay for the bridge in full. Frequent travellers, workers, service vehicles, etc should all get year-round discounted passes. The storm season safety is an obvious extra benefit--- for free.

I have recently been reading the negative comments from the members of the Corolla Civic Association on their web site. These are local residents who are against the long-delayed Mid-Currituck Bridge. My perception is that this web-site's members are taking a very narrow and self-serving approach that likely will be discounted as purely selfish even if the arguments are thoroughly crafted and presented well and often. The assumption that the planned bridge would be built is what allowed county approval of the thousands of Currituck houses, probably including theirs, in the first place. The bridge is not a new idea. The problem is now. The bridge is way overdue. NC Turnpike Authority is a perfect immediate solution.

I can understand how Northern Currituck beach residents might have a unique point-of-view since they are at the end of NC 12 and mostly removed from the route where beach traffic has travelled to reach destinations along NC 12. The majority of residents don't often drive to the mainland. Groceries are now handy year-round. Each wants to be the last one in. And heaven forbid that it would ever be practical for working Currituck families with school-age children to live on the Currituck Outer Banks.

Our family has owned for years and frequently uses our house in Ocean Sands in Corolla. I lived in Southern Shores 30 years ago and have driven along NC 12 to Corolla and Ocean Sands from Chapel Hill hundreds of times since the 1970's. The 4WD sand road to tiny Corolla just added to its charm. We enjoyed the Currituck beaches in the early days and still enjoy them now.....after we finally arrive. Except for during winter, we also have to either miss the last day of each visit by departing at the crack of dawn to avoid the mounting traffic jam, or come when we can stay an extra day and avoid weekend travel. The drive time from Chapel Hill to Manteo or to Aydlett is the same, so either route we take still requires that we then spend an extra hour or more driving to get to our house. Manteo is 50 miles south of Corolla. At Aydlett we are within view of Corolla Light, but still more than an hour away. Very frustrating.

The limited and fragile NC 12 access should not be widened thru Southern Shores, Duck, and the southern Currituck OBX as a solution for the more recent northern Currituck OBX growth **already now in place**. The problem is not in the future....it is now. The delay of the long planned Mid-Currituck Bridge has not stopped the growth and has not discouraged people from Northern Virginia to Pittsburg to California from becoming regular visitors or residents of our North Carolina Currituck Outer Banks. Preventing already existing development is not possible. We are probably 80% or more built out in Currituck where residences are allowed, especially south of the recommended bridge landing point. Now we just have a 25 mile long dead-end road.

Corolla is now heavily occupied/visited 6 months of the year. Continuing to route this already heavy visitor traffic and the daily workers, service vans, and delivery trucks along 40+ miles of roadway from Aydlett to Corolla and Carova, and thru the many beach communities along the way makes no sense anymore. This traffic would be much more evenly spread with the new

bridge if the toll is set correctly to encourage Dare County visitors to use the existing bridge at Point Harbor.

Whit Morrow

New Hope Technology Foundation
1 Valentine Lane
Chapel Hill, NC 27516

(Cell) 919-260-2606
(Tel) 919-968-4332
(fax) 919-929-9074

e-mail wmorrow@newhopetech.org

agencies to stagger days and times for check in/out. I bet this would also benefit the companies who must scramble for cleaning crews, inspectors and general check in volume at these peak times as well.

Elizabeth Lindemann

From: Corolla Civic Association [<mailto:CorollaCivicAssn@embarcmail.com>]
Sent: Tuesday, May 18, 2010 5:49 PM
To: Corolla Civic Association
Subject: FW: Mid Currituck Bridge Comments

From: EDWARD RILEY
Sent: Tuesday, May 18, 2010 4:09 PM
To: Corolla Civic Association
Subject: Re: Mid Currituck Bridge Comments

John,

Check for time limits for speakers. You may need to have folks sign up behind you to cede their time to you.

Mary Riley

From: John grattan
Sent: Tuesday, May 18, 2010 3:23 PM
To: Will Taylor
Subject: Mid Currituck Bridge Comments

Will,

I have attached an updated version of the comments I intend to submit at the public meeting on the Bridge Draft Environmental Impact Statement tomorrow night.

Would you share the attachment with the CCA?

From: Corolla Civic Association [<mailto:CorollaCivicAssn@embarcmail.com>]
Sent: Wednesday, May 19, 2010 9:11 AM
To: Corolla Civic Association
Subject: Mid Currituck Bridge Comments

From: YILI Lin **Sent:** Tuesday, May 18, 2010 8:49 PM
To: 'Corolla Civic Association'
Subject: RE: Mid Currituck Bridge Comments

John, I think your comments about the dunes are particularly important. You can also send your full comments to TA with request for them to be included in the public record and then use time allowed to highlight points or present the highest priorities. When I sent in mine with request I did receive a real reply acknowledging my request—

Oh and for a general fyi- took me 44 minutes to drive from Whalehead to Aydlett- I appreciate Monday was 'shoulder season' and not a high traffic day, however that is part of the issue- the congestion concerns trend10-13 weeks in summer and on weekends and cluster around check in and departure times. In my letter I approached this as one of my issues from a \$5 point of view in terms of the anticipated toll collections- wish I'd had the travel time then because I'd have asked if 'all this' is worth 44 minutes.

Oh and I've driven home from Va. 64 on summer weekends- if I am crossing the border of 1:58 after 8:30- 9 pm traffic is moving at a steady pace; if I'm on the road late morning or early afternoon there is significant congestion—so I'd like to restate one of my proposed alternatives to address the congestion issue in a prior post--- work with rental

John Grattan

From: Hugh Mulholland [mailto:hugh_mul@mulinet.com]
Sent: Sunday, May 02, 2010 11:09 AM
To: midcurrituck@ncturnpike.org
Subject: 4 Lanes to Seashell Lane?

Hi,

Seashell Lane is the entrance to Section B of Ocean Sands South and 4 houses north of mine (539 Ocean Trail). What happens at Seashell Lane? Barriers in the left lane as it returns to 2 lanes? A significant merge of lanes for another half mile southbound? You don't have a lot of land available there to widen the road without taking private property. None of the information on the project website gives specifics about where the 4 lanes ends in either MCB2 or MCB4. Why not end the 4 lanes at the Harris Teeter traffic light making the right lane a right turn only lane?

Hugh Mulholland

fro and so they can get much needed services in order to survive.

From: jdsmurfs@aol.com

Sent: Tue May 25 20:50:46 2010

Subject: Mid-Currituck County Bridge

With thoughtful consideration many of these issues can be resolved. What really makes sense? Who really benefits from this effort? Look at the pros and cons (wants versus needs) of this bridge and the long bridge to Hatteras. Don't put the toll booths, the lights and facilities here in Aydlett. Leave them out on Route 158 where they belong. Where it is unpopulated and won't destroy our peaceful little community.

We wish to provide the comments below regarding Option B for the Mid-Currituck County Bridge.

My husband and I strongly oppose this option for the bridge for a number of reasons. The first and perhaps the most egregious aspect of it is that this plan will have a major impact on our small, peaceful community by putting 8 toll booths, parking lots and lights right smack in the middle of it, right next to our homes and our quiet, peaceful way of life.

This plan will bring noise and air polluting traffic and crime where we currently have none. It will destroy the beautiful views of the night skies that we have. Where we can look up and see the stars in the most amazing display of our Universe that can be seen with the naked eye because there is little to impede the view. These are just some of the reasons my husband and I moved to this community in the first place.

Option B will take all that away. And for what? Convenience? This plan is made on the erroneous premise that it will save the taxpayers a significant amount of money and that it will be best for the environment by making improvements to Maple Swamp. Option B puts the bridge and all that traffic right through Maple Swamp. Maple Swamp is an environmentally sensitive area and services as a source of our drinking water.

Option B also calls for removing Aydlett Road and requiring the local community here to travel to and from our homes using the bridge's roads. What happens when the bridge backs up (and we all know it will)? How are we supposed to get to and from our homes?

In addition, our community depends on Aydlett Road for emergency services. Once again, what happens when the bridge backs up? Are our homes supposed to burn to the ground or are the members of our community going to perish because these services cannot get to us in time?

It is our understanding that a multi-million dollar study showed that fixing the existing roads would be the most efficient and economical way to deal with the traffic issues during the summer season (and that's really all were talking about here isn't it?). After investing the time and money into that study, why are the results being ignored? Could it be because there are those people that didn't get the results they wanted? Is it because there are those that stand to make a lot of money from the real estate development and increased number of vacationers that the bridge will bring to the Northern Outer Banks?

Also, what about the long bridge to Hatteras which is needed far more than this one is? Why isn't the state directing the funds and resources on this effort into that bridge? Lord knows that bridge IS needed for the people that live in those communities to travel to and

Thank you for taking the time to read this message. Please give thoughtful consideration to whether or not there is anything that would justify the scope of the intrusion into the lives of individual citizens this plan would have and to ask that you please join us in opposing Option B for the Mid-Currituck County Bridge.

The Murphys

Residents of Aydlett, NC

From: Jim Murphy
To: Harris, Jennifer
Sent: Mon Apr 26 06:13:28 2010
Subject: BRIDGE

We are Sandering residents and are in favor of the bridge construction going forward now

From: Martin C Murphy
To: Harris, Jennifer
Sent: Thu Apr 22 21:20:02 2010
Subject: Mid-Currituck Sound Bridge

Dear Ms Harris,

It is critical that for safety (traffic congestion, hurricane evacuation), environmental fuel consumption, miles travelled) and the public good that this bridge be approved for construction as soon as possible.

Please use the Chesapeake Bay Bridge protocols as a best practice example. Thank you.

Martin Murphy
159 White Whale Way
Corolla, NC 27949
52-453-9571
martinemurphy@yahoo.com

From: Patricia and Robert Murray [mailto:murrays@pinn.net]
Sent: Tuesday, May 04, 2010 7:32 PM
To: midcurrituck@ncturnpike.org
Subject: THE BRIDGE

We've been looking forward to "The Bridge" for many years. Sure hope you can finally wind up all the studies etc.

Let's go for it!!!

The Murrays of Ocean Sands

From: John Myers <jmyers@TWIDDY.COM>
Date: Fri, 28 May 2010 15:11:16 -0400
To: <midcurrituck@ncturnpike.org>
Subject: Comment on proposed bridge

I definitely think it should be built as soon as possible...but I am surprised and disappointed it will not be 4 lanes. I think it is poor planning to build it with only two lanes.

John Myers

John Myers, CRS, GRI
Broker Associate
Twiddy & Company REALTORS
800.342.1609
252.457.1132 (direct)
dearjohn@twiddy.com

64 Highland Cross
Rutherford, NJ 07070
September 18, 1998

Mr. H. Franklin Vick, PE
Manager, Planning and Environmental Branch
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611

Dear Mr. Vick:

We are writing to you strongly recommending North Carolina Department of Transportation to proceed to build the Currituck Mid-County Bridge.

As recent new property owners of our home in Duck, NC, one of our reasons to locate there stemmed from the suggestion that a new bridge connecting the Outer Banks from Rt. 158 would shorten our trip and provide a much needed third bridge to leave the Outer Banks in case of any emergency. The Mid-County Bridge is needed now as more and more people look to buy and invest in property on the Outer Banks.

Our ride from New Jersey is long and by connecting to the Outer Banks via the Mid-County Bridge will reduce our time and alleviate getting involved in the traffic going over the Wright Memorial Bridge.

All of the reasons as outlined in the enclosed article written by Lisa Holian makes perfect and real sense to us and we encourage the NCDOT to proceed.

It's interesting to note that both of the other bridges (connecting the Outer Banks) have been re-built making them wider and safer with I assume objections.

Whenever change is implemented there will always be objections. Change is good and this plan is good.

Don't let a few influence what is necessary for the future!

BUILD THE MID-COUNTY BRIDGE NOW!

Sincerely,
James N. Nast
Lou Anne Nast

P.O. Box 8346
121 Pinnail Drive
Duck, NC 27949
May 19, 2010

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

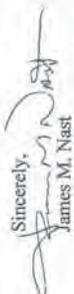
Dear Ms. Harris:

As you can determine from the enclosed documents, we have been strong proponents for the Mid-Currituck Bridge Project since September 1998.

Its been twelve years that we have heard about this bridge and its time now to proceed to get this bridge built!

We endorse MCB4 as the alternative and request this project begin before it is necessary to evacuate the Outer Banks. If lives are lost because this bridge is not available, it will be a "catastrophe" that could have been avoided.

BUILD THE MID-CURRITUCK BRIDGE NOW!

Sincerely,

James M. Nast

Lou Anne Nast

The "Mad"-County Bridge

Currituck's hopes for a mid-county bridge are still up in the air, while Dare County gets the longest bridge in the state.

by Lisa Holian

"It's a matter of what the people want." Cindy Sharer, Project Planning Engineer for the North Carolina Department of Transportation, stated during our phone interview in late July. Although Currituck County officially favors a mid-county sound bridge, NCDOT officials cannot ignore opposition voiced by Aydlett and Corolla area residents during Public Hearings held May 26 and 27, and the stack of comment letters they have received during the summer from a majority of naysayers.

On August 6th Tom Shearin, NCDOT Roadway Design Engineer, issued a statement, "Alternative solutions other than



Lisa Holian

a bridge must be considered; therefore, further investigations and studies are needed before a sound logical recommendation can be made."

NCDOT has proposed a bridge across the Currituck Sound approximately 4.8 miles long with a two-lane mainland approach road beginning at US 158 that would terminate with a signalized intersection at NC 12. Three mainland approach corridors and two Outer Banks termini are being considered. One of the Outer Banks termini is an Official Map Site at the south end of the

Monterey Shores subdivision at Albacore Street.

The Draft Environmental Impact Statement of the US Department of Transportation, Federal Highway Administration and NCDOT completed in January of this year concludes:

- Widening existing roads would be more expensive and involve substantially more displacement of existing land uses than the bridge alternative. State and federal law would permit the State to recover the cost of the bridge with tolls.

- Building the bridge would reduce mainland to Currituck beach travel time by an average of 55 minutes.

- Would allow Currituck beach schoolchildren to attend Currituck County schools on the mainland. Most commute more than an hour each way to Dare County Schools; some are home schooled.

- Would reduce lapses in police coverage on the beach that occur during shift changes and arraignment and could more effectively utilize mainland personnel service vehicles as back-up.

- The bridge would affect the community of Aydlett with an embankment 22 to 23.8 feet high at its highest point.

- The bridge would cause from 0 to 8 families and 0 to 4 businesses to be relocated. The bridge project would not disproportionately affect elderly, minority or low-income households.

- No direct impacts on water supply or wastewater treatment would occur with the Bridge Alternative. The report also cites

development in the form of one or two small shopping centers and up to 800 additional housing units would be built on the mainland.

- The effect of right-of-way purchase on the local tax base would be minimal.

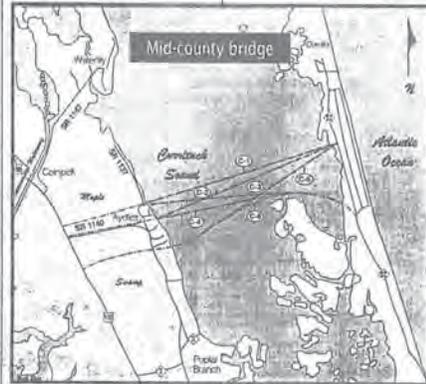
- The bridge would attract potentially thousands of day visitors to the Currituck Outer Banks, but would be affected by the amount and types of facilities Currituck County decides to provide to support day visitors.

- Protected and rare species would not likely be affected with

mentation and edge effects because of the bridge's mainland approach road crossing the swamp.

- The total surface area of the bridge would represent less than 0.02 percent of Currituck Sound's total surface area, and the mainland approach road would add approximately 5 acres of impervious area to Maple Swamp, representing less than 0.1 percent of the total area of Maple Swamp.

When questioned on the reported eagle's nest sighted in the vicinity of the proposed



the exception of removing some habitat suitable for the Dismal Swamp shrew, a federally-listed threatened species, and some loss of habitat for mobile species also would occur.

• Noise impacts would vary by

bridge routes, Sharer said, "If eagles are coming to this area, the environment must be in pretty good shape." It has been determined that none of the six potential bridge routes fall within the disturbance zone.

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

E. NORRIS TOLSON
SECRETARY

JAMES B. HUNT JR.
GOVERNOR

October 29, 1998

Mr. and Ms. Nast
64 Highland Cross
Rutherford, New Jersey 07070

Dear Mr. and Ms. Nast:

Thank you for your recent letter supporting the construction of the Mid-Currituck Sound Bridge, TIP No. R-2576.

The Department of Transportation continues to receive comments who either a large number of Currituck and Dare County property owners and visitors oppose or support the proposed bridge. All of the comments will be considered in the selection of the Preferred Alternative.

Thank you for taking the time to share your thoughts on the project with me.

Sincerely,

William D. Gilmore, P. E., Manager
Planning and Environmental Branch

WDG/ap

Name: lisa newbern
 Address: p. o. box 335
 City: powells point
 State: nc
 Zip: 27966
 Email: lisaneuberm@aol.com
 Comments: I have 3 business in Duck NC and I Dont want the bridge. I think the alternative ER2 would be the best.

On August 6th Tom Shearin, NCDOT Roadway Design Engineer, issued a statement, "Alternative solutions other than

the mainline approach corridors and two Outer Banks termini are being considered. One of the Outer Banks termini is an Official Map Site at the south end of the

personnel service vehicles as back-up.

* The bridge would affect the community of Aydlett with an embankment 22 to 23.6 feet high at its highest point.

* The bridge would cause from 0 to 8 families and 0 to 4 businesses to be relocated. The bridge project would not disproportionately affect elderly, minority or low-income households.

* No direct impacts on water supply or wastewater treatment would occur with the Bridge Alternative. The report also suggests that Currituck County consider using the bridge to run a water line from the mainland.

* Without the bridge, traffic congestion would cause development on the Outer Banks to taper off at about 60 percent of planned development from Southern Shores to Corolla.

* With the bridge, commercial



the exception of removing some habitat suitable for the Dismal Swamp shrew, a federally-listed threatened species, and some loss of habitat for mobile species also would occur.

* Noise impacts would vary by corridor, but only one home and one business in corridors C1 and C2 would experience impact exceeding federal noise abatement criteria.

* The bridge would not result in any violations of the National Ambient Air Quality Standards.

* Wildlife in Maple Swamp would be subject to habitat frag-

bridge routes, Sharer said, "If eagles are coming to this area, environment must be in pretty good shape." It has been determined that none of the six potential bridge routes fall within the disturbance zone.

Sharer made it clear that no decisions have been made. At a post-hearing meeting, NCDOT officials decided to take a more careful look at how they might improve existing roads. They will also consider more fully the flow of Outer Banks traffic and how it all fits together with the bridge proposal. If the decision is made to build the bridge, a mitigation plan will be developed to overcome wetland worries in Maple Swamp by bridging, and to alleviate quality of life concerns of Aydlett residents by minimizing access from the bridge corridor into their community.

While hurricane evacuation is addressed in the Mid-Currituck Sound Bridge DEIP, it is not listed in the statement of purpose and need. If peak season population and project growth figures are correct, the estimated 90,311 people evacuating in 30,630 vehicles during a storm in 1994 would increase 30 percent by the year 2020. Sixty percent evacuate the beaches via the Wright Memorial Bridge with the remaining 40 percent evacuating further south.

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Al Fussell
 Personal Investment Counselor
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 Southern Shores, NC 27949
 (252)261-6700

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Subject: MCB Draft EIS Comments
Date: Friday, June 4, 2010 1:35 PM
From: jrnewton@charter.net
To: <midcurrituck@ncturnpike.org>

Dear Ms Harris:
I strongly support the construction of the proposed mid-Currituck bridge. While it is certainly important from an evacuation perspective for residents and the large number of visitors to the Outer Banks during the hurricane season, it would also improve Currituck County's emergency response, safety, security, infrastructure and other services support to the Corolla area by reducing travel time and cost. Further, I believe a mid-Currituck bridge will facilitate the delivery of services from Outer Banks towns such as Duck, Southern Shores, Kitty Hawk, Kill Devil Hills and Nags Head because of reduced traffic on Rte. 12, and also because some contractors and vendors will even opt to drive north to Corolla via Rte. 168 and the bridge and return. Similarly, I forecast that some visitors will also use this route when traveling between Corolla and the previously mentioned southern towns for activities like sightseeing, dining and shopping because it will ease (and probably expedite) their trip. Even venues such as "The Lost Colony" could experience increased participation because of improved travel.

Even though some residents of Aydlett view the construction of the mid-Currituck bridge access road and the bridge itself as having a negative effect on their lives, it will also bring positives as well, especially in terms of business opportunities and employment for their community such as restaurants, service stations and contractors/vendors establishing new or satellite support facilities for the Corolla - Corova geographic area. I'm sure the Turnpike Authority will be sensitive to the Aydlett community in terms of minimizing construction and operational impact of the bridge and its access road through careful siting and landscaping, emulating the NCDOT.

Joel Newton

From: teresa nolan [mailto:tanolan1@verizon.net]
Sent: Thursday, May 27, 2010 9:42 AM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

Dear Ms. Harris,

I am writing to express my strong support for the Mid-Currituck Bridge, option MCB4. As a homeowner in Duck for seven years, I have been horrified by the traffic that regularly stalls on NC 12 any given week day, but especially weekends, all the way from Southern Shores to where my home located just before Sanderling, and beyond.

This is an ongoing daily public health hazard. Commutes of three hours or more starting back in Coinjock to Duck due to the single access over the Wright Brothers Bridge are routine. While I have fortunately never had to participate in a hurricane evacuation, I shudder to think of what such a "commute" would be like.

I cannot believe that this decision has taken so long. With a population on the Outer Banks that is so large and growing, and at risk from natural and medical emergencies from which they cannot be readily evacuated in an appropriate manner, this bridge needs to be built as soon as possible.

Thank you for your time and attention.

Sincerely yours,
Teresa A. Nolan, M.D.
104 Acom Oak Avenue, Sound Sea

Village

Duck, NC 27949

From: Ed Norrett [<mailto:enonrett1@verizon.net>]
Sent: Mon 5/3/2010 11:41 AM
To: midcurrituck@ncturnpike.org
Subject: Turmoil

If the Currituck Count Officials are concerned about safety in the 4x4 area due to "beach traffic", wait until the bridge is built. Day traffic from the Currituck mainland will make traffic on the Atlantic Expressway to the Jersey Shore (where they actually have roads) look like a walk in the park. Residents who favor the bridge now should take a trip to the Jersey Shore to see why there are so many people from Nj, Pa. and NY coming to the Outer Banks for some peace and quiet. Day traffic will destroy the Currituck Outer Banks.

Ed Norrett

From: O'Donnell, Mr. Joseph F. [<mailto:jodonnell@pace.edu>]
Sent: Tuesday, May 25, 2010 3:23 PM
To: midcurrituck@ncturnpike.org
Subject: Mid Currituck Bridge

Ms. Jennifer Harris
NC Turnpike Authority

Dear Ms. Harris,

As a Corolla homeowner I believe it is imperative that you build the Mid Currituck County Bridge. The entire Northern Beaches area has grown tremendously in the last several years and Hurricane Evacuation Routes have not kept pace. We have been blessed in the last several years without any Major storms but we all know the next storm could be a Category 5 and hit with little or no warning. The present evacuation routes would be overwhelmed. Build the Bridge!

Thank You,

Joseph O'Donnell
1039 Parker Court
Corolla, NC



Mid-Currituck Bridge Public Comment Form

Name: Sean O'Hara (owner of Ships Watch home in Duck, NC 2010)
Street Address: 1005 Regester Pkwy. Apt./Suite #

City, State, Zip: Richmond, VA 23226
Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4 - since its being recommended by NCTA/FHVA. Appears to be the least obtrusive.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C2 - Keeps Corolla bay subdivision intact.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option A - less impact to local residents (increase toll to cover costs)

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reverse center lane - least amount of impact

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
No

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
We use an 18 ft pontoon boat for recreational use. With A1 covers up it is approx 8-10 ft high. (from water line) We moor (occasionally) at Ships Watch pier.

Additional Comments: Travel Around Duck - 804-355-8484

- We are an Owner of a home in Duck, NC. I support this bridge to help with traffic congestion & safety concerns during peak travel times. Thanks!

----- Original Message -----

From: obxxer <obxxer@gmail.com>
To: Harris, Jennifer
Sent: Fri Apr 09 20:01:11 2010
Subject: Mid-Currituck Bridge Support

As a Dare Co. property owner, I believe it is imperative that the bridge be built for the following reasons:

1. Disaster Avoidance -- We have just been lucky that a major hurricane hasn't caused a public safety crisis because of limited evacuation routing.
2. Timely access to cosmopolitan facilities, eg medical, airport etc.
3. Reduction of pollution and increased energy conservation in the reduction of major traffic jams.

Tom Odom
Sent from my iPhone

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Jennifer Old
 Street Address: 756 Lakeshore Court Apt./Suite No: _____
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
No build! Environmental impact would not be good for the sound and the wildlife. Residences and businesses would be adversely affected.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C-2! C-1 would cause business owners at TimBock II to lose their businesses.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center lane would avoid construction and destruction of people's property.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The impact would not be good for businesses on the Outer Banks side. That was not included in the Statement. My belief is that there would be more residences affected and the crime rate would increase.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

No boater.

Additional comments:

Please do not destroy our banks homes, and businesses.

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: mjdcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing**

May 19, 2010

514 Avy Road, Feb, March

Name: Mary Oppelt

Street Address: 1523 Edgewood Pl. Apt/Suite No: _____

City, State, Zip: Lov., Ky, 40205

Please add me to your newsletter mailing list. PO Box 8176, Davis NC 27949 Ap May June Sept Oct Nov Dec

Comments

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

Do you prefer the ER2, MCB2, (MCB4) or the No-Build Alternative and why?

MCB4 or No bridge
I do not wish any pollution brought into Sound
Save the pristine off road area
Bridge would be helpful for anytime it
eventual, school children, medical care

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Move C2 to lower highway &
mountain shores

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I'm not sure I can make a decision
because I don't know either A or B are.
A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Name: Roberta Overton
Address: 2044 Martins Pt. Rd.
City: Kitty Hawk
State: NC
Zip: 27949

Email: risantellik@aol.com

Comments: My husband and I have owned homes in Ocean Sands for the past 25 years. Each year, the traffic situation has gotten increasingly worse and evacuation for hurricanes have grown more difficult. We have been in need of this midcounty bridge for a very long time and it seems that it is being held up by small interest groups of local residents. Residents living on the Outer Banks of Currituck seem to be paranoid about situations which they only conjecture may happen. While they are against having a bridge, they seem to be in support of wanting to build a resort near Pine Island, thus increasing the traffic flow problem. If the residents on the mainland do not want a road to interfere with their rural atmosphere by impacting their local roads, then the option of extending the bridge so it does not affect their town would make the most sense. This situation of delaying the bridge has gone on way too long and a decision needs to be made. Build it. Thank you.

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

JUN 7 2010

Name: Becky Owens

Street Address: 734 Maury Ave. Apt./Suite No. _____

City, State, Zip: Norfolk, VA 23517

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - congestion in the midlower Currituck County increases year after year and this would provide some relief to both tourists and local people. It would provide a much needed recreation route and perhaps stimulate new jobs/businesses for the mainland.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - To focus more business in the commercial area already established and less intrusion in the residential area.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

All parties need to be considered but it appears most economical feasible to avoid rail relocation on US 158

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center lane due to cost

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Boater within 15' Recreational
used in Currituck Bay primarily
steered on a left in Maple
252/435-0535

Additional comments:

Offering a water day pass to the mainland could stimulate
new business on the mainland and create a win-win
for everyone

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

JUN 7 2010

Name: James N. Owens

Street Address: 734 Murray Ave Apt./Suite No. _____

City, State, Zip: Norfolk, VA 23517

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - The bridge will serve as an
emergency evacuation route and reduce congestion
at the Wrights Bridge. It will promote
economic development in the mid-county
mainland.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - The terrain is more central to the
North outer banks and it is in a commercial
area. This will benefit the business and
have a lesser impact on the residential
area.

If you prefer MCB2 or MCB4, do you prefer mainline approach road design Option A or B and why?

No real preference, but the plan out with
the toll booth near the water makes more
sense.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE THE CENTER TURN LANE, EAST

My concern is the bottle-neck at the coinjunc bridge.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The mid-county bridge has the potential of inducing commercial development in the 158-Addick area. zoning should prohibit this.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use, its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Boston Whaler is Recreational.
Used mostly in Coinjunc Bay. Boat is stored on lift in Maple.
252/435-0535

Additional comments:

The mid-county bridge is a potential boon for the mainland. The availability and lower cost of development land provides opportunities for land interests. Recreation area esp. in the Tinaco-Arquet area. Implementing a fall schedule that provides passes for 9 days is extremely important to provide pass and commerce. **
Please leave your completed comment form at the reception table or mail it to.

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

A Special Note...

May 3, 2010

Dear Mr. Harris,

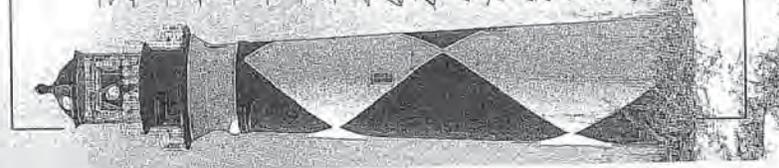
I would like to let you know of my support for option MCB4 (the Mid-Currituck Bridge) project. Option ER2 does not

make any sense. It only makes "The Intersection in Southern Shores" more

A bottleneck, and making thousands of cars a year go an extra 35+ miles so

certainly not eco-friendly. I also see no benefit to adding a third lane in

Southern Shores as proposed for MCB2. It is hard

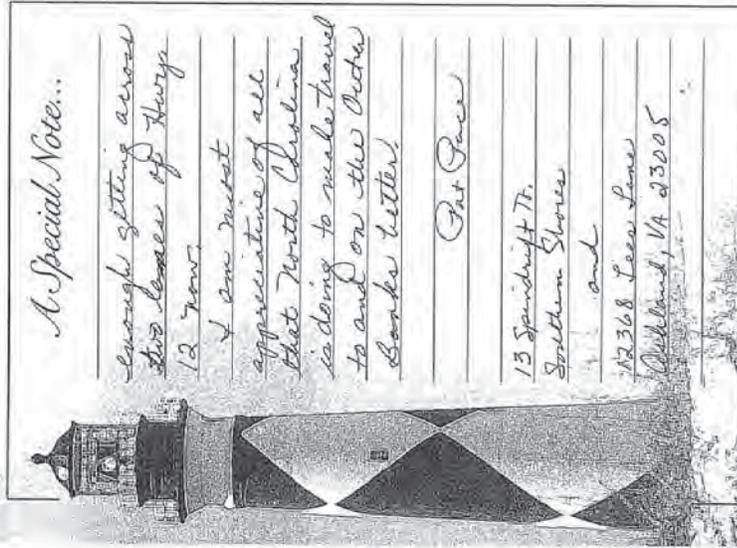


Subject: vote for MCB4.
Date: Monday, June 7, 2010 8:46 AM
From: Trisha Parson <trishamp@verizon.net>
To: <midcurrituck@ncturnpike.org>

Jennifer Harris, P. E.

I don't have a printer here at my cottage in Duck and cannot find the attached form. Can't get to home computer until tomorrow morn so for answers to sub questions I leave those up to what is recommended by the BBPR Board and I do not boat.

Patricia Parson
Cottage @ 130 Spindrift Ct., Duck, NC
Cell # 703-628-0712



John Peale

From: DCBASecy@aol.com
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8284, Duck, North Carolina 27949

John Warden, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynn Allenman, Secretary

Board Members - Steve Allenman, Jon Britt, Lisa Newbern, Don Zarbo

Mid-Currituck Bridge Public Comment Form

Name: Lydia Peale & John Peale
Street Address: 211A NW 2nd St Apt./Suite # _____
City, State, Zip: Charlottesville, VA 22902
owner - 130 Shearwater Duck

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB 4 Better for both traps handling and expense

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 because north would handle new building to the north

5/31/2010

Question 3: if you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

?
Don't have that shown

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Cheaper

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

5/31/2010

Currituck Bridge was first considered nearly 20 years ago, before the substantially increased development of the area. Because of the local development, the need for expedited evacuation capacity is increased.

However, one must consider why there has been (and continues to be) developmental activities in the study region. The northern Outer Banks are a popular vacation destination for families from all over the eastern U.S., in part because of the nature of the development. No multiple high rise condominiums populate the ocean front, there is not a putt-putt golf course on every other corner, and there is no bar scene enticing young adults to party until the early morning hours – in short, the northern Outer Banks is not Ocean City, Maryland or Myrtle Beach, South Carolina, but rather a predominantly residential community that attracts vacationers seeking quiet, peaceful family time.

It is my sense that this character may be irrevocably harmed if the C1 terminus is adopted that gives me the greatest concern about the project. Landing the bridge near Timbuck1 would place traffic in an area that has evolved into one of the primary commercial spots in the northern Outer Banks. The commercial land use in the vicinity of the C2 location would seem to me to be more in keeping with the bridge traffic than the residential area near Corolla Bay. According to the Draft Environmental Impact Statement, the fewest changes to local street and driveway access would be with C2 alternative.

The documents supporting the project focus on the impacts to Corolla Bay, but I believe they should also consider the impacts to the communities of Monterey Shores, Whalehead and Corolla Light. The aesthetic impacts of the bridge one the soundside views notwithstanding, the four-lane roadway extensions and the restrictions on turns on exiting these communities will, in my opinion, negatively affect residents of and visitors to these communities. These communities may be additionally impacted by beach access limitations, especially with the four-lane Route 12 alternative. These impacts may be substantial enough that summer vacation visits could drop off, creating an adverse economic impact to the County from an overall diminution of the property values as well as due to a reduction in the goods and services purchased by vacationers.

In conclusion, I am opposed to the C1 terminus and favor the C2 terminus for the MCB project because:

- C1 requires acquiring new private residential properties while (apparently) abandoning land already owned by the State for the purpose of providing a landing point for the new bridge;
- C1 will prospectively adversely change the character of the predominantly residential communities in and around Corolla whereas the C2 terminus is located in an area with a more commercial character;
- These potential changes could reduce the overall attractiveness of the Corolla communities to vacationers which over time will negatively affect property values and in turn reduce revenues to Currituck County.

I appreciate your consideration of these comments.

Sincerely,

Robert E. Pepperman

cc (by email): Honorable Senator Marc Basnight
Honorable Representative Bill Owens
County Commissioner Vance Aydtlett
County Commissioner Owen Etheridge
County Commissioner Gene Gregory
County Commissioner Barry Nelms
County Commissioner Paul O'Neal
County Commissioner John Rorer
County Commissioner Janet Taylor

Dear Ladies and Gentlemen:

Attached to this e-mail is a comment letter addressed to Ms. Jennifer Harris or the Turnpike Authority. I am submitting these comments for the DEIS record. Thank you for the opportunity to share them with you.

As explained in the letter, as a Currituck County property owner and taxpayer, I am opposed to the C1 terminus that would split the Corolla Bay residential area. The C2 landing site is my "preferred alternative."

I appreciate the hard work all of you and your associates and colleagues have undertaken on our behalf.

Sincerely,

Robert E. Pepperman

Robert E. Pepperman
1144 Dunton Drive
Corolla, NC 27927

June 1, 2010

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

Sent by e-mail

Dear Ms. Harris:

As a homeowner and tax payer in Currituck County, I am offering the following comments on the Mid-Currituck Bridge Project. More specifically, I am commenting on the location of the proposed eastern terminus of the bridge.

I applaud the State and the Turnpike Authority for its willingness to move this important project along and to develop the toll bridge solution as a method for funding these improvements in these challenging economic times. Because the State has shown such creativity in adapting to the financial impediments to this project, it is confusing to me that the terminus designated C2 would not ultimately be the Preferred Alternative. Based upon information found on your website, the C2 terminus would make use of a 1.7 acre parcel purchased by NCDOT in 1995. The C1 terminus alternative would divide the existing Corolla Bay subdivision and require new acquisition of privately-owned property in the subdivision. Intuitively, it would seem more economically practical to utilize land already owned by the State; this appears to be partly confirmed in the cost estimates presented for the Recommended Alternatives (MCB4). In either A or B configuration, the C2 terminus is somewhat less costly than the C1 terminus.

Obviously the primary driver for this project initially was the concern that there is inadequate means to evacuate the Currituck and northern Dare County Outer Banks in case of a hurricane. This issue was identified when the Mid-

Subject: Public Comment Draft EIS MCB

Date: Friday, June 4, 2010 5:40 PM

From: George Persico <PersicoG@co.rockland.ny.us>

To: <midcurrituck@ncturnpike.org>

Jennifer Harris, P.E.

Ms Harris,

I am George Persico. a property owner fronting NC 12 at 281 Duck Rd, Southern Shores, NC.

I wish to comment on certain aspects of MCB2 & MCB4 as they relate to traffic mitigation in Southern Shores and north of Duck. I believe that to make any final design decision it is necessary to add the following design elements.

All cross street intersections from US158 junction with NC12 to the existing 3 lane segment in Duck need to be reexamined to determine any additional opportunities for left turn lane enhancements. I have observed that most slowdowns and stops along this segment of NC12 are caused by traffic queues behind vehicles waiting to make left turns.

Serious consideration should be given to extending the 3 lane segment of Ocean Blvd (NC 12) in Southern Shores to the Ocean Blvd-Duck Rd fork with improvements to allow smooth merge at this location back to 2 lanes. If this cannot be accomplished, the 3 lane segment should be extended at least to Chicahawk where there is a traffic signal, and opportunities exist to optimize the signals based on day of the week and time of day control consistent with recent traffic study data extant for this overall project.

Finally I am concerned that the 3 lane proposal that is part of MCB2 extending from the 4 lane segment to the north end of the existing 3 lanes through Duck was abandoned. MCB4 does not solve this situation, and seems to be counter to the stated goal of Hurricane evacuation. To go from 3 lanes to 2 lanes to 4 lanes during an evacuation can be confusing to the public and counter productive from a public safety view. In addition, under non-evacuation use, this two lane stretch presupposes that traffic will not travel from Corolla to Kitty Hawk, not likely to be the case as commerce continues to grow.

Please convey this comment to project team members, and enter it into the official Public Comments.

Respectfully,
George C Persico

Name: Robert E Perkinson

Address: 13 Oxenford Road

City: Bluefield

State: WV

Zip: 24701

Email: perkinbob@yahoo.com

Comments: Please carefully consider and approve the Mid Currituck Bridge. My family has owned a beach house at 142 Ocean Blvd, Southern Shores since 1972....more than 38 years. The traffic problems are reaching a very difficult and unsafe level with only one reasonable solution in sight....build the bridge. I strongly support your efforts to move the project forward. Bob Perkinson

This email, including attachments, may include confidential and/or proprietary information. If the reader of this email is not the intended recipient or his or her authorized agent, the reader is hereby notified that any dissemination, distribution, or copying of this email is prohibited. If you have received this email in error, please notify the sender by replying to this message and deleting this email immediately.

And when a mid county bridge is built in Currituck, I feel it should be at Base, or again south of Hardy, why? IF something should happen to the Knapp Bridge in the future, we all need a route to the north for supplies to the beach and lower Currituck, nearly all our goods come to us from Va, or Elizabeth city. For us to have this link would be a problem to us all, lower Currituck & Beaches OBX. Our Currituck's future needs another corridor, to handle the growth of OBX and Currituck.

Sincerely

Mark Peise 5067 Currituck Hwy Currituck, NC 27923

6/3/10

As for what you have now on the selection.

I'd choose ER2



Alternatives Plans

1. Dare county stop Lights, Main problem
 - A. 1 st stop light no problem Martins point
 - B. 2 nd stop light. Kitty hawk school, Duck Woods, Kitty Hawk Woods.
 1. these land owners don't want you to travel through their neighborhood.
 2. close off the Duck Woods Road No through traffic.
 3. close off the Kitty Hawk woods Road. No through traffic.
 4. Operate the Light for the Kitty Hawk During school Day's
 - A. Light for ABC store , walmart. Mcdonalds, Home depot. Shopping center
 1. carry this lights to the light at NC 12 and have a feeder road to all these stores. Just as they do in va. beach blvd.
 - A. Food lion, and the shops in that area. have a feeder road as well from N C 12
 1. This could have a get on ramp for traffic going north. same as martin point has.
4. NOTE THE SAME TRAFFIC COMES THRU GRANDY AND WE ALL GET ALONG, NO FUSS
5. A. Point is I prefer No Bridge at this time
 1. let Corolla grow at its own chosen pace
 2. Corolla attraction is, Friendly , Nature Loving , people getting away from the main stream rat race.
6. A. Future need of a Bridge, will come on its own time.
 1. lets give the Bridge to people who want it Southern currtuck, Southern Shores
 2. Put the bridge 1 mile South of Grandy. At the trash collection site.
 3. East side near the currtuck, Dare county line,
Vacationer's can now flow north to corolla or back south 1/2 traffic each way
 4. No need to bridge cross any secondary roads now.
 5. This field not been farmed in 15 years, at trash collection site
 6. High ground, no homes, and a lot less 404 wellland.
 7. Grandy has foodlion, restaurants, shops, and food marts. gas station
 8. This will provide the bikers on a lighted bike trail , some were to go, not in your back yards in Ayollett,
all night long.
 9. Someone spoke at the meeting in Nags Head of biker's number like 1,000 bikers a week will come to ride this trail free, to Corrola

7. A. LONG RANGE PLANS FOR A BRIDGE IN GRANDY

1. could give us traffic relief to 158 in the future,
 2. A extension of this mid county bridge west crossing north river to Camden Point 343 highway , This highway leads all traffic to Highway 17.
 3. This would give all us a route west in the event, Knapp Bridge fails us. or chemical or other man made destruction.
- spill.
8. A. Lights on the Bridge's bike trail
 1. I feel this will affect the ducks in the Narrows due to the lights across the sound. Ducks dont like lights.
 2. This is the reason why Ducks or leaving the Outer Banks and going inland.
 3. You don't see many duck Blinds south of Currtuck bridge. Why?

246 N. Dogwood Trail
Southern Shores, NC 27949
May 13, 2010

Jennifer Harris, P.E.
N. C. Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Ms. Harris,

Thank you for the opportunity to comment on the options for handling emergency evacuation of the Outer Banks. My preference is MCB4 for the following reasons:

1. For 30 years, I have witnessed (and been caught in) the influx of cars over the Wright Memorial Bridge on rental season weekends. The congestion is massive and lasts for much of the two days. In an emergency evacuation, getting both vacationers and residents across the bridge would take more than one day. I think that is unsatisfactory and the new bridge is required for safety.
2. I think the high density populations of Nags Head, Kill Devil Hills, Kitty Hawk, Southern Shores and Duck would fully utilize the Wright Memorial Bridge route in an emergency. I don't like the fact that option MCB2 would encourage others to use that route.

Sincerely yours,



John D. Pingree

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010

JUN 1 2010

Name: Bruce Polawsky
Street Address: 703 Bulkhead Court Apt./Suite No.:
City, State, Zip: Shelton Va 22554

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

It seems to me that if the project is done, it should be done right.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I have no preference on C1 or C2, which ever one displaces the smallest number of homes and businesses.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A because it will help preserve the rural atmosphere of Aydeth.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane (less impact)

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Trying to maintain the current atmosphere

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

14 foot sea ray bow rider for recreational use
drafts 3 feet
height kept on a trailer
703-929-1214

Additional comments:

My local address is 108 Copper Knottins drive
Aydelott NC 27916

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Services Center
Raleigh, NC 27699-1578

Or E-mail: midcourttuck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: kprrcctc@aol.com [mailto:kprrcctc@aol.com]

Sent: Sunday, May 09, 2010 5:39 PM

To: midcourttuck@ncturnpike.org

Subject: Mid-Currituck Bridge

Dear Ms. Harris,

As a longtime property owner and taxpayer on Ocean Boulevard in Dare County, I feel that given the three options for EIS, the MCB4 is by far the best solution to possible evacuation problems on the Outer Banks of North Carolina. Now is the time to build the long needed mid-Currituck Bridge which will enable motorists easier access to the Outer Banks and the main land. If an emergency arises, natives and tourists alike could quickly exit the island without having to drive so far south to evacuate to the north. Having this extra bridge will alleviate unnecessary traffic in Southern Shores and expedite the evacuation procedures. Also, the bridge will be an added economic catalyst to the growth in Corolla, a town which has been growing and drawing more people over the years.

MCB4 eliminates the need to widen and expand miles of roads in Dare County saving the taxpayers millions of dollars. Surely, the planners must realize the land is so narrow in parts of Duck that expanding the road system would create a hazard for wild life as well as a hardship for property owners. Unnecessarily widening the road to have people make an extended U-turn to exit the island is surely not the answer. These people need to go straight across Currituck Sound as the shortest distance between two points is a straight line. Furthermore, a new bridge will reduce traffic on the old Wright Bridge.

For the welfare and safety of the environment as well as the property owners and citizens of the Outer Banks, MCB4 is the least invasive procedure of the three options and probably could be done quicker and with less cost than the MCB2. It appears ER2 does not eliminate the problem since it makes people drive out of their way many miles south in traffic during an emergency evacuation to the north, thus wasting precious time.

MCB4 is truly the only choice. Many thanks for your time and consideration.

Karen Olivola Price,
A Concerned Taxpayer

Monday, June 14, 2010 11:56 AM

Subject: The bridge

Date: Saturday, June 5, 2010 6:28 PM

From: vmprior@comcast.net

To: <midcurrituck@ncturnpike.org>

I write in support of option MCB4, We have been homeowners in Duck for 23 years and on occasions have waited 3 hours in line just to get to the Wright Memorial Bridge to evacuate. It's past time that this bridge was built. Many lives could be lost waiting in traffic congestion.

The bridge corridor alternatives C1 and C2 are not in my expertise, but I trust the committee to make a good decision here. My husband Gordon Prior joins me in this support.

Let's get the bridge built. It was being talked about when we first arrived on the Outer Banks in 1987. Of course there will be some disturbance to vegetation, but let's put the danger to people in first place.

Blessings,
Vera P.

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From: Gene Pulley

To: midcurrituck@ncturnpike.org

Sent: Thursday, June 03, 2010 9:00 AM

Subject: bridge

Please build the bridge. It is needed badly!

Pr for

Demo to beg resolv

By Riear
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Future storm warnings to be announced sooner

Change to system is Hurricane Center's biggest in a decade

By Matt Sedensky
The Associated Press

MIAMI

The National Hurricane Center said Tuesday it will begin issuing storm watches and warnings about half a day sooner in the biggest change to its warning system in decades.

When a storm is approaching land, forecasters will now send watches advising that tropical storm conditions could be expected there in 48 hours, instead of 36 hours. Warn-

ings of tropical storm or hurricane conditions will be issued 36 hours ahead, not 24 hours.

"It's really just the result of the accumulated improvements over time — the track forecasts have been getting better incre-

mentally year after year," said James Franklin, chief hurricane specialist at the center. "And there's been enough of an improvement now that we can feel comfortable increasing it."

But both forecasters at the center and some local emergency officials said the change likely won't affect how evacuations are ordered for coastal areas.

"The watches and warnings, they're great for public perception, but for emergency managers they're not terribly important for decision-making because we're on top of it already," said Nov. 30.



ARCTIC WINDS CHILL SOUTH; RECORD SNOW SWEEPS EAST

Bitter cold and snow sweeping into the eastern United States left part of New England under record snowfall and hit Southerners with subfreezing temperatures that farmers fear could destroy strawberries and other crops.

Four deaths were blamed on the cold in Tennessee. The deep freeze was expected to last for at least the rest of the week. The National Weather Service said the mercury could fall below zero in St. Louis later this week for the first time since 1995.

3 DIE IN FIRE AT HOME WHERE POWER WAS CUT

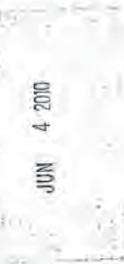
DETROIT | A fire swept through a two-story home early Tuesday, killing three people who had been illegally accessing electricity to power space heaters, authorities said.

One person survived the blaze by exiting an upstairs window at the home on Detroit's west side, sliding down the front porch roof and jumping to the ground, Detroit Fire Department Capt. Steve Varnas said.

Investigators have not determined what caused the fire but found that residents had been illegally accessing electricity, Varnas said.

3 BIOLOGISTS KILLED IN HELICOPTER CRASH

MADERA | Three California Department of Fish and Game biologists were killed Tuesday in a helicopter crash in Sierra National Forest, and



June 2, 2010

I favor ER2

Less wetland would be filled in. The ridge I live on is about 2,500 to 3,000 ft wide, bordered in west by the swamp next to Northriver, east by the Mapple(Laurel) Swamp and then Ayldett and Currituck Sound. So much of the natural environment that I experience every day would be destroyed. On the west side of 158 where the on and off ramps are proposed is the first farm my grandfather, who was orphaned at 8 years old bought, where my mother was born, their house burnt down and they bought the house I now live in. I feed my animals every day on that side of the road and occasionally see pileated woodpeckers, mainly I hear them on a regular basis, always see bluebirds and see eagles flying over the Mapple(Laurel) swamp. I know this is personal and the project is right on top of me, but the facts are the same that the state quoted in 2004 as for the last 25 years. I cannot stress enough that it would impact a fragile coastal ecosystem on both sides, drain transportation resources away from projects that need maintenance and repair in the area.

Hurricane Evacuation is one of the proposals for the bridge. Changes to the National Hurricane Center about issuing storm watches and warnings to about half a day sooner (see article enclosed)

There has been many articles in the news lately because we are in hurricane season. A quote that I remember said "Adults are responsible for their own actions, county and state governments have no obligations to protect them from the consequences of their own unsafe behavior." I think this sums up what our tax payers money is going towards this most unnecessary bridge.

The intersection of 158 and hwy 12 in Kitty Hawk is the real bottleneck problem. Work on improving the whole roads from Wright Memorial Bridge and that intersection before exploring the bridge.

The Coinjock Bridge (intercoastal Waterway) makes us an island. Boat traffic could knock out the bridge. Don't say it not possible, its just as real as some of their statics. We need another corridor.

Karen Quidley Pierce
5067 Caratoke Hwy.
Coinjock, N.C 27923

Aid suspended for part of Somalia because of threats

By Robyn Dixon
Los Angeles Times

JOHANNESBURG

A \$110 million package in south.



**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Jim Ray
 Street Address: 176 Rocko Rd Apt./Suite No: _____
 City, State, Zip: Roanoke Point NC 27966

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

option B by delta mainland
C 2 Better traffic flow + safety

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

acceleration lane no logs
good proximity to Timberlake

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

more efficient
local residents will get used to a
better road - more efficient

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Maybe appropriate

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

no

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

It would be good to gain dredging to open up the sound for tourism & fishing!

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Charles Read [mailto:cbread@charter.net] **Sent:** Thursday, May 20, 2010 6:10 PM **To:** midcurrituck@ncturnpike.org **Subject:** NO BRIDGE

As a 10-year resident of the OBX and a former Town Manager of the Town Of Southern Shores I strongly oppose construction of the mid-Currituck bridge.

It will create more problems than it fixes. It will ruin the aesthetic beauty and relaxed life styles of the northern OBX.

Thank you

Charles Read
Southern Shores, NC

-----Original Message-----

From: erectorset@cox.net [mailto:erectorset@cox.net]

Sent: Friday, May 28, 2010 9:09 PM

To: midcurrituck@ncturnpike.org

Subject: Mid Currituck Bridge Project

Dear Sir/Madame,

Yes, please know that I greatly favor a Mid-Currituck Bridge. The safety issue is paramount as we witnessed many years ago with an evacuation for a hurricane and the ensuing gridlock. The traffic issue for normal times would be greatly enhanced as the north end residents/guests would not be making a longer trip using the present crossing pattern. Please vote yes for this project and get in going in the near future. Many thanks.

Sincerely, Elaine Rector Resident, 100 Ruddy Duck Lane, Duck, NC

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Pamela Redmond Apt./Suite No: _____
 Street Address: PO Box 169
 City, State, Zip: Topping VA 23169
 Please add me to your newsletter mailing list. Always receiving.

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

Do you prefer the ER2, MCB2, (MCB4) or the No-Build Alternative and why?
As a property owner in Curolla, I simply want to lessen my commute by at least an hour each way. I also believe it is best for evacuations, saves gas, and the traffic impact for tourism on the Outer Banks. Saturdays are a nightmare. I have seen traffic backed up to Brandy before.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
I leave the commercial district of Curolla as is. It works and does not need to be disturbed on a short term basis by construction and on a long term basis by traffic.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design (Option A) or B and why?
Highway
Established neighborhoods should be left alone as much as possible

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reverse center lane. In these economic times I believe it would be wasteful to spend the money on a 3rd lane. When its use would be limited. We have enough time with warnings to evacuate. I have done it several times.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
Toll impact on Residents and Property Owners in Curolla! oceanside Currituck County

We pay significant real estate taxes and our renters pay significant occupancy taxes. As a property owner I find Currituck County and would expect to get a pass on a minimal annual fee. ~~to use the bridge so that I may use and maintain my property.~~
 If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Monday, June 14, 2010 11:25 AM

Subject: Mid Currituck Bridge (MCB)
Date: Friday, June 4, 2010 10:49 AM
From: lhrmd2@aol.com
To: <midcurrituck@ncturnpike.org>

To Whom It May Concern

In response to calls for public comment on the MCB, I offer mine as one who has vacationed in the northern OBX (NOB) almost yearly since 1974, specifically in Southern Shores (SS). My parents lived in that town as well for about 10 years in the mid 80's.

My main concern is not convenience or traffic (since I probably would not use the bridge) but that of public safety, specifically evacuation. I have witnessed exponential growth over the past 35 years, and have long contemplated the chaos which would ensue during the tourist season if a mandatory evacuation of the NOB was ordered. The prospect of driving **in the direction** of a hurricane towards a bottlenecked Wright Bridge is frightening, particularly if some could not get off in time. I therefore strongly support the MCB, specifically the MCB4 option. I would leave the C1/C2 decision to planners.

The key is the bridge. It is unfortunate the cost is so high, but this should have been started 20 years ago and \$\$ saved. BTW, would favor a 4 lane bridge and get it over with, but I'll take what I can get. I will disclose I am a land owner in Carova and plan to retire there, like many others. I am dumbfounded that some residents of Corolla and north are actually opposed to something which is obviously to their benefit!

As an aside, I don't know if you are aware of the section of land just above the Dare/Currituck line, between Cottage Cove Rd and Ogein Dr. This is the narrowest point between the ocean and sound and has been known to flood during heavy storms ("the ocean meets the sound"). If a hurricane storm surge were to flood this to the point of Rte 12 being impassible, possibly thousands would be marooned without an MCB, the eastern entrance being north of there. I will leave to your imagination the damages resulting from the hurricane striking those essentially sitting ducks. You can be sure victims will hold accountable whomever could have built a bridge!

Lou Reiss
Germantown TN

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Page 1 of 2

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Page 2 of 2

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Julie Ryan
 Street Address: 115 East Acornale St. Apt./Suite No: _____
 City, State, Zip: Killdeer Hills NC 27948

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the No-build. I prefer this option because it will negatively effect many businesses.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C1 over C2 simply because it will literally pass through the business which I am employed to.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

From: info@ncturnpike.org [mailto:info@ncturnpike.org]
Sent: Wednesday, June 02, 2010 8:31 AM
To: midcurrituck@ncturnpike.org
Subject: Comment: Mid-Currituck Bridge

Contact Information

Name: James C. Reynolds
Address: 128 Duck Woods Drive
City: Southern Shores
State: NC
Zip: 27949
Email: spiderjimbox@gmail.com

Comments: Like everyone else, I have heard "the bridge is coming, the bridge is coming" for years. Everyone is fed up with government's inability to do anything. Studies, studies, studies and more studies have delayed and delayed this project. By not building the bridge and widening Rt. 12, we are putting off the inevitable which will be building the bridge years from now at a much higher cost, not to mention the waste of money to purchase property to widen Rt. 12. Widening Rt. 12 through Southern Shores and Duck will have a negative effect on those areas without much effect on the traffic. What are you going to do...have a 40 or 50 mph speed limit thru Duck, take away the stoplights in Southern Shores; Destroy the quaint town where people walk, jog, bike, push strollers, etc. Building the bridge, that's the only answer that makes any sense, not just for traffic but for hurricane evacuation too. I had a friend approx. 20 years ago entering in Ocean Sands when an evacuation was ordered because of an approaching hurricane so he and his family packed up and got in line on Rt. 12. After 4 hours of sitting in the same spot, he turned around and went back to the cottage they were renting. This was 20 years ago before Pine Island, The Currituck Club and more. **BUILD THE BRIDGE IS THE ONLY SMART OPTION!!!!**

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I would prefer to reverse the center lane.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

This bridge will greatly impact the revenue of many businesses and diminish the integrity of our island.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

NO BRIDGE !!!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Barry Richman [mailto:brichman868@embarqmail.com]
Sent: Mon 5/3/2010 4:47 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Project

Please place the attached letter on the public record. I'm sure you will be hearing plenty of opposition comments at the public hearings in Currituck County.

Barry S. Richman

May 3, 2010

Mr. David Joyner
Executive Director of the NC Turnpike Authority
C/o Jennifer Harris, PE
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Mr. Joyner:

I recently read the article in the April 13, 2010 edition of The Coastland Times relating to an interview with you regarding the proposed Mid-Currituck bridge. I was floored by your statement that: "The community has been waiting for the project to reach this milestone..." In all due respect, sir, who in the world have you been listening to?

Over the last several decades, I have had the opportunity to converse with literally thousands of Currituck Outer Banks residents, non-resident property owners and tourists and have come away with one overriding comment from a large majority of these people - we live/own/visit the Currituck Outer Banks because of its remote, pristine nature, not in spite of it!

As an opponent of the proposed Currituck Mid-County Bridge project, I have repeatedly publicly questioned the utility of the proposed bridge for a number of very pertinent reasons and am now bringing my concerns to you as follows:

1. There is no reputable evidence that the proposed bridge will have any appreciable beneficial impact on reducing evacuation times prior to or during impending natural disasters. Neither the Federal Government nor its Corps of Army Engineers found any appreciable benefit to exist! In fact, there is plenty of historical evidence that any means of easing access to a geographical area spurs residential and commercial development in the area surrounding the access point. One only needs to look at what happens in any area where a new bridge, highway ramp or subway station is built for clear evidence of that fact. An increased rate of development; without a comprehensive traffic management plan including the widening of NC 12 to its intersection with US 158, the building of a NC 12/US 158 flyover and the widening of the US 158/168 corridor from its intersection with NC 12 to the Virginia State line, will exacerbate the problem sought to be alleviated by the bridge, rather than cure it! Making the evacuation-value of such a project even more suspect, official representatives of the Commonwealth of Virginia stated at a recent Hurricane Preparedness meeting that it is their intent to close the NC/VA border to northbound traffic if traffic backups appear imminent in VA during such an evacuation-event! That means that all evacuation traffic will be funneled inland in NC via the 158W/17S or 158E/64W corridors, causing monumental traffic backups in Corolla.

2. Many of the residents, tourists and non-resident Currituck Outer Banks property owners came/come to Currituck because of its remote, pristine nature, not in spite of it! They choose to embark on a long journey and pass the litany of larger, more developed beach communities that populate the entire east coast of the United States to vacation here. The building of the bridge will forever alter the remote/quiet nature of the Currituck Outer Banks and the Sound communities on the Currituck mainland. Do we really need another Wildwood, Ocean City, Myrtle Beach, Atlantic City or Virginia Beach here? In addition, the damage to the environment of this "sportsman's paradise" and its wildlife sanctuaries will be devastating – oil slicks on the Currituck Sound and its marshes from oil condensation runoff from the road surface of the bridge, destruction of wildlife habitat caused by bridge construction, noise pollution, etc. The State and Federal Governments recognized the potential for such adverse environmental impacts!
3. The only physical factor deterring serious criminal activity on the Currituck Outer Banks is a limited access and egress route. Clear evidence exists nation-wide of substantial increases in serious crime spurred by increasing ease of access to and egress from geographic areas.
4. Where are the requisite plans for the public accommodations needed to handle the increased traffic into the Currituck Outer Banks caused by the presence of a Mid-County Bridge? The State's own economic justification package depends heavily, for its economic success, on a very large increase in traffic flow to the Currituck Outer Banks from the "day-tripping" residents of the Tidewater area.
 - a. Where are the plans for the hundreds of (maybe thousands of) additional parking spaces needed to accommodate the increased influx of day-trippers – a total of maybe 200 to 300 spaces currently exist at the Whalehead Club, the Currituck Lighthouse, the Southern Public Beach Access and several parking lots in the Whalehead Beach subdivision? The current lots are full and overflowing during the season. If plans exist to expand parking, they certainly have not been made public. As part of their storm-water drainage plan for Whalehead Beach, the County plans on discontinuing allowable use of several of the Whalehead Beach parking lots, which will further exacerbate the parking problems.
 - b. Where are the plans for the multiplicity of changing rooms needed to accommodate the increased influx of day-trippers so that they can properly enjoy a day at the beach? There currently exists but one set of public changing rooms at the Southern Public Beach Access. If plans exist to expand public changing facilities, they certainly have not been made public.
 - c. Where are the plans for the multiplicity of public restrooms needed to accommodate the increased influx of day-trippers—there currently exists one set of public restrooms at the Currituck Lighthouse and one set at the Southern Public Beach Access? If plans exist to expand public restroom facilities, they certainly have not been made public. The lack of public restroom facilities is currently so bad that Currituck County recently enacted an ordinance barring public urination and defecation!

- d. Where are the plans for expanded fire and rescue facilities and staffing, law enforcement staffing, ocean rescue staffing and medical facilities needed to accommodate the increased population (year-round and seasonal) on the Currituck Outer Banks? If plans exist to expand such facilities and staffing levels, they certainly have not been made public. With the current rate of influx of day-trippers, it is not uncommon for Currituck Outer Banks property owners and lease-holders to find strange cars parked on their properties and community streets (in violation of Currituck County Ordinance), strangers using their; outdoor showers to rinse off and change clothes, their hot tubs and pools, and their property for the purpose of relieving themselves. The increased influx of day-trippers resulting from the proposed bridge will just exacerbate this problem without the increased levels of public accommodations needed as noted above!
5. Where are the plans to resolve the daily traffic problems in the 4-wheel drive areas of the northern reaches of the Currituck Outer Banks (beyond the northern extent of NC 12), which clearly would be exacerbated by the increased influx of day-trippers? It's currently a mess during the season with a deadly mix of bathers, people surf fishing, ATVs and dirt bikes and 4-wheel drive vehicles. Does the State intend to open up access to all of its beaches to vehicular traffic to disperse the growing problem?
6. Many of the Dare County communities to the South of the Currituck Outer Banks endorse the Mid-County Bridge project, viewing it as a means to dramatically ease the traffic logjams created in large measure by poor traffic management planning when all of the commercial and residential development occurred along the NC 12 corridor in the northern sections of Dare County. Such a view is extremely short-sighted since a large percentage of the traffic along NC 12 is created by: (1) Currituck Outer Banks residents and tourists heading south to avail themselves of the fine restaurants, shopping facilities, cultural facilities and events, historical sites, etc located in Dare County; (2) southern Dare County residents and tourists heading north to avail themselves of the fine restaurants and shopping facilities located in Duck and Corolla; and (3) Dare County residents heading for their employment sites located in Duck and the Currituck Outer Banks. None of the traffic created by these folks will be diverted by the existence of a Mid-County Bridge! In fact, if the bridge proves to have the expected effect of spurring increased development on the Currituck Outer Banks, the increased population (residential, employment and seasonal) created by the bridge will exacerbate the traffic problems, not cure them, without a comprehensive area-wide traffic management plan along with its infrastructure in place before the first vehicle traverses the bridge if its to be built at all.
7. Assuming that Currituck County plans for the infrastructure required to support the bridge, who will foot the bill (millions upon millions of dollars) to acquire the land, develop construction plans and build the facilities. Do the State and/or Federal Governments stand ready to foot the bill? Would it be equitable to saddle the Currituck County taxpayers with the cost of resolving what appears to be a regional traffic problem created in large measure by the past development planning inadequacies of Dare County? What if the bridge is built and falls flat

on its economic face – who will provide the funding for the economic shortfall and/or assume management responsibility for the “white elephant”?

8. Does it make any sense whatsoever to commit to building a new bridge of dubious utility when the State has so many bridges in immediate need of major structural repair?
9. Lastly, what a disgraceful “slap-in-the-face” the award of the project to a foreign company would be to the American engineering and construction industries, particularly in view of America’s current economic woes.
- In conclusion, those of us who oppose the proposed bridge recognize that there is a real problem of unrestrained growth and traffic on the Outer Banks. What is needed is a comprehensive plan to address relief of the traffic problems area-wide and a common-sense plan to key growth to maintain the unique nature of the Outer Banks and to the availability of services and public accommodations and the rest of the infrastructure necessary to support the planned growth. We just do not see how the proposed Mid-County Bridge project by itself addresses and solves these critical problems.

Sincerely,

Barry S. Richman
868 Welk Court
Corolla, NC 27927
252-453-0626
brichman868@embarqmail.com

From: Daniel Lane
Sent: Monday, May 31, 2010 6:59 AM
To: CorollaCivAssn@embargo.com
Subject: Fw: Mid-Currituck Bridge Comment Form

Mid-Currituck Bridge Public Comment Form

Name: Mary E. Riley

Street Address: 763 Sunrise Ct.

City, State, Zip: Corolla, NC 27927

Phone: 252-453-2493

email: liamor@embargo.com

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@hcturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

NO-BUILD Alternative. The cost, environmental impact are not justified to relieve 8 weekends of heavy traffic. It has been many years since a mandatory evacuation for Currituck Outer Banks and NC12 North has been improved since then.

Question 2: if you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Neither. I prefer the NO-BUILD Alternative!

Question 3: if you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Neither. I prefer the NO-BUILD Alternative!

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center turn lane and as the storm nears, reverse one in-bound lane. The other in-bound lane should be restricted to emergency vehicles. Also, reverse the center turn lane on NC12 North, especially in Duck and Southern Shores. Currituck County has very seldom ordered evacuation.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The environmental impact to the Currituck Sound is of particular concern. The negative impact resulting from the increased traffic in Corolla and Aydlett will create worse traffic situations.

The bridge will help the developers and no one else. Whomever believes that travelers crossing into Corolla will stay up there and not go down through Duck and Southern Shore are delusional.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Not a boater, but I foresee restrictions in boat use around this bridge. The Currituck County tradition of waterfowl hunting will end. But then again, there are very few visitors in the fall and winter. Perhaps the state will close the bridge then and operate it only for the heavy tourist season.

Additional Comments: I live in Corolla. I will not be using the bridge at any time. We go to Kitty Hawk, KDH and other beach areas for business, health and recreational pursuits. Our local produce stand is south of Grandy, which would be below the proposed bridge. When we do travel, we board our dogs in Powells Point, again south of the proposed bridge. As members of Corolla volunteer fire dept., we have never evacuated even when recommended. Currituck has never ordered a mandatory evacuation since we came in 1976.

Why is this being crammed down our throats? The citizens of Aydlett and Corolla should have a referendum to determine if the bridge should happen in their neighborhoods.

From: RipJay@aol.com [mailto:RipJay@aol.com]
Sent: Monday, May 24, 2010 2:04 PM
To: midcurrituck@nc-turnpike.org
Subject: Mid Currituck Bridge

To Jennifer Harris...

I am writing to express my wholehearted support for and delight in the recommendation provided in the recently issued DEIS related to the Mid-Currituck bridge project. My wife and I own a home in Corolla Light Village in Corolla, North Carolina and agree that a Mid-Currituck bridge would be very helpful in diverting traffic from Route 12 north of the Route 158 bridge, and also in emergency evacuation in the event of a hurricane or other natural disaster. Thanks very much for all of your great work in putting together this DEIS; we fully support and look forward to the bridge being built with due haste.

Best regards,

Jay Ripley
Chairman
Sequel Youth and Family Services
35481 Troon Court
Round Hill, VA 20141
Office 540-338-5182
Fax 540-338-5183
Cell 703-505-0955

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

MAY 24 2010

Name: Marlene Roberts Brantley
Street Address: P O Box 444 Apt./Suite No: _____
City, State, Zip: Manteo, NC 27954

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No, alternatives to bridge are all either "suicide allies"

or the economic ruination of Southern Shores and Duck.

Widening NC 12 as shown would destroy both towns.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

This is the way to build the Mid County Bridge, it will move

the people visiting, save on fuel and create jobs on the

Currituck Mainland. Make is easier for government to function.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Why is the public being asked to make technical decisions like a

vote? You have spent a lot of money seeking professional advice,

stick with it.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

NO, NO, NO

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Not a professional to comment

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Not a boater

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27699-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Amy and Rob

To: Harris, Jennifer

Sent: Fri May 14 19:35:43 2010

Subject: mid currituck bridge

I am a 10 resident of Southern Shores and owner of businesses in both Corolla and KDH. I want to express my strong support for construction of the bridge as I feel strongly if properly implemented it will have a positive impact on the Outer Banks. George Robinson



William A and Ann B. Rodgers
387 Narrow Shore Road
Aydlett, NC 27916
252-453-9019

June 25th 2010

Mr. John Page, AICP, CEP
Parsons Brinckerhoff
609 Aviation Parkway, Suite 1500
Morrisville, NC 27560

RE: Mid Currituck Bridge Study, Aydlett, NC

Dear Mr. Page,

We are writing to express our disapproval of the construction of the Mid Currituck Bridge as presently proposed.

It is quite apparent that there is complete and total disregard for the businesses and families in the Aydlett area.

Many venues along the waterfront South of Aydlett present areas that would not DESTROY businesses or family residences, and provide a savings of tens of millions of taxpayers dollars. We find NO legitimate justification for the present route chosen. This chosen route appears to be no more than a political ploy to benefit someone unbeknownst to the citizens of this area. There is a total lack of concern for the lives of the residents and residences that will be affected by this project, bringing unprecedented noise, pollution, congestion and an added opportunity for criminal activity.

Upon retiring we have chosen this quiet, lovely, village to enjoy the remaining years of our lives, only to have it disrupted by the thoughtlessness of NC Turnpike Authority and their disregard for our welfare, property values and safety.

IN the EVENT that this project goes forth as now planned, we would like to state that we concur with the letter from Charles and Mary Ellen Angus, dated June 4, 2010, Subject: Mid Currituck Bridge Study, Aydlett,

We plead with those in authority to reconsider the routing of this bridge in order to preserve this residential neighborhood and the quiet, safe venue it provides for its residents.

Thanking you for your consideration and for allowing us the opportunity to express our dismay and disapproval of the routing of this project.

Sincerely,

William A and Ann Rodgers
William (Will) and Ann Rodgers

160 Elliott Lane

Aydlett, North Carolina 27916

June 5, 2010

JUN 9 2010

Jennifer Harris, P.E.

North Carolina Turnpike Authority

1579 Mail Service Center

Raleigh, North Carolina 27689-1578

Dear Mrs. Harris:

I am writing one final letter to express my continued opposition to the Mid-county Currituck Bridge. I have enclosed a copy of the questions I have regarding this bridge. I have been asking these questions for several years, both in Raleigh and Washington, and have never received an answer to any of them. In responses, I have received slick brochures, maps and non applicable form letters from politicians. In one case, a politician sent me a form letter promising that if any legislation like what I proposed ever came up he/she would support it. I never suggested any legislation at any time for any reason. I only wanted answers to my questions regarding this bridge project.

Over the years, I have finally come to realize that I am the "little guy" in this debate, and in the end what a person like me says really doesn't matter. I believe if the money can be found, this bridge will be built to perhaps ease traffic jams on 10 (or so) Saturday afternoons per year. I also believe, as the Army Corps of Engineers and the US EPA has stated there will be environmental damage to the area. It is really sad, but I thank you for reading my letter.

Sincerely,



Claude B. Rollins

QUESTIONS

1. One reason you give for building this bridge is to aid in evacuation in the event of a hurricane: two questions:

- With the current ability of meteorologists to forecast the path of a storm (not always velocity) with great accuracy, isn't it true that ample warning can be given to permit an orderly and safe evacuation on Rt. 12.
 - Given the length of this bridge, isn't it going to be necessary to close this bridge after the wind reaches a certain velocity, much like the bridge to Eastern Shore, Virginia? What is the wind velocity you would restrict or close the bridge?
2. The only other reason for this bridge that I have seen is it will take several hours to travel from the US 158 inland waterway area to Corolla by 2035, presumably without this bridge. What methodology and data was used to predict vehicle levels 25 years in the future? What is the margin of error?
3. Several years ago both the Army Corp of Engineers and the US EPA denied permits for this bridge on environmental grounds. Have you now received the permits? How have you corrected the potential environmental damage you would have caused?
4. It is known some vehicles passing over this bridge will leak gasoline and/or oil. Based on your traffic numbers projections, have you calculated how many gallons of petroleum will enter the sound? Do you have a plan, with the personnel and equipment to monitor this?
5. Will you restrict vehicles from using the bridge which are carrying petroleum products or other hazardous material?
6. Won't at least part of the bridge pass over property that is wet lands by Federal definition?
7. Several years ago the NCDOT studied this situation and concluded that improvements to existing road ways was the best approach to solve traffic problems. Following this, it appears that NCDOT was dismissed from any further involvement in this project. Why? Given their level of expertise in transportation matters.
8. The state has pledged, I believe, more than \$500,000,000 to this project over 40 years. Is a tax increase planned to cover this?
9. Will the county be tasked to provide fire, police, EMS and other services for the bridge? Will this require a tax increase?
10. Many businesses south of this bridge will suffer greatly. Are there any plans for the state to provide any assistance to them?
11. This bridge will, in most people's opinion, encourage day trippers to Corolla from throughout the area. Have you offered to assist the County in providing parking areas, bath houses, etc. for the day trippers?
12. And finally, I have lived here either part or full time for the last 20 years, and I know personally that severe backups on US 158 are rare, and are confined to 10 or so Saturday afternoons from about June 15 to Labor Day. For the other 355 days, traffic flows well. So, why has this bridge idea been discussed for more than two decades, making it very difficult for people in Currituck who will be adversely affected?



STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

BEVERLY E. PERDUE 1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

GOVERNOR

DAVID W. JOYNER
EXECUTIVE DIRECTOR

July 21, 2010

Mr. Claude B. Rollins
160 Elliott Lane
Aydelet, North Carolina 27916

RE: Mid-Currituck Bridge Study

Dear Mr. Rollins:

Your letter of June 5, 2010 included a request that we answer 12 questions. I am sorry you have previously been unable to get answers to your questions. It is our policy to answer questions received by mail, e-mail, and telephone in a timely manner. Here are the answers, as we know them today, to your questions:

1. Hurricane evacuation:
 - a. Early warnings can be given, but it remains our understanding from emergency management officials that they prefer that all evacuations begin in the morning and take no more than 18 hours from the time the evacuation is ordered until all evacuees have reached a point of safety. In the year 2035, if no Mid-Currituck Bridge is built, our modeling predictions show a clearance time of 36 hours.
 - b. Emergency management policy is that all who evacuate should have reached a point of safety prior to the arrival of gale force winds. If it is emergency management policy to close existing bridges on the North Carolina coast at some point during a hurricane, we assume that same policy would apply to a Mid-Currituck Bridge.
2. Traffic forecasts were based on the following factors: 1) state population forecasts for the Currituck County mainland for 2030 extrapolated to 2035, 2) full build-out of current Outer Banks lots accessible to NC 12, 3) growth in Currituck County's Outer Banks north of NC 12 at a rate similar to that over the last 10 to 15 years, 4) that new development would generate the same amount of travel demand as current development, and 5) that travel peaking characteristics would be similar to those that occur today. Other than the inherent error that occurs in any predictive modeling, error would also occur if growth occurs slower or faster than forecast or if people choose to make fewer or more trips than they do today.
3. No permit applications have ever been submitted for this project (thus none have been received). Permit applications are submitted after the completion of the environmental impact assessment process. Coordination with the US Army Corps of Engineers and the US Environmental Protection Agency, as well as other federal and state environmental and regulatory resource agencies, has occurred throughout the project. Both agencies were involved in deciding the project's statement of

NORTH CAROLINA TURNPIKE AUTHORITY
TELEPHONE: 919-571-3000 FAX: 919-571-3015

purpose and need and selecting the alternatives assessed in the Draft Environmental Impact Statement (EIS). They will be involved in the selection of the Preferred Alternative.

4. We have calculated pollutant loadings. Potential options for handling bridge run-off are discussed in Chapter 2 of the Draft EIS. It is expected that agreement with environmental regulatory and resource agencies on how to minimize and mitigate the impact of bridge run-off will be reached prior to completion of environmental studies.
5. There are currently no plans to restrict vehicles carrying hazardous materials beyond what restrictions might exist on other bridges serving the Outer Banks.
6. Yes, part of the project would pass over wetlands under the jurisdiction of the US Army Corps of Engineers.
7. Widening US 158 as a six to eight-lane superstreet, an interchange at US 158 and NC 12, and widening NC 12 to four lanes from Southern Shores to Albacore Street would provide enough capacity on these roads to handle without congestion almost all of the travel demand generated by full build-out of the NC 12-accessible Outer Banks. No bridge would be needed. However, the NC 12 right-of-way is only 60 feet wide in most of Dare County and part of Currituck County. To widen NC 12 to four lanes in these areas would displace an estimated 195 homes and businesses and remove berms and vegetation that are valued by the community. With agreement by the environmental regulatory and resource agencies, the alternative was dismissed for this reason. Please also note that NCDOT has always and continues to be an integral part of the Mid-Currituck Bridge Project. The Turnpike Authority is a division of the North Carolina Department of Transportation (NCDOT).
8. The North Carolina General Assembly has agreed to provide \$15 million in annual debt service through June 2013 and \$28 million for each year thereafter. No tax increase was passed in association with that commitment.
9. The county would provide fire, police, and EMS services for a Mid-Currituck Bridge just as they do for all other roads in the county. Bridge maintenance would be the responsibility of the Turnpike Authority and those selected to design, build, operate and maintain the bridge.
10. Loss of business at businesses south of the bridge is a comment we have received from others and plan to pursue further during the preparation of the Final EIS. This comment, however, appears to not have come from affected business owners. It has been our understanding in the past that businesses find even the current summer congestion levels on US 158 to be a hindrance to business and that traffic reductions would be helpful to their businesses because it would be easier for potential customers to get on and off the highway. Again, we intend to look into this concern further.
11. Provisions for day trippers would be the responsibility of the county.
12. The bridge project is included in NCDOT's 2009 to 2015 State Transportation Improvement Program (STIP), the North Carolina Intra-state System, the Strategic Highway Corridors Concept Development Report (NCDOT, 2005), and the *Thoroughfare Plan for Currituck County* (NCDOT, 1999). It also is noted in Currituck County's land use plan. Therefore, the bridge has county and state government support and generally has for more than 20 years. Many people have asked why is there a concern with traffic congestion that happens only a few days a year. On the other hand, we have received many comments saying that reduction in congestion on those few days a year is essential. We have received comments from people that say if summer congestion is not reduced, people will stop coming to the Outer Banks. We have received comments that say a bridge would undermine what

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Lloria Ross
 Street Address: 63 Ocean Blvd Apt./Suite No:
 City, State, Zip: Southern Shores NC 27949

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

to cut down travel time to North Beach
 + lessen traffic on WMB + Southern Shores +
 Duck area (have also to close to the road in
 Southern Shores + Duck for that much traffic
 + busy highway

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Either

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Either

Wetland protection

people value about the Currituck County Outer Banks and people would stop coming. Thus, there exist differing perceptions of the problem, the need for a solution, and the benefits of the bridge as a solution.

From a strictly traffic planning perspective, when planning transportation improvements in an area with typical travel-to-work-related congestion, it is customary to plan roads that will serve without congestion the 30th highest annual peak hour. If achieved, only 29 hours a year would be congested. In areas with seasonal peaks such as Currituck County, it is common to plan for congestion over more hours, but no specific criteria is standard. In contrast, however, on NC 12 at Southern Shores, approximately 312 hours were congested in the summer of 2006. With full build-out on the NC 12-accessible Outer Banks, this number would rise to 780 hours in the summer. Our traffic analysis indicates that in 2006 NC 12 at Southern Shores was congested approximately 7 hours a day on the summer weekend and 2 hours a day on summer weekdays given the known travel demand and recognizing that this can vary from day-to-day, if crashes occur, or if it rains. With full build-out, these numbers would rise to approximately 15 hours on the weekend and 6 hours on the weekday.

Another way to look at this is from the perspective of congested vehicle-miles traveled (VMT). For example, if 1,000 cars travel 10 miles under congested conditions, that is 10,000 vehicle-miles traveled (VMT) under congested conditions. Our traffic studies indicate that in 2006, 3.6 percent of the VMT on NC 12 from Southern Shores to its end in Currituck County traveled under congested conditions. With full build-out of the area served by NC 12, that number is expected to rise to 18.4 percent. A four-lane NC 12 would drop that percent to zero but at the price of displacing approximately 195 homes and businesses. ER2 (only three lanes on NC 12 where the existing right-of-way is narrow) would drop that percent to 14.3 percent. MCB4 would drop that percent to 9.4 percent and MCB2 would drop it to 7.2 percent.

More land has been subdivided for development than a two-lane road with one way in and one way out could handle. Four basic choices appear to be available:

- Widen existing roads, including widening NC 12 to four lanes, with a displacement of approximately 195 residents and businesses, eliminating almost all forecast congestion.
- Build a second way in and out (Mid-Currituck Bridge) so that the traffic is redistributed on the existing road system, with perhaps some improvements to other roads, resulting in the greatest reductions in congestion short of widening NC 12 to four lanes.
- Make limited improvements on the existing road system with limited reductions in congestion. An interchange with US 158 and NC 12 with associated widening of US 158 east of the Wright Memorial Bridge would be the biggest help among the possibilities available.
- Do nothing and live with the congestion, perhaps with the hope that eventually growing congestion would reduce or eliminate the demand for new homes, some subdivided lots along NC 12 would never develop, and traffic and the hours of congestion in the summer would be less than we forecast.

If you have any questions, please feel free to contact me at (919) 571-3004 or jennifer.harris@nctumpike.org.

Sincerely,
 Jennifer Harris, P.E.

Jennifer Harris

Director of Planning and Environmental Studies

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

reversing the center turn lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Yes as a home owner + resident on Rt 12 in Southern Shores I am very concerned about the traffic + road loss + speed.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: mmrosstraver@peoplepc.com

To: Harris, Jennifer

Sent: Sun Apr 25 15:24:45 2010

Subject: Bridge

I want to see the bridge built as soon as possible!

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: BOB RITZ Apt/Suite No. _____
Street Address: 1612 PENNYWHISTLE ARCH
City, State, Zip: VIRGINIA BEACH, VA 23464 PROPERTY: 773 MYRTLE COURT OCEAN SANDS COROLLA, NC

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - MORE CONVENIENT

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 - LESS IMPACT AND NOISE

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

OPTION B - LESS IMPACT TO AREA

From: mcrossstraver@peoplepc.com
To: Harris, Jennifer
Sent: Sun Apr 25 15:25:47 2010
Subject: Bridge

I support the bridge - the sooner the better!

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING CENTER LANE - LESS IMPACT ON ADJACENT LAND

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

SOUND BOUNCING FROM RETAINING WALL INTO RESIDENTIAL AREAS

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

- 1) AN OBJECTIVE OF THE PROJECT IS TO REDUCE EVACUATION TIME FROM THE ISLAND SO DON'T TOLL WESTBOUND TRAFFIC. TOLL BOOTH WILL BE AN OBSTACLE. ONLY TOLL VEHICLES ENTERING OBX.
- 2) ARE THERE PLANS TO PROVIDE A REDUCED FARE FOR PEOPLE WHO LIVE ON MAINLAND BUT WORK ON ISLAND, AND PROPERTY OWNERS?

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: JRusi1351@aol.com [mailto:JRusi1351@aol.com]
Sent: Sunday, May 16, 2010 10:07 AM
To: midcurrituck@ncturnpike.org
Subject: Bridge

Get it started

Jay Russell

From: JRus1351@aol.com

To: Harris, Jennifer

Sent: Sun May 16 10:06:36 2010

Subject: Bridge

Hi

Build mid county bridge as soon as possible quite the foot dragging

Jay & Cynthia Russell

135 Tall Pine Ln.

Southern Shores

From: info@ncturnpike.org [mailto:info@ncturnpike.org]

Sent: Monday, May 31, 2010 2:38 PM

To: midcurrituck@ncturnpike.org

Subject: Comment: Mid-Currituck Bridge

Contact Information

Name: Nancy Sager

Address: 163 Yaupon Trail

City: Kitty Hawk

State: NC

Zip: 27949

Email: nhsager@embarqmail.com

Comments: Please move ahead in your decision to build a mid-county bridge. We need another escape route in case of a hurricane.

Date: 01-24-2009.

From: Dr./Rev. Thomas H. Sawyer, 8113 Blue Spruce Dr., Hixson, TN, 37343.

To: Jennifer Harris, N.C. Turnpike Authority, 5400 Glenwood Ave., Raleigh, N.C. 27612.

Subject: Community of Barco, N.C., Post Office and/or Graveyard concerns.

Reference: Currituck County Historical Society - 1977 document entitled, "BARCO", by Hilda Mathias and Jean Doxey.

Dear Jennifer:

The Wilson Cemetery at Barco, N.C. has been named in Genealogical records and/or by historians and the like for the Wilson family, which has or had many Wilson family members buried there, but in the late 1800s and early 1900s the cemetery was not called the Wilson cemetery, but the Barco Cemetery, due to the fact that the whole area was named after its first Postmaster, Caleb (Cabe) Barco.

Caleb Barco was a very remarkable man for his day. He was a one legged man, who ran a General Store and became Barco's first Postmaster in 1894. Today, the U.S. Post Office is still in operation, but at a different location. The General Store in which it was originally in operation ran until almost the mid 1900s. It was originally located across the street from the current Barco cemetery. Caleb Barco is buried in that cemetery, without even a tombstone at his head. The General Store was still there, when I was a small boy in the 1950s. I remember seeing the building and my father telling me about his great uncle early in the history of Barco.

Caleb Barco was my Grandmother's uncle from her mother's side of the family. Her name was Clara Virginia Poyner and she was a relative of one of the early Barco settlers, Lewis Poyner. She married my Grandfather, Nathan Halstead Sawyer. In addition to this my testimony of the facts as told to me by my father, I have submitted the above attachment, Currituck County Historical Society - 1977 document entitled, "BARCO", by Hilda Mathias and Jean Doxey, to confirm any doubt of the facts. The document is highlighted in yellow verifying my direct family ancestry connection in this community, and the following reasons for my concern stated below in this letter, as well.

Today, the General Store building is long gone and the cemetery where Caleb Barco rests, without any remembrance from the community in which he so faithfully served goes into ruin and awaits a decision this year from the N.C. Turnpike Authority for possible total extinction. During the 1918 Great American Influenza Pandemic, many dead bodies [Caucasian and Negro] were horse drawn carted to Barco, put into graves, and left there without a marker. My grandfather's grave is there also, and was marked in 1957.

It is a shame to lose a part of history, especially to those who live in Currituck County and to others, about the early American Settlers of this community.

Therefore, I request the Great State of North Carolina to place a memorial marker for Caleb Barco on the location where Barco's first Post Office was located. The marker should reflect why the area is called "Barco" and refer to the name "Caleb Barco" [Nov. 21, 1858 - August 25, 1931] being officially assigned as Barco's first Postmaster by the U.S. Government in 1894. It should mention that the first Post Office was located in his General Store. I am not concerned about the loss of his personal marker in the cemetery, but a reference to him being buried in the Barco Cemetery which is or was located across the street from the General Store and Post Office would be good to be a part of the historical information, as well as mentioning about the Great 1918 flu pandemic burials the cemetery currently contains, since the final status and history of the cemetery is currently in question.

I also request acknowledgement of this letter as being received and on file to be referenced if, and when the remains of my grandfather, Nathan Halstead Sawyer is to be removed and relocated from the Barco Cemetery, so that his remains may be relocated to a family acceptable resting place beside his son.

Respectfully submitted,

Dr./Rev. Thomas Hill Sawyer

BARCO

By
Hilda Mathias and Jean D. Doxey

In 1894, Barco was named for the first postmaster, Caleb (Cabe) Barco. Barco is located about midway between Currituck and Coinjock. The post office was in the corner of Cabe Barco's country store, and Horace A. Brumsey was the assistant postmaster. The first remembered mail carrier was Walter Harrison. Harrison rode in a wooden cart called a sulky that carried one person. He carried mail from Currituck to Poplar Branch.

In 1926, Horace A. Brumsey, son of John and Margaret Forbes Brumsey, became the second postmaster, and his daughter, Amelia, was his assistant. The post office was moved to Mr. Brumsey's property in a building which was moved from Long Point. The present post office is at the same location, but is a different building. Amelia B. Brothers is the third and present postmaster, and Jean D. Doxey is the assistant.

Asbury Church was a one room wood structure located two miles north of Coinjock. It was possibly named for Francis Asbury, the great leader of American Methodism. One and one half acres of land was donated by John Simmons in 1846 for the building. Singing contests were often held between Methodist and Baptist and one of the contests was held in the Rehoboth Baptist Church in 1886. Asbury was the winner that time singing "Let Us Pass Over the River". Mr. Henry Ansell was song leader, and in later years, some great programs were put on by Mrs. Aileen Lindsey. At that time people came from Churches Island and Bells Island by boat to Hampton Landing and walked to church.

Protracted meetings were held for a week each summer and several families would be responsible for food for each day. They had dinner on the grounds. The church was disbanded in 1933 and most members moved to Pilmore Methodist Church. Mr. and Mrs. Luke A. Powell bought the building and turned the old church into a beautiful dwelling.

Mr. Luke A. Powell was the Agricultural Agent for Currituck County for 29 years following being a teacher at Poplar Branch School. It was largely through his efforts that a mutual livestock association was formed in 1937. This helped farmers to get a better price for their livestock. He also promoted roadside markets and fruit production in the county.

A public school was located where Fleetwood Caton's house is now. Ezekiel Gilman was the first teacher 85 years ago. He was a highly educated man and some of his students became great men. Samuel T. Ansell, the first Currituck boy to graduate from the U.S. Military Academy, worked his way through school and graduated in 3 years. He majored in law, received a degree at Chapel Hill, and returned to the academy as an instructor in Military Law. At age 42, Ansell was appointed Acting Judge Advocate General of the Army and appointed to the rank of Brigadier General. In 1919, he resigned his commission and established a law office in Washington, D. C. He died in 1954 and was buried at West Point.

Nathan W. Walker graduated from the University of North Carolina at Chapel Hill in 1903 and later was awarded a Doctrine of Philosophy Degree from Columbia University. He was elected superintendent of state schools and taught at Chapel Hill where he remained until his death in 1936.

Others were James Garrenton, a great businessman, and John Brumsey, a great pensman.

A private school was located in front of the present post office at Barco on Grandy Boswood's land. The one room building opened in 1910 and was named the Coinjock Private School. Miss Nettie Dozier was the teacher, and she taught grades one through ten. Her pupils came from Coinjock, Maple, Long Point and Barco. It was \$3.00 a month for each family of the children. The school burned in 1916, and a tenant house was used for a school until 1920. The children who attended Coinjock were Viola and Junious Overton, Georgia Forbes, Lucian and Laura Midjett, and Ervin and Benny Welstead. Children attending from Maple were Jim and Ernest Taylor, Annie Griggs, Susie, Johnnie and Howard Spry, Odel Davis, Maggie Davis, Bernice and Brandon Walker, Tommy and Elisabeth Gibbs. Children attending from Barco were Pattie and Cecil Swain, Hettie and Mildred Dudley, Louise Wilkins, Bond, Julia and Mary Elizabeth Sawyer, Ada Walker, Nathan Lindsey, Lydia, Clarissa, and Henry Ansell, Ed Sawyer, Hilda Mathias, Gilman, Wallace, Simmons, and Kathleen Brumsey, and Clarence Sawyer. Children attending from Long Point were Walter, Marion and Guy Gray.

Long Point, located across the Coinjock Bay from Barco, was the light house depot. In the early 1900's there were three families living there - Captain Chanouit, Grays and Talbots. After they moved away, Nathan Halstead Sawyer became the caretaker of the lighthouse from 1911-1914. Then Captain W. J. Tate was caretaker on Long Point until it was discontinued in 1923, and the building was moved away.

A sea plane developed trouble and landed on Long Point in 1918. It was the first plane anyone in this area had seen. It stayed for some time waiting for parts, and boat loads of people went to see it.

In the late 1800's and early 1900's, Olds Landing was quite

busy. It was later called Barco Landing. Ellsbury Swain rafted logs there. He came to the county in 1897 to cut timber. People fished there also and two men could catch more herring than they could handle.

People had a problem getting potatoes to market many years ago. They would haul them by horse and cart to Coinjock to be shipped and then would carry them on a flat to Long Point and freight boats which would pick them up. About 1916 a pier was built in the channel that runs through Coinjock Bay, a short distance from Boswood Landing. People would haul their potatoes by horse and cart to Boswood Landing, put them on flats and carry them to the pier. The first boat was the Alice Roper, run by Mr. Sawyer. The next boat was Anna T. owned by Ernest Walker. This pier was used until the Mill Landing was put in use.

There have been some interesting stores in Barco. One was operated by Grandy Boxwood from 1895 until his death in 1930. It carried a variety of things such as groceries, dry goods, and shoes. Every year at Christmas there were toys and dolls for old Santa to fill his stockings. Merchandise for this store came by boat to Coinjock and was hauled to the store by horse and cart. Hilda Mathias was Grandy Boswood's daughter, and she helped in the store. She said her difficult job was cutting a 10¢ box of snuff to get 5¢ worth. When the drummer would come through with samples of shoes and material, he would show only one half of a shoe and the yard goods were picked from the samples. It was always exciting to see what he had. The Boswood store was located next to Hilda Mathias's home.

A store was located near the Asbury Church and first owned by Jim Turner. Later it was operated by Dempsey Lindsey, Ed Ansell, Roscoe Baum and the last owner was Caleb Caton. This was a

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A store was located near the Asbury Church and first owned by Jim Turner. Later it was operated by Dempsie Lindsey, Ed Ansell, Roscoe Baum and the last owner was Caleb Caton. This was a

family gathering place in the later years. They sold groceries, candy and had music to dance to. The older folks would sit in rocking chairs and the younger ones danced. It was a happy place:

E. E. Pigott had a store in the corner of H.A. Brumsey's field from 1913 until his death in 1920. He had groceries and some merchandise such as socks, overalls, and shirts. After his death, Mr. Brumsey moved the building to his home and used it as a barn.

Ed Sawyer had a store located not far from the present post office. He bought the store from Ray Morris who had operated it for a short time from 1934 to 1936. Ed Sawyer and his wife Aileen operated this store from 1936 to 1941. They had groceries, candy and drinks. They had a piccolo in one part of the building and it too was a gathering place for young folks who liked to dance. This store was then sold to Dan Webster and his wife Maude who moved it on highway 158 in Barco. This store was interesting because they always had animals, especially monkeys. People would drop out unwanted animals there and Dan and Maude would never let an animal go hungry. The present owner is U.D. Poyner.

In 1948, a new store was opened at the intersection of Highway 34 and 158. It was known as Lee and Simpson and was operated by Will Lee and Charles Simpson from 1948 until 1970. It is now owned by Sam Sneed and called "Old Grist Mill Store".

Barco's early family names were John Brumsey, Caleb Caton, Ben Taylor, David Olds, Nath O'Neal, Senn Walker, Ben Wilkins, Jobe Forbes, Bartee Fisher, Lewis Poyner. Early black families were Judy and Robert Frost, Simon Simmons, Thomas Simmons, David Charity, Bill Mercer, McClennan Simons, St. Claire Burton, Butler Simmons, William Humphries, and Christopher Shields.

From: Marge Schechner

To: Harris, Jennifer

Sent: Thu Apr 22 17:18:00 2010

Subject: Mid county bridge

Dear Ms. Harris,

I am writing this not only as a resident of Virginia Beach but also as a property owner in Ocean Sands/Currituck county. We bought our house in 1989 when Rt. 158/168 was only two lanes and have watched the progress of better roads from our VA house to our NC cottage. Is is so much safer now than it was 21 years ago but the biggest hazard has yet to be firmly addressed. Many years ago, we had the misfortune of being at our cottage when a mandatory evacuation was ordered of the Outer Banks due to a hurricane that was aiming at NC. It took us over six hours just to reach the Wright Brothers bridge, let alone get home to safety. It was very scarya having some of our children in the car with us and being trapped on the northern beaches. The Mid Currituck Sound bridge is a safety necessity and MUST be built. There are even more houses on the northern beaches than there were when we faced that long wait to evacuate and I shudder to think how long it would take to reach safety now.

Please, please encourage the construction of this bridge with no delays. When we bought our NC house in 1989, we were told the bridge was 5 years away. Today, 21 years later, it is still years away but cannot wait any longer.

Marge Schechner
769 Lakeshore Court
Corolla, NC 27927

From: sas13md@netscape.net

To: Harris, Jennifer

Sent: Thu Apr 22 19:50:01 2010

Subject: Mid-Currituck Sound Bridge

My wife and I currently own 3 houses on the northern Outer Banks and we are 100% IN FAVOR of the building of the bridge. In fact, we have been anxiously awaiting this project for 21 years!

S A Schechner, MD

Subj: Mid-Currituck Bridge Comment Form (not previously attached)
Date: 5/30/2010 12:42:33 P.M. Eastern Daylight Time
From: DCBASecov@aol.com

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wander, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne Alterman, Secretary

Board Members - Steve Alterman, Jan Britt, Lisa Newberry, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: Anthony J Schiano
Street Address: 102 Gamet Lane Apt./Suite # _____
City, State, Zip: Duck, NC 27919

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4 will provide for hurricane evacuation as well as traffic relief at all times.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
Decision that left to the engineers

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option B - Cost, but OK w/ A.

Sunday, May 30, 2010 AOL: Misterajs

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reversing Center lane. Addition of a lane removes vegetation and hurb character.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
*17' Carolina Skiff - Recreational
18" draft w/motor, 7' above water level.*

Additional Comments:

Sunday, May 30, 2010 AOL: Misterajs

3062 South Buchanan Street, Arlington, Virginia 22206

MAY 12 2010

May 10, 2010

Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Subject: Mid-Currituck Bridge Project, Alternatives

Dear Ms. Harris:

I own a house and an adjacent lot in the Carolina Dunes subdivision in Duck, North Carolina. My properties are both on Duck Road. I have been following the debate over the Bridge since 1990. I believe the alternative to widen Duck Road (NC 12) would have a direct and seriously-negative impact on my investments, and I am strictly opposed to this option.

The only acceptable alternative in the current EIS Study is MCB4.

The proposed widening and/or modifications to Duck Road (NC 12) would not solve NCDOT's stated objectives to improve traffic flow and travel time, and reduce hurricane evacuation time. Instead, widening or modifying NC 12 from Southern Shores northward would compromise businesses, homes, and the entire character and environment of Duck - indeed, it would involve the destruction of many properties.

I join my neighbors who have been expressing opposition to the proposal that modifying NC 12 is an acceptable alternative to building the Bridge - and we have been doing so for over twenty (20) years.

When is the State going to listen?

Thank you for considering my comments. We look forward to an acceptable and final closure to these debates soon!

Sincerely,

Lorraine H. Schmidt

Lorraine H. Schmidt
Lorraine_schmidt@msn.com

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Rachel Schrote
Street Address: 1205 Bismark Drive Apt./Suite No.:
City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
We build - not needed - not wanted - State of NC can't afford the BRUSH cost yearly. Real bridges need work. Can you justify education cuts to pay for this? Dare City wants this bridge but doesn't want RT12 widened. This makes no sense. Evacuation is orderly and works - so no reason again. No evacuation shelter in Dare City road (RT12) to Eliz City is 2 lane gravel thru Dismal Swamp. Where is the money for the infrastructure? The State is nearly bankrupt if you prefer MCB2 or MCB4 - so you prefer bridge corridor alternative ER or C2 and why? SO why are you paying \$ for large state to come here promote us? This been done. Spain is also nearly bankrupt. Widen the Dare City existing bridge if you have some money. The state can't even send tax refunds - no money!! We don't have a need - just a word by Dare City + the realtors!

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

This is the 3rd time I have attended. What is the cost to the taxpayer for the large staff? 7 people today!

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Yes to reversing turn lane. At the most, we have one evacuation a year - does this justify the expense? 15M a year for one evacuation when the existing system works beautifully.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Refer John Gratten's statement. I am not an environmental expert, but I as a full-time resident will be negatively impacted. This is not New Jersey - Negatives - Traffic, crime, overcrowding, houses, shopping - and so on and so on!

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Talking Notes on Mid-County Bridge

Good Evening I am Bob Schultz a six year resident here in Corolla and the President of Monterey Shores Home Owners Association.

I moved here and retired here because of I liked the Corolla Community, a community I have known since 1990. I am active in the community because I think we need to protect Corolla from the over development. I didn't move here because there was going to be a bridge built to the mainland in the future. When I built my house here in Corolla in the late 1980's the Corolla Wild Horses still roamed free here in Corolla and I have photos of them on my lot. The Corolla wild horses are gone in Corolla now and are protected on the northern beaches. This Bridge project will put pressure on the Corolla Wild Horses and eventually force them out of Corolla. Corolla is a unique place and it is the place beauty and the place that I decided was right for me and my family to live in for many years to come. However, this Bridge Project will change everything that I loved about this community and the reason I decided to live here which I will discuss with you now.

DEIS

This proposed Bridge Project will serve three main purposes all of which are questionable:

First of all - One of which last for 26 weekend days (13 summer weeks) out of 365 days in the year and that is to get tourist to Corolla 1 hour sooner... to do what??? We have no facilities/bath houses for them to use. Beach parking is extremely limited and most rentals homes are closed to guest until mid afternoon. The tourist now park on my lawn for one to two hours waiting to get into their rental house!

Next is the hurricane evacuation times - which will not be shortened because folks in Corolla are forced to use Shortcut Road to Elizabeth City which is just two lane and is also accepting traffic from Dare County via Rt 168. So Shortcut Rd will be a bottle neck and not improve evacuation time. Besides with today's weather forecasts folks know a storm is coming 3 to 5 days in advance and that is plenty of time for orderly evacuation. Evacuation hasn't been a problem in the past. Why should I spend \$20 to \$30 to leave Corolla at the last minute when I could have left 4 days ago for free down Rt 12. This doesn't pass the come sense test.

Main land folks in Currituck are not going to pay a high toll or maybe any toll to come to the beach and hour sooner in the summer based on the current economy. Folks in Currituck Co don't have extra monies to spend on bridge tolls to get to the beach an hour earlier.

It will increase "Day Trippers" on the 4-wheel drive area which during the season is now at or near capacity and travel on the Beach Road is very dangerous in the summer. Just ask our 10 Wild Horse Beach Tour Companies that operate on the beach with 3 to 4 trips a day and each having as many as 10 vehicles for each tour. We have traffic injuries every year on the Beach Road due to too many people being on the beach with their vehicles and pets and not knowing where to park.

Traffic flow on "Beach Red Flag Days" and "Rain Days" will still travel Rt 12 and still back up in Duck due to the 25 MPH speed limit. Any time you reduce the speed limit by 10 MPH or more you will create a back-up on heavy traffic days. Most folks in Corolla are not going to pay a toll to save an hour of travel time. The Bridge will have extremely limited use outside of 26 weekend days a year.

The Road Improvements will Divide many communities in Corolla:

Ocean Sands
Monterey Shores – it will require folks on the east side of Rt 12 to drive to get their mail and use the clubhouse facilities. I will no longer be able to walk across Rt and get my mail or visit the clubhouse. I like to bike in MS but that will also be difficult if not impossible.

Corolla Light

Corolla Bay – still being developed on both sides of Rt 12

Additional the Bridge and Divided Roadway will adversely affect rentals on the Sound Side (west of Rt 12), because it will be difficult for these folks to get to the beach... which is why they vacation here in Corolla. You will no longer be able to just walk to the beach and beach side parking is extremely limited which creates another problem. Residents will now have to deal with a divided highway 52 weeks a year so that the tourists can get around one or two weeks a year for 13 weeks. That is 39 weeks a year that this proposed highway will not be needed. So it is perceived to be needed 13 weeks and not need three time that amount or 39 weeks a year. This too does not pass the common sense test.

The cost of this project is extremely high to support the usage...26 days/year for the bridge and 13 weeks/year for the highways. There are many other projects that should be funded and required and very much needed such as the Bonner Bridge Project.

BOTTOM LINE:

The Bridge and 3 or 4 lane highway with median barriers on Rt 12 will create more problems that it will relieve.

Coming to Corolla will no longer be "A DAY AT THE BEACH" experience.

What you are proposing will destroy all the reasons why folks vacation here in Corolla. This Entire Project is not necessary and should not be funded.

I am totally against building a Mid-County Currituck Bridge.

If the Bridge is built I will relocate to another community in North Carolina.

Bob Schultz 5/19/10
Bob Schultz
964 Sunset Crescent
Corolla NC 27292

Mid-Currituck Bridge Public Hearing

Outer Banks Center for Wildlife Education

May 19, 2010

My name is Kathy Schultz. I am a resident of Corolla and live at 964 Sunset Crescent in the Monterey Shores subdivision. My family has vacationed on the Currituck Outer Banks since the late 1980's. My husband and I purchased a lot in Monterey Shores in 1996 because we liked the community and its amenities, and chose our lot because of its access to the sound and as well as its close proximity to the ocean. We built a house on that lot in 1999, and had that house in a rental program for five years before selling our home in Pennsylvania and relocating to Corolla in 2004. My opinion regarding the need for a mid-Currituck County bridge has changed over the years from a favorable opinion to a negative one. The minor convenience of shorter commutes to the Currituck mainland that the bridge might provide is far outweighed by the environmental damage to this fragile area and the high cost of building and maintaining a bridge. There are barely 500 permanent residents in the Corolla area—surely not enough residents to justify a bridge with a price tag of more than \$800 million. The only true reason the bridge is being proposed is to shorten the trip for tourists over the 13 in-season weekends.

However, most tourists who travel to this area on vacation have adapted to the heavy traffic patterns. I volunteer here at the Wildlife Center weekly throughout the in-season and speak with many tourists. They travel through the night to arrive early Saturday or Sunday morning, or drive halfway on Friday and arrive in Corolla by early afternoon. When our family and friends visit we always suggest that they travel here on a weekday. Vacationers continue to come to the Outer Banks year after year despite the traffic. They come here because of the remote location and wide sandy uncrowded beaches. A bridge would result in overdevelopment of a very fragile barrier island and change the entire character of the Northern Banks and for this reason I am against the bridge.

I am concerned about how the proposed bridge would affect Corolla but I am especially concerned about how it would affect my own community. A mid-Currituck bridge with a C-1 terminus would negatively impact the Monterey Shores community and specifically our immediate neighborhood in the following ways.

1. **Severely Limits Access to Community Amenities**—A bridge and the proposed changes to Route 12 to provide access to the bridge would physically divide the ocean side section from the sound side area of Monterey Shores. We reside in the ocean side section of Monterey Shores comprised of a total of 34 lots—17 homes and 17 undeveloped lots. In order to access all Monterey Shores amenities (clubhouse, fitness center, playground, adult and kiddie pool, boat launch, walking paths) and our mailbox, residents and guests cross two lane Route 12 at the North Harbor View intersection. Throughout most of the year it is not a problem to walk across a two lane road. However with the increase in traffic from a bridge with a C-1 terminus at Corolla Bay, residents and guests will no longer be able to safely walk, bike, or push a stroller across a busy four lane highway.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 2 2010

Name: KATHY SCHULTZ
 Street Address: 964 SUNSET CRESCENT Apt/Suite No. _____
 City, State, Zip: COROLLA NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the no-build alternative

A bridge is not a necessity for the 500 residents of Corolla - the area does not have the infrastructure to support the increase in day trippers the bridge would encourage. Repair the existing Bonner Bridge instead of spending money on a new unnecessary bridge.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If the bridge must be built I prefer the

C2 alternative because C1 has a direct

negative effect on my property and on my subdivision Monterey Shores. I would not be

able to safely cross NC 12 to retrieve my mail

or use any of my community amenities (fitness center, pool, etc) Also it would put a 4 lane highway one lot away from my home

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No opinion

decreasing my property values

2. **Low Property Values**—A bridge with a C-1 terminus would lower property values for all in the ocean side section, not only because it limits access to the amenities of our community but also because those homes on North Harbor View that back up to Route 12 would lose their easement and have a drainage ditch at the edge of a four lane highway in their backyard. In addition, widening the road would eliminate the trees along the roadside that buffer the road noise resulting in increased noise from traffic. When our neighbors sit in their hot tub on their rear deck instead of looking at the pine trees and live oaks that cover the dune behind their house, they will be able to watch the traffic on Route 12.

3. **Traffic Hazard**—There is also a safety issue regarding that portion of Route 12 just north of the North Harbor View intersection. An S curve in that section of the road has been the scene of many accidents because drivers take the curve going too fast. The road curves dangerously in that area and in fact two motorcyclists were killed an accident there in April 2010. With a C-1 terminus the increased traffic on that section of Route 12 would only make a bad situation worse.

I am against building the bridge. The minor convenience of a shorter commute to the Currituck mainland is far outweighed by the environmental damage to this fragile area and the high cost of building and maintaining a bridge.

Thank you for giving me the opportunity to speak to you today.

Kathy Schultz

Kathy Schultz
 964 Sunset Crescent
 Corolla, NC 27927
 252-457-6482

kshultz@embarqmail.com

Mid-Currituck Bridge Public Comment Form

Name: Kevin G. Schwartz
Street Address: 114 Sandy Ridge Rd
City, State, Zip: Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mai: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? C2

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why? No preference

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why? Reversing center lane - less costly

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered? No

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.n/a

Additional Comments:

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

~~Add a third outbound evacuation lane~~
Neither option would help because Virginia would close its border diverting all traffic to Elizabeth City on Shortcut Road which is only two lanes and traffic would back up there.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Migratory birds - Currituck Sound is home to migratory birds (snowgeese; tundra swans) over the winter months - bridge construction would decrease their numbers or eliminate them entirely

Also impact on the 4 wheel drive area was significantly underestimated. The area is overcrowded and dangerous all summer long - the bridge would make it if you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Corolla Bay is not the only community that would be divided by a bridge with C-1 terminals Monterey Shores which is a soundside and oceanside community would be divided by a four lane highway

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Public Comment Form

Name: _____ Paul Schwartz
Street Address: _____ 1414 Duck Road _____ Apt./Suite # _____
City, State, Zip: _____ Duck, NC _____

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?
MCB4 Makes the most sense minimizes impact to route 12, most cost effective and environmentally friendly.
Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why? Decision as per project team.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option B, less expensive

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reversing the center turn lane...most cost effective

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Most concerned about widening road along route 12 in Duck. This area would be significantly negatively affected if it became necessary to take property to widen road, create drainage ditches in an area that is already adversely affected by heavy traffic volume and noise etc. Difficult to maintain sound and sight buffers if roads encroach further on homes. Markedly decrease property value.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

17 foot Carolina Skiff.recreational use. Docked at home 1414 Duck Road.

Additional Comments:
Mostly concerned with widening of road in Duck. Everything else has been studied and seems obvious choice would be MCB4.
Thanks!

JUN 7 2010

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

Name: Margory Searing
Street Address: 700 New Hampshire Ave NW Apt./Suite No: 103
City, State, Zip: Washington DC 20037

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 - It disturbs less residential areas.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center lane.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

I strongly support MCB4 - I own a home in Corolla and believe a hurricane evacuation route closer to that community is needed urgently.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.



Sue Sedam

From: "Sue Sedam" <ssedam@comcast.net>
To: <midcurrituck@nrturmpike.org>
Sent: Monday, May 31, 2010 9:36 PM
Subject: Mid-Currituck Bridge Public Comment

Miss Jennifer Harris,

Here are the answers to your questions. Please count this form as two because it is from Don and Sue Sedam.

Thanks

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

Don- MCB4 is my preference because it is less costly, less damage to the land, also, it keeps the smallness of the Duck area. With the amount of building and lots for sale in the four wheel drive area, a bridge will be necessary now or in the very near future.

Sue- I prefer MCB4 which includes the bridge because there will be less road widening on Rt. 12. It will also keep Duck a quaint place.

Question 2: If you prefer MCB3 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Don- C2 so a subdivision is not divided and the people traveling to other areas won't impact a subdivision as much and not cause a dangerous traffic situation through a development.

Sue- I prefer C2 as it is less disruptive to Corolla Bay subdivision. It would be more direct for people who want to shop.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Don- Option A, because there is less intrusion on Aylett property owners. It is also less expensive. Once the bridge is built, it will have less impact on the swamp.

Sue- Option A is my choice because it is less costly and less impact on the community.

Question 4: As a hurricane improvement, do you prefer adding a third lane outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Don- I want reversing the center lane because it is less expensive. Except on the weekends and tourist season, the roads seem very adequate. A smaller road would also mean less cost for future maintenance.

Sue- My definite preference is to reverse the center turn lane during an evacuation because it is less costly. Also, the area won't be overbuilt for a 4 month season.

Question 5: If you are a boater or rent boats that use the Currituck sound, please provide information regarding

6/1/2010

your vessel type; whether you use your vessel for commercial or recreational use, etc.

Don- N/A

Sue- N/A

Question 6: With any of the alternatives, are there any type of impacts that are of a particular concern and Why? Are there any additional impacts that were not addressed in the draft Impact statements?

Don- My concern is to keep it as inexpensive as possible with as little impact to the surrounding land areas. It's easy to conclude by looking at the amount of building and lots for sale that a bridge is going to be a must. If you want to make yourself sick, go visit Ocean City, MD if you like roads.

Sue- My chief concern would be if nothing was done. This area of the Outer Banks is unique, quaint and beautiful. I would like people to be able to leave quickly, safely and orderly as possible in the event of a hurricane evacuation. With the increased housing and tourists we now have on the Outer Banks, it has become increasingly difficult to achieve this without another bridge to accommodate the additional people.

Thank you
Don and Sue Sedam

Sue Sedam

1

From: cserafin21@optonline.net [mailto:cserafin21@optonline.net]
Sent: Friday, April 09, 2010 5:26 PM
To: midcurrituck@ncturnpike.org
Subject: mid Currituck Bridge

I am writing to voice our support for the construction of the mid Currituck Bridge as soon as possible.

Connie and James Serafin

Name: Paul & Martha Seufer
Address: 1623 Parkland Drive
City: Lynchburg
State: VA
Zip: 24503
Email: pseufer@nbhandy.com

Comments: We have owned property in Southern Shores, NC for 24 years. We truly feel that the MCB4 proposal for the Mid- Currituck Bridge will provide the most benefit to all visitors and property owners. It will best provide for the safe evacuation of all temporary or permanent residents of the Northern Outer Banks and it will preserve the aesthetic beauty of NC12.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

MAY 25 2010

Name: LINDA B SHARP
 Street Address: 3003 N CROATAN Hwy Apt./Suite No:
 City, State, Zip: Kill Devil Hills, N.C. 27948

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4

* We need protected bike paths along
 highways you do - bridges - roads
 highways - like they do in Portland,
 Oregon

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C1 - disrupts commercial businesses less in
 Currituck
Need pedestrian walkway across
 Currituck Road

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option B - toll road booths should be
 near US 158 - try not to disturb
 adjacent people or people along the
 waterfront

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Add a third or fourth lane on
 US 158 in Currituck only

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

INDIAN BURIAL SITES IN CURRITUCK NEED
 TO BE EVALUATED
I DO NOT WANT TO SEE ANY
 12 IN DICE OR CURRITUCK WIDENED.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

JUST ADD AN ADDITIONAL
 LANE FOR BIKES THAT COULD BE
 USED FOR HURRICANE EVACUATION
I use kayaks or travel boat with 3
 foot draft - height of 35' - moored
 on eastern shore

Additional comments:

I WOULD LIKE TO SEE DEBARMENT
 ON HIGHWAY 12 IMPROVED ESPECIALLY
 IN DICE & COLONIA + TO DO
 THIS IMMEDIATELY

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Public Comment Form 8 2010

Name: Bruce + Kathy Shaw
Street Address: 118 Sandy Ridge Apt./Suite #
City, State, Zip: Duck, NC 15119 Eastloch
Chapel Hill, NC 27517

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mailing: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and why?
Traffic from Southern Shores to Currituck on I2.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C1 - More direct to Currituck and 4-wheel drive lanes.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
No preference

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reverse the center turn lane during evacuation. Why? Cost

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
Build the bridge!
Thank you for considering this community!
Bruce + Kathy Shaw

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments: No boats.

From: JohnJSheehan@aol.com
To: Harris, Jennifer
Sent: Fri May 14 21:20:36 2010
Subject: Bridge

As a landowner in Southern Shores since 1964 we have witnessed the steady increase in traffic due to the expansion of the tourist trade. In order for that flow of traffic to be advantageous both to the tourist (vacationer) and residents it is crucial that the bridge goes forward. We have been debating various traffic proposals for years. Now it is time to act.

John J Sheehan
301 N Dogwood Trail
Southern Shores, NC 27949

Name: David Shrader
Address: 273 North Dogwood Trail
City: Southern Shores
State: NC
Zip: 27949

Email: dave@windandstars.us

Comments: I strongly oppose the construction of this bridge. My reasons are: 1) The bridge will increase capacity and worsen the traffic problems over time. More capacity will encourage more use. Traffic jams on turnover days will be in both directions. 2) We cannot afford this. The nation is broke. The state not much better. New federal mandates and taxes are unbearable. We don't need another huge boondoggle that will doubtless run over schedule and budget. 3) I have seen no clear need demonstrated for this expensive project. The support for this been drummed up by mindless cheerleading by our Town government and some other actors that have made useful idiots of naive well meaning people. Just trash the project. Save the money and help us preserve the community. Thank you.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: _____
 Street Address: _____ Apt./Suite No: _____
 City, State, Zip: _____
 Ms. Ann Shrum
 1305 Johanna Bay Ct
 Middleham, VA 23114-7122

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

Faster & safer travel.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 of C2 and why?

Closer to our home.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 155 or reversing the center turn lane during an evacuation and why?

3RD Lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

not at the moment

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

*Not a boater.
Do not plan to rent*

Additional comments:

Please build the bridge!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Julie Shrum
Street Address: 739 Bridge Point Dr
City, State, Zip: Corolla NC 27927

Apt./Suite No: _____

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2 (MCB4), or the No-Build Alternative and why?

Faster & safer travel

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 closer to our home

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Adding a 3rd lane, because then emergency personnel need to get through they can use the center turn lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

not at the moment

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

not a boater - do not plan to rent

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1575 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Mike Shuman

Street Address: 739 Highway 101 Pt. L Apt./Suite No. _____

City, State, Zip: Carroll, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

Access to various beaches

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 of C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 168 or reversing the center turn lane during an evacuation and why?

Yes

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

~~None~~ If you build it, we will come

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Paula Shrum
 Street Address: 1305 Johnson Bay Ct Apt./Suite No:
 City, State, Zip: Midlothian, VA 23114

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 of C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center-turn lane during an evacuation and why?

3rd lane

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Not a boater.
Do not rent.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P. E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Ricky JHRVM
 Street Address: 739 Ridge Point Dr Apt./Suite No.
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

Travel will be faster and safer

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Close to Orr house.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Least impact on Aydlett, NC community

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Yes. Safety

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

N/A

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

This bridge would help everyone

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 3 2010

Name: Richard Shamm, Sr.
 Street Address: 739 Ridge Point Drive Apt./Suite No: _____
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

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

Do you prefer the ERZ, MCB2, MCB4, or the No-Build Alternative and why?

Better safety for all. Improved access to Northern Beach area versus overwhelming traffic problems.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Provides better access to the higher concentration of developed areas (business & residential).

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Has the least impact on Aydlett, NC community.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 155 or reversing the center turn lane during an evacuation and why?

Yes - better safety for all.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

N/A

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Don't miss this wonderful opportunity for this area. Build the Bridge!

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27689-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: anne sievers [mailto:asievers68@yahoo.com]
Sent: Wednesday, June 02, 2010 12:14 PM
To: midcurrnutuck@ncturnpike.org
Subject:

Dear Sirs:
As owners in the northern beach area of the Outer Banks, we are definitely in support of the bridge. As a matter of fact, we were told (by realtors) the bridge would probably be built within the year when we bought our house in 1997. Our main reasons are, of course, safety and travel time.
Thank you,
Anne Sievers

From: Richard Sigal [mailto:rbsigal629@embarqmail.com]
Sent: Mon 5/3/2010 5:47 PM
To: midcurrnutuck@ncturnpike.org
Subject: Bridge comment

We have lived on the Outer Banks in Corolla for the past 5 years. I strongly support the bridge while my husband is lukewarm on the the project because of the changes it will bring, mainly in terms of traffic and security. In Florida and other coastal states, there are numerous bridges connecting the mainland to outer keys and islands, and I don't think you would find a coastal community quite so isolated as Corolla along the East Coast. A bridge in the northern Outer Banks would facilitate not only hurricane evacuations but better response times for medical emergencies and treatment. It would also provide better accessibility for mainland residents and vacationers coming from the north. Our key industry is tourism and the traffic woes will only continue to mount as developers continue to build. The county commissioners can't have it both ways -- lots of tax revenue from rentals and tourists but no easy access to OBX. Let's get our vacationers here in a safe, efficient way and allow year-round residents (many of whom are retirees) better access to medical facilities, an airport and other conveniences.

Beth Sigal

From: jsillers3@comcast.net [mailto:jsillers3@comcast.net]
Sent: Saturday, May 08, 2010 4:01 PM
To: midcurrituck@ncturnpike.org
Subject: Public Comments

My wife and I own the following properties in Corolla, NC:

855 Whalehead Dr
1047 Corolla Dr

We are both in favor of building the bridge and prefer option MCB2

Thanks,

James Sillers
Linda Sillers

Mid-Currituck Bridge Public Comment Form

Name: Harry Judson Skinker
Street Address: 112 Chip Court Apt./Suite # _____
City, State, Zip: Duck, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

I am in favor of the MCB4 proposal as it has the least impact taking into account cost and design considerations, travel benefits, natural resources and other impacts to the Duck, NC community.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I am in favor of the C2 routing as it has the least impact to residential properties in the Corolla community.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I am in favor of option A as it would have the least impact to the environment and to the Aydlett community.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I am in favor of the option to reverse the center lane during an evacuation. This is for an occasional use and makes better use of taxpayer monies.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I feel that the impacts to existing communities such as Aydlett and Duck and to the environment should receive a high priority and are of particular concern to me.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or

recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.
Not applicable

Additional Comments:

The need for access to and evacuation of Corolla should have been a concern long before the development of Corolla was allowed. The disruption to existing communities has been profound as was the loss of habitat for the wild horses that used to frequent Corolla. Now that the mess has been made, the residents of Corolla should be allowed to access their community without continued impacts to Duck and Southern Shores.

From: <lindaskladamy@comcast.net>
Date: Fri, 28 May 2010 13:42:28 -0400
To: <midcurrituck@ncturnpike.org>
Subject: Mid-Currituck Bridge

I own Salthouse #3 at 1475 Duck Road, Duck, NC 27949. I support MCB4 and leave the choice between options C1 and C2 to the project team. Thank you for your consideration.

From: Frances Slingluff [<mailto:alfran2@msn.com>]
Sent: Mon 5/3/2010 11:02 AM
To: midcurrituck@ncturnpike.org
Subject: Mid-currituck Bridge project

Dear Ms Harris:

We wish to express our support for the Mid Currituck Bridge project, and particularly for option MCB4. That option seems to best address all of the issues that this proposed project brings with it. We think it is a very good solution.

We will attend one of the public meetings that are planned.

Thanks for your great work.

Al and Fran Slingluff
Duck, N C

From: Jane Harris, Jennifer
Sent: Wed May 05 14:12:05 2010
Subject: Bridge

My folks have owned a home in SouthernShores since 1947. I have been a full time resident since 1989.

I can't wait until the mid-Currituck Sound bridge is started and completed. I hope I can take advantage of it before I pass on (I am now almost 82).. The real advantage will be the decrease of traffick during the 4 summer months. Also, I have not been able to evacuate for hurricanes since before Isabel as the roads are too clogged - and I live ocean-front.

Please do all you can to expedite this construction.

Sincerely,

Jane M. Smallwood

(Mrs. Gerald E. who now has Alzheimer's and is of no help)

8 Purple Martin Lane, Southern Shores, 27949

tel: 252-261-2552

-----Original Message-----
From: hautevue@comcast.net [<mailto:hautevue@comcast.net>]
Sent: Wednesday, April 07, 2010 12:45 PM

To: .
Subject: Alignment Landing for Mid-Currituck Bridge

As a resident of Corolla, I "vote" for landing the bridge at Option C2, south of Tim Buk II. The landing would enter the Outer Banks in the long-established commercial area and provide the maximum options for visitors arriving from the mainland.

They can visit their rental company to check in (numerous companies at Albacore and Ocean Trail). They can food shop (Food Lion and Harris Teeter) and shop for goodies (Tim Buk II shopping plaza, Food Lion Shopping Plaza, etc.) easily. Those headed south would not have an extra 1/2 - 1 mile drive along Ocean Trail to pass several residential subdivisions and enter the commercial space. Option C2 is the best choice.

Very truly yours,

Arthur Smith
907 Lighthouse Drive
PO Box 104
Corolla, NC 27927

From: Alicia McDomell <obxgma@embarqmail.com>
To: Harris, Jennifer
Sent: Wed Jun 02 15:04:35 2010
Subject: Fw: Mid Currituck Bridge Safety Issues

Please read Mr. Smith's comments. They are very important. Thank you...Alicia McDomell

From: E. T. Smith
Sent: Tuesday, June 01, 2010 10:09 AM
To: Corolla Civic Association
Subject: Fwd: Mid Currituck Bridge Safety Issues

Susan Taylor,

I sent this email to your association previously. The Chief of the Corolla Volunteer Fire Department wrote a response disagreeing with my assessment. I responded, asking to meet with him to discuss my views. To date he has not contacted me. Since then I have been in contact with International Fire Fighters Association and the American Society of Industrial Engineers who have confirmed my assessment. Their conclusions are that, in its current design, the proposed Mid Currituck Bridge poses a clear and present danger to public safety, particularly first responders to a disaster. In addition, ASIE pointed out that it is highly probable that run off from heavy traffic will pollute the estuaries with gas and oil because our wetlands do not easily drain and these toxins, which will build up over time. These findings have reinforced my opposition to this project. I would like to do more to assist your association in stopping the bridge before it is built. Please let me know what I can do to help.

E.T. Smith

Begin forwarded message:

From: "E.T. Smith"
Date: April 9, 2010 11:51:54 AM EDT
To: Corolla Civic Association <corollacivicsasn@embarqmail.com>
Subject: Mid Currituck Bridge Safety Issues

I am a new resident to OBX and have not been involved in any of the discussions about the Mid Currituck Bridge project. In reviewing the limited information I have found, I have serious concerns about the safety and long-term impact of this project on my new community.

Is it correct that the bridge will be one span that is four lanes, two in either direction? If a multiple vehicle accident occurs, the only way rescuers can work the scene is from either end. A fire within the accident could have catastrophic consequences, since the rescuers could not get their equipment directly to the fire. This is not the case with the Wright Bridge, because fire apparatus could muster on the second span. Also, the projected bridge location places it in shallow water, negating the possibility of deploying fireboats or other large watercraft.

How much funding has been set aside to increase the size and capability of the Corolla Fire Department? They do not have the equipment, the training, nor the manpower to handle this major responsibility. If they need to respond to a major emergency on the new bridge, they will have to deploy all of their resources, leaving the community vulnerable. Calling for assistance from neighboring jurisdictions would be futile, since a major accident on the bridge would create gridlock on Route 12, the only artery available to rescue equipment.

Have there been any traffic management studies conducted to assess the impact of traffic trying to get onto and off of Route 12 from the surrounding communities?

If the projected increases in traffic for this area are correct, numerous intersections will require traffic lights, which will have to be synchronized. The intersections themselves will have to be improved, with lighting, crosswalks and crosswalk lights. These improvements alone could cost several million dollars.

Another issue that concerns me is the safety of the pedestrians, especially in the area that is projected to be increased into four lanes. Will pedestrian overpasses be constructed as part of this project? Has funding been set aside to create barriers to limit jaywalking? How many pedestrian crossovers are planned within two miles north and south of the bridge? Clearly, this bridge project severs the community of Corolla in two, if the people on the bayside can't get to the ocean safely because they can't cross a four-lane highway.

E. T. Smith

Gentlemen,

The attached letter was sent to the US Army Corps of Engineers regarding the Mid Currituck Bridge Project. Your comments would be greatly appreciated.

E. T. Smith

E. T. Smith
1260 Clearwater Lane
Corolla, North Carolina 27927

June 1, 2010

Mr. Bill Biddlecome
US Army Corps of Engineers
P.O. Box 1000
Washington, N.C. 27889

Dear Mr. Biddlecome,

I am a new resident to OBX and have not been involved in any of the discussions about the Mid Currituck Bridge project. In reviewing the limited information I have found, I have serious concerns about the safety and long-term impact of this project on my new community.

Is it correct that the bridge will be one span that is four lanes, two in either direction? If a multiple vehicle accident occurs, the only way rescuers can work the scene is from either end. A fire within the accident could have catastrophic consequences, since the rescuers could not get their equipment directly to the fire. This is not the case with the Wright Bridge, because fire apparatus could muster on the second span. Also, the projected bridge location places it in shallow water, negating the possibility of deploying fireboats or other large watercraft. I have been in contact with International Fire Fighters Association and the American Society of Industrial Engineers who have confirmed my

assessment. Their conclusions are that, in its current design, the proposed Mid Currituck Bridge poses a clear and present danger to public safety, particularly for first responders to a disaster.

Eugene T. Smith

Are there plans to increase the size and capability of the Corolla Fire Department? They do not have the equipment, the training, or the manpower to handle this major responsibility. If they need to respond to a major emergency on the new bridge, they will have to deploy all of their resources, leaving the community vulnerable. Calling for assistance from neighboring jurisdictions would be futile, since a major accident on the bridge would create gridlock on Route 12, the only artery available to rescue equipment.

Have there been any traffic management studies conducted to assess the impact of traffic trying to get onto and off of Route 12 from the surrounding communities? If the projected usage of the bridge is correct, numerous intersections will require traffic lights, which will have to be synchronized. The intersections themselves will have to be improved, with lighting, crosswalks and crosswalk lights. I do not believe that anyone has addressed the safety of the pedestrians, especially in the area that is to be increased to four lanes. Will pedestrian overpasses be constructed as part of this project? Has funding been set aside to create barriers to limit Jaywalking? How many pedestrian crossovers are planned within two miles north and south of the bridge? Will the federal government pay for these improvements since neither North Carolina nor Currituck County have allocated funds? Clearly, this bridge project severs the community of Corolla in two, if the people on the bayside can't get to the ocean safely because they can't cross a four-lane highway.

While numerous comments and articles have been published regarding the environmental impact of this project, it is important to note that the American Society for Industrial Engineers pointed out that it is highly probable that run off from heavy traffic will pollute the estuaries with gas and oil because our wetlands do not easily drain and these toxins, which will build up over time.

Irrespective of the environmental and social issues this project raises for Corolla and the Outer Banks, I am most concerned with the way it appears to have been presented without full consideration of obvious life safety issues. As a retired Washington, DC law enforcement officer with nearly 45 years of experience in disaster planning, my primary regard is the welfare of the first responders and their ability to safely and effectively complete their mission.

Respectfully,

From: J. Charles Smith [mailto:icharlessmith@comcast.net]
Sent: Wednesday, May 05, 2010 9:48 PM
To: midcurrituck@ncturnpike.org
Cc: Paul Kapinos; Janice Smith (H)
Subject: Draft EIS Study alternatives

We own a second home in Southern Shores, where we will be retiring in the near future. Thank you for the very clear presentation of the options in the flyer. After studying them carefully, I would like to register my support in favor of MCB4. Access to the upper end of the Outer Banks is provided without massive disruption to the fragile local ecosystem along the entire length of the island. If time shows that additional upgrades are needed to the infrastructure in the future, they can be considered as the need arises. Thank you for the opportunity to comment.

J. Charles Smith
UWIG Executive Director
2004 Lakebreeze Way
Reston, VA 20191
p: 703.860.5160
f: 703.860.1544
e: icharlessmith@comcast.net
w: www.uwig.org

From: "Carl M. Smolka" <carl.smolka@verizon.net>
Date: Fri, 28 May 2010 10:49:44 -0400
To: <midcurrituck@ncturnpike.org>
Subject: Comments on mid Currituck bridge alternatives

My response to the questions:

- Q1 – I prefer alternative MCB4
- Q2 – Alternative C2 would minimize impact on residential area
- Q3 – Option B because of cost
- Q4 – Reversing lanes
- Q5 – n/a
- Q6 – I support minimal removal of vegetation

Carl M. Smolka
Duck, N.C.

Dr. Carl M. Smolka
University of Phoenix Graduate School of Business
Pocomac, Patuxent, Trout Unlimited
Project Healing Waters
Home: 301 929 1365
Cell: 240 994 0093
fax: 301 929 3343

**Mid-Currutuck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

JUN 4 2010

Name: Cheryl B. Snider
 Street Address: 111 Robinson Dr Apt./Suite No: _____
 City, State, Zip: Corolla, N.C. 27827
 Please add me to your newsletter mailing list. cape/wild@psf.com

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No-Build - Building a MCB4 will increase traffic rather than reduce it. This type expense is the way that Currituck County needs. The bridge will take away the unique beauty of this area that happens to be in the right place.
 If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

From: KennethDsnider@aol.com
 To: midcurrutuck@ncturnpike.org
 Sent: Thursday, June 03, 2010 10:07 AM
 Subject: Mid-Currutuck Bridge

Jennifer Harris, PE, NCTA

Ms. Harris, my name is Kenneth D. Snider. My wife and I are part year residents of Corolla's, Monterey Shores PUD. I'd like to make a comment regarding the "C1" option for MCB2 or MCB4.

Monterey Shores in general must cross Rt. 12 going east to reach the beach. The 4 lane plan will make this a thrilling and dangerous crossing without a light or crossing bridge. North Harbor View (NHV) in Monterey Shores has the opposite problem. Residents and visitors must cross Rt. 12 going west to access the Monterey Shores facilities (club house, pool, tennis, mail boxes, etc.). The crossing at this point is a double blind curve. It will be impossible to cross four lanes with increased traffic flow without loss of life or limb.

PB engineers comment that this should not be a problem as the posted speed limit will be 35 mph. In my opinion this will help but 35 mph is not enforceable 24-7 and we still have the problem of increased traffic flow. As a result, property values for the 35 owners on NHV will plummet to pennies on the dollar. This may be considered as the price of progress ... however when you are doing the paying, it becomes very personal. The "C1" option must consider the direct impact to Monterey Shores and NHV in particular. I would challenge you to put yourself and your family into 971 NHV at it's current accessed value. I guarantee you will quickly understand my concern.

Thanks for the opportunity to respond via e-mail. Good luck on your recommendations ... I know it will not be easy!

Ken and Judy Snider
 971 North Harbor View,
 PO Box 33
 Corolla, NC 27927

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: KENNETH & JUDITH SWIDER

Street Address: 971 N. HARBOE VIEW (P.O. BOX 33) Apt/Suite No.

City, State, Zip: BOBOLLA NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

NO - BUILD - INCREASED RATE OF DEVELOPMENT INCLUDING TRAFFIC FLOW TO NORTHERN BEACHES.
LACK OF PUBLIC BEACH FACILITIES SUPPORTING THE NORTHERN BEACHES

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

CA - BETTER TRAFFIC FLOW THROUGH MONTEREY SHORES

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I PREFER REVERSING THE CENTER TURN LANE DURING AN EVACUATION BECAUSE THIS METHOD HAS WORKED WELL IN THE PAST.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

THE PEOPLE WHO ARE PUSHING FOR THE BRIDGE ARE TRYING TO GET THEIR OWN SELFISH INTERESTS AND BENEFITS - RESEARCH DEVELOPERS AND THE PRIVILEGED OF DADE COUNTY

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING CENTER LANE - NONE MOST EFFECTIVE

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

ABILITY TO CROSS RT. 12 @ LA. HARBOR VIEW
WITH INCREASED TRAFFIC FROM AND/OR LAKE
C. OPTION, ROAD AT THIS JUNCTION IS A
DANGER ROAD CURVE AND VERY DIFFICULT TO
CROSS

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Bob Sohval [<mailto:bob.sohval@gmail.com>]
Sent: Tuesday, May 25, 2010 2:00 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge - Supporting MCB4

As a home owner in Corolla, NC, I would like to voice my support for MCB4. This will significantly enhance access to Corolla from the mainland while minimally impacting the existing community.

Bob Sohval
1254 Lakeside Drive
Corolla, NC

From: sorevracng@aol.com

To: Harris, Jennifer

Sent: Fri May 14 16:39:32 2010

Subject: MID BRIDGE

YUP, ONE HUNDRED PERCENT IN SUPPORT IF IT BEN SOREY

From: George Southard [<mailto:southard@earthlink.net>]

Sent: Sunday, May 02, 2010 6:19 PM

To: midcurrituck@ncturnpike.org

Subject: Public Comment

To: Jennifer Harris, P.E.

We, George Lee Southard and Marilyn E. Southard property owners and summer residents at 843 Lighthouse Drive, Corolla, NC 27927 and winter residents at 444 Lighthouse Way, Sanibel, Florida 33957, (a)endorse your recommended alternative MCB4 which includes the construction of a bridge across Currituck Sound, (b)we have no opinion on the Maple Swamp Crossing, deferring to the local residents there, (c) but do endorse the C2 landing south of Albacore Street in Corolla.
Well thought out alternatives.

Lee and Marilyn Southard
252 453 8892
239 472 0720

From: Denise Spears [mailto:ellie389@gmail.com]
Sent: Tuesday, May 18, 2010 5:18 PM
To: midcurrituck@ncturnpike.org
Subject: OBX bridge

As a homeowner in the southern shores area, I would be relieved to see option MCB4 put in place. The endless stream of vacationers entering and exiting on transition days is very sad. The bridge would cut travel time, make it a more pleasant experience for all the people who vacation here and make it more appetizing for others to start coming. If I were a vacationer, this situation as it now stands would persuade me to look elsewhere for a vacation spot. Peace of mind that there are more exit routes during hurricane season is another reason to build the bridge.

Please record this email as a vote for MCB4..

From: Lee@trustils.com [mailto:Lee@trustils.com] **Sent:** Monday, April 26, 2010 10:28 AM **To:** midcurrituck@ncturnpike.org **Subject:** Midcurrituck Bridge

As a property tax payer, I support the bridge!

Have a wonderfully blessed day!

Lee Spencer

Branch Manager
1st Metropolitan Mortgage
410-544-1118 direct
443-690-8409 cell
866-887-8606 fax

"By this all men will know that you are my disciples, if you love one another"
.John 13:35

May God Bless America!



Susie G. Spruill
 190 Tabernacle Lane
 Aydtlett, North Carolina 27916
 252-453-2084

June 1, 2010

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

Re: Currituck County Mid-County Bridge Project

Dear Ms. Harris:

Thank you for providing people the opportunity to submit concerns on the Mid-County Bridge Project for Currituck Sound. My first choice for this project is ER-2 - No Bridge. In addition to my wanting to preserve Aydtlett as the tranquil community where people can walk and children can ride their bikes in a safe environment, I want to preserve wetlands and sand strips on the outer banks. Prior to 1980, sand hills and wetlands dominated the outer banks from Currituck Club to Corolla. In thirty years, all of the sand hills have been flattened and covered by development; wetlands continue to give way to development. For these reasons and the following, I support ER-2:

- * Increased traffic is for essentially twelve weeks of the peak tourist season and only Thursday-Sunday of those weeks.
- * Just as the bridge would decrease bound traffic, it would also decrease business for family owned restaurants, filling stations, seasonal fruit and vegetable stands. Etc. In the south end of the county.
- * Many people go to Corolla because they enjoy the tranquility and quaintness of the communities.
- * Several blinds used for both recreation and livelihood for those who hunt and/or guide for migratory fowl will be displaced by the bridge.
- * Watermen who crab or net fish will possibly be negatively impacted at least during the construction of the bridge.
- * To consider the bridge as relief for evacuation is a stretch! Since the bridge will be south of Coinjock Bridge, all traffic from the Wright Memorial Bridge and the proposed Mid-County Bridge will merge onto 158 at the point the proposed bridge merges with 158. With current technology, we have ample time to provide a safe evacuation process. The problem is those people who refuse to follow the directions. Neither do we need an additional lane for evacuation. Turning the turn lane into an evacuation lane will be adequate...for those who listen and respond.

The bridge will change all of that for both the outer banks and the mainland. Finally, with a state economy that claims it cannot provide appropriate education at the elementary, secondary, and post-secondary institutions to spend \$800 million to a billion dollars on a bridge for seasonal impact on the flow of traffic seems to me to make us poor stewards of available funds either private or the \$15 million state funds to be issued annually by the state for the next forty years. Having said that, yet believing that the bridge is inevitable, MCEB2/C1 is the route that I believe would best serve both communities...Corolla and Aydtlett. Today, based on your disclaimer in MID-CURRITUCK BRIDGE STUDY CITIZENS SUMMARY on page 10 under the heading Floodplains, I cannot support taking out the existing portion of Aydtlett Road that runs through the Mistle Swamp until more information can be supplied to determine the impact of

deleting this road and creating another road bed to the north of the existing road. Last week my husband and I drove over to Corolla to locate the two sites being considered for landing the bridge in Corolla. If a bridge prevails, we support the MCEB2/C1 site for Corolla for the following reasons:

- * The C1 landing would be straight across from its beginning in Aydtlett and would be the most cost effective and less intrusive bridge.
- * C1 will have the least negative impact on wetlands
- * Although the Corolla Bay site would be negatively impacted, this site is currently an undeveloped project (1 speck house and 1 other house under construction with additional site work in progress). This site is far enough south of the Whalehead Heritage Park area that that property would not be altered. Yet, those people who want to make a day trip to Heritage Park and the Lighthouse could do so with a north turn and a very short drive. Those drivers going south would also have access to shops, eateries, grocery stores, and perhaps even a recreation stretch between leaving the bridge and arriving at their destination.

The major problems we see with the C2 crossing are as follows:

- * The cost is greater than C1
- * More wetland will be lost and/or disrupted. We walked down the walkway through the marshland to Kitty Hawk Water Sports; the point of entry for the C2 span. I must say the cottonmouth snake we saw on our trek got our attention; yet, it was good to realize it had not been pushed from its habitat. It was also sad to realize that this point of marsh will be negatively impacted or destroyed if C2 is selected. (Your plan states that you will bridge the marsh; however, will you not have to drive pilings, etc. to support the bridge?)
- * While vehicular oil and other residue that will wash off the bridge and into the water of Currituck Sound will have a negative impact on the Sound, it will have a more damaging impact on the wetlands under the bridge as it makes the turn over the wetland to connect with NC 12.
- * More small businesses that provide major employment will be pushed out of business (Kitty Hawk Water Sports - 17 employees; Charter Boat with Corolla Bait & Tackle; Mike Dianos Grills Room - 20+ Employees; Bumper Cars 10-20 employees to name a few)
- * In addition, since the C2 crossing would be 1/2 mile south of Albacore Street, the businesses in the area of Food Lion and Tim-Buck II will be negatively impacted because they will be by-passed by the Mid-County Bridge.

For either configuration of the bridge, other unresolved questions include: Will people be able to ride bicycles across the bridge? Will local people and/or people who live on one side of the bridge but work on the other side be allowed a reduced rate pass similar to the Smart Tag the State of Virginia has granted?

In all fairness, I must say that another part of our mission last week was to determine where C1 and C2 were in relation to our mainland home on Currituck Sound. In the fifty-two years we have lived here, we look forward, almost every morning, to watching the sun pop over the marsh and reflect on the waters of Currituck Sound and to understand the relationship between the rotation of the earth and the position of the rising sun. C1 would be less intrusive to this natural phenomenon not just for us, but all of us in the Aydtlett and Poplar Branch area who live on the mainland side of the Currituck Sound.

I again thank you for informing us on decisions that will be considered for the Currituck Mid-County Bridge and will appreciate your making my observations a part of your decision making process.

Respectfully submitted,



Susie G. Spruill

P.S. On your survey, you asked for boat information. My husband, Clyde D. Spruill, has already submitted that information; however, the information is as follows:
1 25' Southwester with 175 hp E-tech (Evinrude) outboard motor and 1 17' Stumpknocker w/40 hp Mariner outboard motor used for commercial fishing in Currituck Sound between the Wright Memorial Bridge to the Virginia Line with most of fishing between Poplar Branch and Knotts Island.

Cc: Mr. John Page, AICP, CEP
Parsons Brinckerhoff
909 Aviation Parkway, Suite 1500
Morrisville, NC 27560

Thank you for your time and expertise that shed light on many of my questions and concerns for this bridge project at the Currituck Extension Building recently.

The Honorable Marc Basnight, Senate President Pro-tem
State Senate, Legislative Building
Raleigh, NC 27601

The Honorable William C. Owens, Jr.
House of Representatives
635 Legislative Building
Raleigh, NC 27611

James Ferebee, NC Turnpike Authority
Board Member
P. O. Box 110
Shawboro, NC 27957

U. S. Army Corp of Engineers
Attn: Bill Biddlecome
Washington Repertory Field Office
Washington, NC 27889

Stan White, DOT Commissioner
P. O. Box Drawer 1447
Nags Head, NC 27959

The Honorable Paul O'Neal, Chair
Currituck County Board of
Commissioners
893 Waterlily Road
Coinjock, NC 27923

I will appreciate your considering my positions and observations above as final decisions are made for the Currituck County Mid-County Bridge (or No Bridge) Project R2576.

From: Bill Stanton
To: midcurrituck@ntcturnpike.org
Sent: Thursday, June 03, 2010 4:01 PM
Subject: Bridge to OBX

To the Turnpike Authority.

As a property owner on the Outer Banks for 30 years, my wife and I have watch the traffic increase causing congestion and delays along the entire route 12. Weekends are unbelievable making beach crossings in Southern Shores impossible with the exception of the few cross lights. I strongly support the new bridge and here a few reasons why:

- 1) noise and pollution resulting from bumper to bumper traffic on Fridays, Saturdays and Sundays will be reduced significantly
- 2) beach access and crossings will safer and easier
- 3) safer and more rapid evacuation will now be possible
- 4) improved residential and business property values along route 12
- 5) safer travel for emergency vehicles during weekend peak travel periods
- 6) the pace and volume of traffic will return to more normal levels for an older 2 lane road designed to accommodate light to moderate traffic

Please count on our support for the new and much needed new bridge across the Currituck Sound

William M. & Jane N. Stanton
124 Otter Slide Lane
Chicahauk, Southern Shores, NC
252-261-1259

From: Allan Starr
To: midcurrituck@ntcurritucke.org
Sent: Thursday, June 03, 2010 8:13 PM
Subject: Mid Currituck County Bridge

Dear Ms Harris,

I have reviewed the letter dated 4/23/2010 from the Southern Environmental Law Center (SELC) re TIFIA funding for the Mid Currituck Bridge Project and would like to briefly comment re same.

Initially, as a retired member of the Bars of the State of North Carolina and the Commonwealth of Pennsylvania I was dismayed at the sloppy and inaccurate nature of the letter itself. Contrary to what is stated on pages 1-3 of letter, the Currituck Outer Banks are not located on a "barrier island" but rather on a peninsula. Likewise, the primary purpose of the bridge is not to shorten tourist trips to "Bodie Island" nor do the "toll revenues for this bridge depend on massive growth in the number of hotels and vacation rentals on Bodie Island" (page 2). It is painfully obvious that SELC needs a geography lesson (perhaps just check the color of the lighthouses) or more likely, it did a poor "cut and paste" job from another letter/brief they submitted in opposition to another project (most likely the short Bonner Bridge alternative). In either event it is disheartening to see such carelessness in a matter of such importance.

The basic arguments advanced in the SELC letter seem to ignore the well detailed purpose and need section of the DEIS and the importance of the bridge for the reasons stated therein. The primary emphasis of the SELC letter seems to be to plead the case for replacing the Bonner Bridge as soon as possible. While we do not disagree that the Bonner Bridge needs replacing, the Mid Currituck Bridge must be judged on the merits and not in comparison to other projects. The arguments that the MCB will increase development in housing and infrastructure and negatively impact the environment ignore the realities of the explosive growth in the Currituck Outer Banks since 1986 (when the road opened to public use)--all without a bridge and without any hope for one during most of that time. Substantial development is the reality today--complete with 23 BR, 27 bath houses and recent approval for a 100 room hotel/32 condominium project. At worst the bridge will incrementally increase development in the short run only.

While the SELC letter states that the Turnpike Authority's Letter of Interest is based on an "unrealistic" assessment of how the bridge would induce traffic (page2) I respectfully suggest that SELC's position is unrealistic--it needs to visit the area and do a reality check itself. As a resident of Sanderling, north of the village of Duck, I have personally observed the traffic patterns in the area over the past 30 years--they are unmistakable and clearly support the conclusion that the bridge will significantly improve regional traffic flow. The heavy seasonal traffic flow north/south into/out of the Currituck Outer Banks would clearly be alleviated by the bridge--why would anyone go 30-40 plus miles out of their way to reach their vacation destination--and endure bumper to bumper traffic to do so. There is also a steady flow of business traffic to service the existing homes, businesses, and construction activities in the Currituck Outer Banks--SELC should stand out on the Duck Rd and watch the service trucks go up and down the road. Many of those in the workforce live on the Currituck mainland--SELC should ask them if they would like to save 30-45 minutes each way every day, reduce their gasoline bills significantly and be able to spend significantly less road time and more work time each day. The availability of services on the Currituck mainland will also increase with the bridge and accessibility to existing and future services will be greatly improved. Likewise access to the many lower Currituck mainland businesses will be facilitated.

Finally, hurricane evacuation will be greatly facilitated by the bridge. Perhaps SELC would like to experience the frustration and concern of sitting for hours trying to get off the peninsula during a mandatory evacuation--gas running low, panic stricken kids in the car, moving a mile in about an hour etc.. To experience the thrill of it all, why not have the SELC types dropped into the Currituck Outer Banks just before an evacuation is called for. When the order to evacuate is given, barricade NC 12 at the Dare/Currituck line and make those on the Currituck Outer Banks side of the line wait until the Southern Shores and Duck residents and visitors are evacuated before opening the road to them--my sense is that

SELC will quickly sing a different tune about the bridge--- and so will the minority of bridge opponents who recently spoke at the public hearing in Corolla.

Thank you for considering these comments and many thanks to the Turnpike Authority for its excellent work to date in bringing the project to this point after so many years of frustration and disappointment. We strongly support recommended alternative MCB 4 and Option A on the mainland

Allan and Donna Starr
106 Gannet Cove-- Sanderling
Duck NC 27949

Name: John Stiel
Address: 76 S. Dogwood Trail
City: Southern Shores
State: NC
Zip: 27949-3838
Email: stielie@embarcmail.com

Comments: Strongly urge the construction of this bridge. The safety of residents and visitors on the northern Outer Banks in the case of a forced evacuation will be compromised without it. banks

From: adstrider@aol.com [mailto:adstrider@aol.com]
Sent: Tuesday, May 11, 2010 11:44 AM
To: midcurrituck@ncturnpike.org
Subject: Bridge

To Whom It May Concern:

My family of six, comprising three generations, enjoys a yearly trip to Duck, NC. We are very much in favor of the proposed bridge across the northern Currituck Sound. Additionally, we will cheerfully pay a toll for the use of such a bridge. I hope the safety aspects of the bridge are being stressed to its opponents. During the vacation season, it would seem that it would enhance the safety of residents and visitors alike to have an additional form of egress from the Outer Banks.

Anne Strider
Charles Town, WV

From: stumpf2
To: Harris, Jennifer
Sent: Fri May 21, 15:42:58 2010
Subject: in favor of mid-county bridge

Dear Jennifer, Contrary to the opinion of those opposed to building a bridge, there is a large group of residence that do favor a bridge for a number of reasons, i.e. quicker access to medical facilities in VA since the medical facilities on the Outer Banks are not adequate, easier access to County Government facilities and evacuation.

A number of owners did not go to the hearing because we knew the nay sayers would be there loud and strong.

The one area that I do not agree with is a 4 lane road. I believe a 3 lane (center for turning) would be sufficient.

Sincerely,

Carole & Fred Stumpf
1259 Crystal Lake Ct
Corolla, NC 27927

BARBARA Fletcher

From: <DCBASecy@aol.com>
Sent: Sunday, May 30, 2010 12:42 PM
Subject: Mid-Currituck Bridge Comment Form (not previously attached)

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wander, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynn Altorman, Secretary

Board Members - Steve Altorman, Jon Britt, Lisa Newbern, Don Zerba

Mid-Currituck Bridge Public Comment Form

Name: MARGARET SMGG
Street Address: 131 CHAS. JENKINS LANE, W Apt./Suite # _____
City, State, Zip: DUCK, NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

MCB4 BECAUSE IT CALLS FOR MINIMAL WIDENING ON ROUTE 12, BUT ALSO INCLUDES THE NEW BRIDGE.

Question 2: if you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
DEFER TO PROJECT TEAM.

JUN 4 2010

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

DEFER TO PROJECT TEAM

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSING THE CENTER LANE - BECAUSE IT WOULD WORK AND AVOID EXTENSIVE NEW CONSTRUCTION.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

TO PRESERVE THE DUCK COMMUNITY AS INTACT AS POSSIBLE.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional Comments:

Mid-Currituck Bridge Project Public Comment Form

Open House and Public Hearing

May 19, 2010

MAY 27 2010

Name:

FRANCIS G. SULLIVAN

Street Address:

31 LANTANA AIR

City, State, Zip:

SOUTHERN SHORES, NC 27949

Apt./Suite No:

Please add me to your newsletter mailing list.

already on your mailing list

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 - BEST MEETS OBJECTIVES WHILE MINIMIZING COST TO THE STATE AND MINIMIZES IMPACT ON THE COMMUNITIES

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

NO PREFERENCE - LET PROJECT TEAM FEEDBACK ON THIS DECIDE.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A. While B would save some money removing Adlight Road and positioning toll booths on the sound would have negative impacts on the community.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

ADD A THIRD REVERSE CENTER LANE - WE DON'T NEED ANY MORE PAVEMENT. ONLY NEEDED FOR BACKWARD EVACUATION.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

IN ALL CASES OF ROAD WIDENING, RECOMMENDATION IS FOR INFILTRATION STRIPS (DITCHES) FOR STORM WATER RUNOFF. AM OPPOSED TO DITCHES, AS THERE WOULD BE NO BUILT VEGETATION REMOVAL AND DITCHES, WALLS, CARS COULD END UP IN DITCHES.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

THANK YOU FOR LOOKING AT ALL IMPACTS (NOISE, WILDLIFE, ETC) IN YOUR EVALUATION - I REVIEWED THE REPORT ONLINE AND TAKING INTO ACCOUNT IMPACT ON COMMUNITY IN ARRIVING AT YOUR RECOMMENDATION ✓

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

-----Original Message-----

From: Larry and Louise [mailto:sullil@verizon.net]

Sent: Saturday, May 01, 2010 9:40 AM

To: midcurrituck@ncturnpike.org

Subject: mid-Currituck Bridge Project

Dear Ms. Harris

Thank you for the opportunity to comment on the proposed Currituck Bridge. My husband and I own a house in Duck. I think that the MCB4 option is by far the best. I am very opposed to widening Rt. 12. I think that widening that road would be terrible, and would destroy the towns of Duck and Southern Shores.

Sincerely, Louise Sullivan

Name: Mary Sweeney
Address: 145 Yaupon Trail
City: Southern Shores
State: NC
Zip: 27949
Email: sweeneymd1@aol.com

Comments: I am ALL for the Bridge - we need it as soon as possible.

PROPOSED MID-CURRITUCK BRIDGE DEIS CONCERNS/COMMENTS

Jennifer Symonds
NoMCB.com

Questions posed in the DEIS are in bold and are preceded with the section numbers where they can be found. Text in italics are the answers given by the NCTA. Text other than questions posed by DEIS in bold are my responses to their answers.

While all of the detailed study alternatives are near existing road or utility corridors and are under the influence of associated edge effects, these alternatives would amplify those effects. This would be especially detrimental to maritime wildlife habitat on the Outer Banks, where existing habitat is already extremely sparse and fragmented. MCB2 and MCB4 would introduce noise disturbance to Maple Swamp.

With ER2, the road widening portions of MCB2 and MCB4, and the Maple Swamp fill with mainland approach road Option B, mammals, reptiles, amphibians, and avian species would all continue to be roadkill concerns. Because MCB2 and MCB4 include a new bridge structure across Maple Swamp and Currituck Sound, avian species would be a probable new roadkill concern.

3.3.4 How would aquatic wildlife be affected?

Fill, pile placement, shading, and clearing would result directly in the permanent loss or alteration of aquatic habitat and the wildlife that live there. Construction operations could result in temporary impacts. Aquatic impacts would be the greatest with MCB2 and MCB4 because they include the Mid-Currituck Bridge.

3.3.4.1 Aquatic Wildlife

Macroinvertebrate populations of Currituck Sound are composed primarily of burrowing amphipods near the shore, but there is a more diverse population in deeper areas. Currituck Sound has long been recognized as a nationally important area for freshwater recreational fishing. The decline of freshwater fisheries in Currituck Sound has been attributed to the increase in salinity and decrease in SAV during the 1980s.

Commercial fishing activities with haul seines and gill nets have also decreased since the 1960s (Borawa et al., 1978). Currituck Sound is an important nursery area for migratory and resident fish.

In the past, nursery areas for two anadromous fish species, the blueback herring and alewife, were known to occur within Currituck Sound. Nursery areas for these species, including Whale Head Bay and Sanders Bay, were identified in the sound from 1980 to 1983. The status of the populations of these two species was identified as declining in the sound during 1980 (Copeland and Grey, 1989), and these areas are no longer officially recognized as anadromous fish spawning areas or primary nursery areas.

3.3.4.2 Submerged Aquatic Vegetation

The shallow waters (less than 6 feet deep) of Currituck Sound provide habitat for

extensive beds of SAV. These SAV communities are included within the open water areas of Currituck Sound. For many juvenile and adult fish, the structural complexity of SAV habitat provides refuge from predators. These habitats are also rich in invertebrates and, therefore, serve as important foraging areas. Other SAV roles include stabilizing sediment, nutrient cycling, reducing wave energy, and providing organic matter that supports complex food webs (NCWRC, 2005). For these reasons, SAV communities are considered Habitat Areas of Particular Concern (HAPC) for several managed fish species. The distribution and composition of SAV communities are influenced by several factors; among the most important factors are light, salinity, wave action, and nutrient levels.

3.3.4.3 Water Habitat Impacts

Impacts on aquatic communities are listed in Table 3-5 to Table 3-8. Fill, pile placement, shading, and clearing would result directly in the permanent loss or alteration of aquatic habitat within the project area, as indicated in Table 3-5 and Table 3-6. Aquatic impacts would be the greatest with MCB2 and MCB4 because they include a Mid-Currituck Bridge. Impacts would result primarily from shading. Shading would affect 14.5 to 17.8 acres of aquatic bottom (known, probable, and potential SAV habitat in less than 6 feet of water) with MCB2 and MCB4 and 0.1 acre with ER2. Bridge foundations would affect 4.3 to 5.5 acres of SAV. Altered light levels and the introduction of piles as a hard substrate previously unavailable in the area would result in changes to the existing food web structure. Decreased autotrophic productivity (phytoplankton and aquatic vegetation) resulting from lower light levels could result in a decreased abundance of aquatic vegetative habitat (including SAV), heterotrophic grazers, and predators (zooplankton, benthic invertebrates, and fish).

Overall, ER2 and the widening components of the detailed study alternatives would result in minor impacts to aquatic habitat. Runoff from active construction areas could result in temporary increases in turbidity, siltation, and sedimentation in aquatic habitat areas, but these effects are expected to be minimal and cease after revegetation.

3.3.4.4 Impacts from Noise, Turbidity, and Siltation

At the ecosystem level, turbidity would result in a reduction in ecosystem productivity (i.e., ability of the system to produce and export energy) and nursery value by eliminating organisms that cannot readily move, and displacing mobile organisms. For individual organisms, turbidity can impair visual predation success, predator avoidance, and oxygen uptake by clogging respiratory structures. Siltation could generate increased water column turbidity, as well as smother or alter benthic vegetative and animal communities. These impacts likely would be prolonged because of poor water circulation in the sound.

3.3.6 What impacts would occur to waters under the jurisdiction of the US Army Corps of Engineers?

All detailed study alternatives would result in placing fill in waters under the jurisdiction of the USACE. Fill in jurisdictional areas would be the least for ER2 and MCB4/A-C2. The largest area of fill in jurisdictional areas would be with MCB2/B and MCB4/B, which include crossing Maple Swamp on fill. Clearing of jurisdictional areas would be greatest with MCB2 and MCB4

because of the Mid-Currituck Bridge.

Table 3-9 and Table 3-10 indicate that:

- Fill in wetlands would be the least for ER2.
- Fill in wetlands would be substantially higher with MCB2/B and MCB4/B, which would include fill in Maple Swamp instead of the clearing that would occur under Option A in the swamp
- Clearing of wetlands would be greatest with MCB2 and MCB4 because of the inclusion of a Mid-Currituck Bridge.

ER2 would result in a minimal effect (less than 1 acre of impacts) on CAMA resources.

Shading associated with a Mid-Currituck Bridge would be the greatest impact to SAV or potential SAV (water depths less than 6 feet) at 4.3 to 5.5 acres and 10.2 to 12.3 acres, respectively. The greater impact to SAV and potential SAV would be with the C2 bridge corridor.

Permanent loss or alteration of palustrine emergent and forested areas, SAV, intertidal flats, and tidal freshwater aquatic beds would result directly from shading and pile placement with the bridge structure associated with MCB2 and MCB4.

In addition, ER2 and MCB2 would involve permanent loss of palustrine emergent and forested areas through the construction of permanent drainage easements along NC 12, and also would result in increased shading of Jean Guite Creek (a PNA and probable SAV habitat). MCB4 would also result in permanent shading.

3.3.8.3 Endangered Species Act Candidate Species

Seven species occurring in North Carolina are identified by the USFWS as "candidate" species (USFWS, 2009). These species are not protected by federal law, but may be elevated to listed status in the near future. Information on candidate species potentially included in the project area is included in the *Natural Resources Technical Report* (CZR, Incorporated, 2009).

3.4.1 How would traffic noise levels change?

Each of the detailed study alternatives would cause some increased noise. Mainland approach road Option A and Option B with MCB2 and MCB4 would have similar noise impacts. Noise abatement measures would not be cost-effective at sites on the Currituck County mainland. Noise mitigation would be cost-effective at some locations on the Outer Banks. However, the visual impacts and impacts of barriers on drainage and flooding on the Outer Banks would be substantial.

3.4.1.4 Existing and Predicted Noise Levels

With MCB2/B and MCB4/B, two noise analyses were conducted in Aydlett, one with the

toll plaza and one without the toll plaza. After 2023, it is expected that all tolls would be collected electronically with no need for vehicles to stop at a toll plaza.

3.4.4 How would potential accelerated sea level rise resulting from climate change affect long-term use of the detailed study alternatives?

Existing roads would be affected by sea level rise. A Mid-Currituck Bridge would be a useful asset in reducing the impact of sea level rise resulting from climate change on the project area's road system. Under all sea level rise scenarios considered, the entire barrier island would be inundated at the Dare-Currituck county line, creating a breach in the island and making a Mid-Currituck Bridge the only way off the Currituck County Outer Banks.
NOT TRUE! PASSAGE THROUGH THE FALSE CAPE AND BACK BAY NWR HAVE BEEN USED IN THE PAST WHEN NECESSARY!

It was also found that a Mid-Currituck Bridge would be a useful asset in reducing the impact of sea level rise on the project area's road system. Under all sea level rise scenarios considered, NC 12 would be broken by inundation near the Currituck/Dare County line. The entire barrier island would be inundated at this location, creating a breach in the island. Thus, the bridge would become the only route on and off the Currituck County Outer Banks. ER2 and the road improvements associated with MCB2 and MCB4 would suffer the same levels of inundation and impact from the storm surge as the existing roads that they improve.

BRIDGE THAT IF/WHEN IT BECOMES NECESSARY.

3.4.5 How would visual quality be changed?

Primary visual impacts would be the introduction of Mid-Currituck Bridge features into views along US 158 and in Aydlett (including views of Currituck Sound) with MCB2 and MCB4. On the Outer Banks, a C1 bridge terminus would adversely affect views of Currituck Sound from the Corolla Bay subdivision and, to a lesser extent, the northern part of Monterey Shores. A C2 bridge terminus would adversely affect views from the outdoor recreation area at TimBuck II.

3.4.5.2 Visual Impacts

No changes to the visual features of the project area would occur with the No-Build Alternative.

On the mainland with MCB2 and MCB4, the existing landscape would be substantially changed with the introduction of the US 158/Mid-Currituck Bridge interchange along US 158. Existing agricultural features would be lost, and new vertical elements would be introduced. Homes and businesses in this area would be relocated. One home close to Aydlett Road would remain with Option A only, and the interchange would be a notable presence and an adverse impact. The interchange is illustrated on Figure 2-8. Option B would displace this home.

With Option A, as the Mid-Currituck Bridge would enter Aydlett from Maple Swamp, it would transition to an earthen berm. The berm would be noticeable from homes south of the berm, and it would replace existing woods. Unless the trees are cut down by the property owners as timber, trees would obscure the berm from homes to the north.

except those close to the shore of Currituck Sound.

With Option B, the proposed Mid-Currituck Bridge approach corridor would enter Aydlett near the existing ground elevation. It would include a toll plaza and an elevated realignment of Narrow Shore Road to take it over the toll plaza. These features would replace existing forest views within the community from both north and south of the toll plaza. Drivers on the relocated Narrow Shore Road would have views of the back yards of homes. The toll plaza would be lighted at night, and those lights would be seen by homes to the south. The nighttime lighting of the toll plaza was expressed as a concern by citizens from Aydlett, particularly as it relates to star gazing hobbyists who recognize Aydlett as an uncommon dark sky location.

With either Option A or Option B, the bridge crossing Currituck Sound would be a notable change in the high quality views of Currituck Sound from Aydlett. Essentially, the 180 degree panorama of Currituck Sound would be split, with the bridge becoming a new and substantial human-made element that bisects the view. This adverse impact would be greatest for homes near the bridge where it would be a more dominant presence. The bridge's passage through Aydlett is shown on Figure 2-10.

With the C1 terminus associated with MCB2 and MCB4, the bridge would be introduced within the panoramic views of Currituck Sound at the planned subdivision of Corolla Bay and to a lesser extent the existing subdivision of Monterey Shores. The bridge would have the greatest adverse impact in Corolla Bay, as it would pass through the subdivision, in addition to obscuring views of Currituck Sound.

With the C2 terminus for MCB2 and MCB4, a viewing platform in Currituck Sound associated with the TimBuck II development would be displaced, and views of the natural vegetation and the sound from TimBuck II's outdoor recreation area would be replaced by the bridge approaching the shore at a 45 degree angle. This would create an adverse visual impact.

No changes to visual quality in the project area would occur with the No-Build Alternative.

3.4.7.1 Hydraulic Impacts to Floodplain

The fill in Maple Swamp associated with MCB2/B and MCB4/B, however, could obstruct or alter flood flows and elevations and would be considered by Currituck County to be a significant alteration to a water course. MCB2/B and MCB4/B would involve:

- 2.9 acres of fill associated with the west side of the US 158 interchange;
- 19.2 acres of fill associated with the proposed fill in Maple Swamp; and
- 0.6 acre of fill at the C1 Outer Banks terminus of the Mid-Currituck Bridge.

ER2 would not involve a significant encroachment on the 100-year floodplain as defined in Title 23 Code of Federal Regulations Part 650, Subpart A (Location and Hydraulic Design of Encroachments on Floodplains). MCB2/B and MCB4/B would involve a significant encroachment since they would be considered significant alteration to a water course by

Currituck County

Transportation Facility Interruption

Currituck and Dare counties recognize the risks associated with the storm surge, and each has developed an emergency management program that tracks storms and orders the voluntary evacuation of the entire Outer Banks prior to a storm surge. Dare and Currituck counties also have helicopters to transport patients to area hospitals in the event NC 12 is severed as a result of a storm.

3-77 There would be no construction impacts with the No-Build Alternative.

3.5.6 What construction noise impact would occur?

Overall, construction noise impacts are expected to be generally minimal because construction noise is relatively short in duration (as it moves along the project reach).

ARE YOU KIDDING! WE WILL HEAR CONSTRUCTION NOISE FOR THE DURATION OF THE CONSTRUCTION. SOUND TRAVELS MUCH FARTHER OVER OPEN AREAS LIKE THE CURRITUCK SOUND!!

The most critical areas with respect to lighting would be in Aydlett, a full-time quiet residential community, and on the Outer Banks, where sensitivity to construction disturbance would be greatest in the summer tourist season because of the presence of large rental cottages in the area.

3.6 Indirect and Cumulative Effects

The previous sections considered direct impacts, impacts that would be caused by the construction and operation of the project. This section considers impacts that are not directly related to the project, but that could be contributed to by the project. Indirect effects are impacts caused by the project but, compared to direct impacts, are later in time or farther removed in distance, but are still reasonably foreseeable. In the case of this project, indirect effects include project induced changes in the pattern of land use and the impacts on the community and natural environment of that change. Cumulative effects are effects on the environment that result from the incremental impact of the proposed project when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects are considered because they can result from individually minor but collectively significant actions taking place over a period of time. In the case of the proposed project, cumulative effects result from the project, land use changes induced by the project, and all other development activities expected through 2035.

3.6.1.1 Study Area

Because communities and ecosystems are connected in a variety of ways, the study area for the indirect and cumulative impacts assessment is larger than that for the direct impact assessment. This study area is shown on Figure 3-10. It encompasses what is believed to be the complete area of potential influence of the Mid-Currituck Bridge project, including political and planning boundaries, the communities of area workers, the area where the Mid-Currituck Bridge project might affect future growth and development, and the area where there could be impacts on the natural environment. The inclusion of these areas did not assume that impacts would occur, but rather that the construction of one of the detailed study alternatives would be sufficient to warrant consideration of this wider area.

3.6.1.4 Impact-Causing Activities

In the study area, impact-causing activities are primarily associated with:

1. The proposed project and its detailed study alternatives;
2. Private development and the provision of infrastructure to serve that development;
3. Other transportation projects presented in the *2009 to 2015 State Transportation Improvement Program (STIP)* and included in the No-Build Alternative (Figure 2-11);

And

4. Logging in forested areas, including wetlands.
- The above activities can alter habitat and ground cover, introduce exotic flora, alter groundwater recharge and drainage, generate noise, require cuts and fills, fill wetlands or open water, change motor vehicle operating characteristics via new thoroughfares or increased capacity of thoroughfares, and change access, circulation patterns, and travel times to major traffic attractors.

Potential to Increase Permanent Residents on the Outer Banks

The potential to increase the number of permanent residents on the Outer Banks relates specifically to:

- The commuted boundary of the study area;
 - The commuting pattern of the region; and
 - Other factors that individuals consider in choosing a permanent residence.
- An increase in permanent residents on the Outer Banks, should it occur with the detailed study alternatives, could create upward pressure on real estate prices and housing demand, as well as create demands for additional public services such as schools. Findings for the detailed study alternatives are:

- **ER2: No increase.**
 - **MCB2: Negligible or slight increase;** and
 - **MCB4: Negligible or slight increase.**
- Any increase in permanent residents would not be sufficient to affect the real estate market or municipal governance.

In large part, these findings result because the Outer Banks is a unique resort community with a high average price of housing.

Potential for Increase in the Number of Day Trips to the Outer Banks

In terms of the potential for an increase in the number of day trips to the Outer Banks,

the findings for the detailed study alternatives are:

- ER2: No increase or negligible increase;
- MCB2: Some potential for an increase over the No-Build Alternative with the potential higher in the non-road-accessible area; and
- MCB4: Some potential for an increase over the No-Build Alternative with the potential higher in the non-road-accessible area.
- Beach access, parking, public facilities, and services are important amenities in attracting day visitors. Beaches in Currituck and Dare counties, however, have limited to modest public facilities, especially when compared to Virginia Beach, which is closer to the largest potential source of day visitors, the Hampton Roads area.

The non-road-accessible northern Currituck County Outer Banks is a unique area that would appeal to a niche market of day trippers (e.g., beach drivers, sport fishermen, and surfers). Thus, the potential for increased day trips would be higher in this area than in the NC 12-accessible area. However, this is a specialized beach experience that would require a four-wheeled drive vehicle and would provide no bathroom or other facilities or services. There is no evidence that a significant unrealized demand exists for this form of rustic beach trip. Thus, although the potential is higher than the road-accessible area, the number of increased trips is not expected to be notable.

- The lack of transportation improvements and associated growing congestion could constrain development under the No-Build Alternative. This finding is based on the following:

- Demand for the unique experience offered by Carova has been a primary reason that development is occurring. Lack of accessibility both makes it attractive and helps limit development.
- Numerous government policy constraints related to development and the extension of NC 12 into Carova render unlikely both a change in the rate and characteristics of development from current trends, as well as unlikely an extension of NC 12 to support development there.

*****EVIDENTLY THEY WERE NOT TOLD OF THE DEVELOPMENT PLANS BY DEVELOPERS AND SUPPORTED BY THE COMMISSIONERS REGARDING A 37 ACRE MIXED USE DEVELOPMENT WITH PIER IN THE 4x4 AREA (Carova)!

As a direct impact, the interchange associated with MCB2 and MCB4 would be a substantial change for an area defined in the visual impact assessment as having high visual quality. The introduction of businesses in the interchange area would have a similar impact.

3.6.3 What are the substantial indirect and cumulative effects and could

they be minimized?

Significant indirect effects would be visual and traffic effects at the US 158/Mid-Currituck Bridge interchange with MCB2 and MCB4. Significant cumulative effects are those associated with continued development in Currituck County. The NCTA would minimize impacts associated with the US 158/Mid-Currituck Bridge interchange itself. Minimization of other impacts would be the responsibility of Currituck County.

Substantial undesirable effects were considered to be the indirect visual impact associated with development at the US 158/Mid-Currituck Bridge interchange with MCB2 and MCB4 and the finding that the growth trend assumed in area land use plans with a 2025 horizon year does not appear to be sustainable to 2035 on the Currituck County mainland.

HURRICANE EVACUATION:

"• The construction of a third outbound lane on US 158 would offer the greatest reduction in hurricane evacuation clearance times with any alternative." **The first draft EIS done in January 1998 was rescinded as HURRICANE EVACUATION WAS A MAJOR OBSTACLE IN REACHING AGREEMENT ON THE PURPOSE AND NEED IN THE DEIS. This current DEIS reaffirms that conclusion.**

1.0 1994 to 1998 Mid-Currituck Bridge Studies and Review

The Mid-Currituck Bridge Study began in mid-1994 with an alternatives study. A DEIS evaluating several alternatives for improving access and traffic service to the Currituck County Outer Banks was approved in 1998. The 1995 Notice of Intent (NOI) and the 1998 DEIS were rescinded by the Federal Highway Administration (FHWA) in 2008 (*Federal Register* Vol. 73, No. 107, page 31723). A new NOI was issued soon after (*Federal Register* Vol. 73, No. 116, page 34065).

In association with these earlier studies, two public hearings were held in Aydlett and Corolla in Spring 1998 to allow area citizens an opportunity to comment on the findings presented in the 1998 DEIS. During these hearings, several citizens spoke in opposition to the proposed bridge. Environmental resource and regulatory agencies also expressed opposition to the bridge project. The primary concerns were the potential direct, indirect, and cumulative impacts of the bridge project on the natural environment in the project area and its environs, as well as the direct impacts in the community of Aydlett on the mainland. Since the 1998 DEIS and its review, there have been several important developments, which resulted in the decision to withdraw the original NOI. They included:

- Expansion of the project area (as defined in the current project's *Statement of Purpose and Need*; Parsons Brinckerhoff [PB], October 2008);
- Refinement of the *Statement of Purpose and Need*;
- Re-evaluation of potential detailed study alternatives in an *Alternatives Screening Report* (PB, December 2008); and

* Creation of the North Carolina Turnpike Authority (NCTA) and the inclusion of a Mid-Currituck Bridge as a part of its responsibilities.

Source: Stakeholder Involvement For Draft Environmental Impact Statement Technical Report. Parsons Brinkerhoff October 2009

Since plans do not include widening the Intercoastal Waterway Bridge in Coinjock, due to cost, it is a choke point and will slow traffic trying to exit to the new proposed bridge, backing traffic to Barco and points north.

3.1.12 How would farmlands be affected?

The greatest impact on farmland would be associated with the US 158/Mid-Currituck Bridge interchange with MCB2 and MCB4, but that effect would be less than 0.01 percent of all farmland soils in Currituck County.

Most of the farmland soils in the project area exist on the Currituck County mainland.

There are no farmland soils of any type on the Outer Banks in Currituck County.

Although there are state and locally important farmland soils on the Outer Banks in Dare County, these soil types are present in developed areas and thus are not considered farmland. There are no unique farmland soils in the project area.

ER2 would affect less than 2 acres of prime farmland soils and less than 2 acres of state and locally important farmland soils. MCB2/A and MCB4/A each would affect approximately 37 acres of prime farmland soils and 72 acres of state and locally important farmland soils, primarily in the US 158/Mid-Currituck Bridge interchange area. MCB2/B and MCB4/B each would affect approximately 76 acres of prime farmland soils with its larger use of land in the Aydllett area and 41 acres of state and locally important farmland soils with its smaller US 158/Mid-Currituck Bridge interchange area.

THE NO BUILD ALTERNATIVE WOULD NOT AFFECT ANY FARMLAND

No mention of the formal resolution by the Currituck County Commissioners unanimously opposing "option B" nor the opposition by Aydllett area residents. Resolution found below.

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

WHEREAS, since conceptualization of the Mid-Currituck Bridge in the 1970's the communities of Aydllett 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 Aydllett 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 Aydllett 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 Aydllett community; a community of rural residential development and farmland, and require local Aydllett community traffic to merge with Mid-Currituck Bridge traffic increasing the possibility of traveling public traffic detrimentally impacting the serenity of the Aydllett 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 15 across the Coinjock Bridge before making a hazardous traffic movement into the south bound lanes of U.S. Highway 158 which will cause great inconvenience to the Church's Island community and unnecessarily expose the community to an unsafe condition; and

WHEREAS, plans for U.S. 158/Mid-County Bridge Interchange (Option B) and barrier wall at Waterlily Road fail to meet the expectation and requirement of the Aydllett 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 Aydllett Road (SR 1140) as the common and ordinary route for local traffic to and from the Aydllett community.

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

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

Section 4. This resolution is effective upon its adoption.

ADOPTED the 19th day of October, 2009.

J. Owen Etheridge
J. Owen Etheridge, Chair
Board of Commissioners

ATTEST:

Mary Gilbert
Mary Gilbert
Deputy Clerk to the Board



Option B goes directly against the land use plan for Aydlett.
POLICY TR13: To protect the character of communities near the bridge (e.g. Aydlett, Churches Island, Poplar Branch), the road leading to the bridge shall have no access points before its intersection with US 158.

How many PPP's have been utilized in transportation projects in N.C.?

Since the Private Partner will set the toll rate, the county has no say in what county vehicles servicing the area will pay for tolls, increasing costs if toll is higher than fuel consumption assuming there is no bridge traffic.

RESOURCE IMPACTS: USDOT Act of 1966, requires that the proposed use of land from a publically-owned park, recreation area, wildlife and/or waterfowl refuge, or any significant historic or archeological site, by a transportation project is permissible ONLY if there is NO feasible and prudent alternative to use.

Why is MCB4 the recommended alternative if it is not the best method for hurricane evac?

1-3 The worst congestion occurs in NC12 just south of Southern Shores and Duck and on US158 east of the Wright Memorial Bridge. In the design year 2035, travel demand will exceed the capacity of the road to handle that demand on almost all project area segments of NC12 and US158 east of the Wright Memorial Bridge. During summer conditions, when demand exceeds capacity, heavy congestion occurs and congestion occurs over more hours in the day.

Then why is that not the area to be fixed first? According to the DEIS, ER2 is the least costly and has the least environmental impact in an environmentally fragile area. Adding a 3rd outbound lane would be the most effective method for hurricane evacuation. It seems that Southern Shores and Duck, who, through irresponsible development patterns have caused the main problems of congestion in these areas. If they are the cause then they need to put the most effort forth in solving the congestion problem. The bridge will only cause backups 20 miles north across the ICW bridge and further north.

3.1.11 Could crime rates increase?

Crime rates are not anticipated to increase with any of the detailed study alternatives, including MCB2 and MCB4, which would provide a direct connection between the mainland and the Currituck County Outer Banks.

The following is the DEIS assertion:

"None of the detailed study alternatives would introduce new population or activities into the project area or affect the existing patterns of land use or human activities. One concern expressed during citizens meetings was that shorter travel time to the Outer Banks offered by a Mid-Currituck Bridge would make it more convenient for thieves from urbanized areas to burglarize homes during the off season. Travel time savings to the Outer Banks would not be great enough to attract thieves from urbanized areas. For example, the uncongested travel time from Norfolk, Virginia, to Kitty Hawk (the nearest point on the Outer Banks) is approximately 103 minutes. With the Mid-Currituck Bridge, the uncongested travel time from Norfolk, Virginia, to Corolla (the new nearest point on the Outer Banks) via that bridge would be 80 minutes, a 23-minute savings. Thus, none of the detailed study alternatives is anticipated to affect crime rates on the Outer Banks."

What the assertion fails to note is that the majority of homes in Corolla are empty during the off-season and crime has been a problem. The bridge would provide 1. access; 2. availability; 3. convenience; 4. opportunity; and 5. ease to commit additional off season burglaries.

The following are the results from the Currituck Comprehensive Transportation Plan:

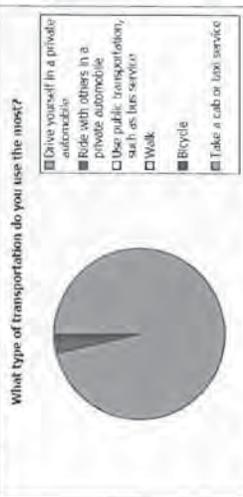
Question 1

What type of transportation do you use the most?

Answer Options

- Drive yourself in a private automobile
- Ride with others in a private automobile
- Use public transportation, such as bus service
- Walk
- Bicycle
- Take a cab or taxi service
- Other (please specify)

| Response Percent | Response Count |
|------------------|----------------|
| 96.4% | 187 |
| 2.1% | 4 |
| 0.0% | 0 |
| 0.0% | 0 |
| 1.5% | 3 |
| 0.0% | 0 |



Question 2

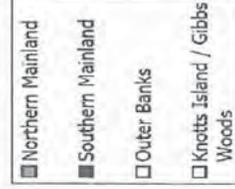
In what community of Currituck County do you live? (Please check only one box. Use the map above for reference.)

Answer Options

- Northern Mainland
- Southern Mainland
- Outer Banks
- Knotts Island / Gibbs Woods

| Response Percent | Response Count |
|------------------|----------------|
| 36.8% | 70 |
| 23.2% | 44 |
| 33.7% | 64 |
| 6.3% | 12 |

In what community of Currituck County do you live? (Please check only one box. Use the map above for reference.)



Question 3

In an average week, how often do you travel to the following destinations in Currituck County? (Please indicate the number of weekday and weekend

Northern Mainland

| Weekday | Average # of Trips | Response Count |
|-----------------------------|--------------------|----------------|
| Answer Options | | |
| Northern Mainland | 6.09 | 64 |
| Southern Mainland | 1.58 | 57 |
| Outerbanks | 0.54 | 56 |
| Knotts Island / Gibbs Woods | 0.19 | 54 |
| Weekend | | |
| Answer Options | | |
| Northern Mainland | 3.05 | 62 |
| Southern Mainland | 0.64 | 56 |
| Outerbanks | 0.51 | 59 |
| Knotts Island / Gibbs Woods | 0.07 | 54 |

Southern Mainland

| Weekday | Average # of Trips | Response Count |
|-----------------------------|--------------------|----------------|
| Answer Options | | |
| Northern Mainland | 2.62 | 37 |
| Southern Mainland | 4.26 | 35 |
| Outerbanks | 2.67 | 42 |
| Knotts Island / Gibbs Woods | 0.07 | 30 |
| Weekend | | |
| Answer Options | | |
| Northern Mainland | 1.06 | 32 |
| Southern Mainland | 2.35 | 31 |
| Outerbanks | 1.17 | 35 |
| Knotts Island / Gibbs Woods | 0 | 26 |

Outer Banks

| Weekday | Average # of Trips | Response Count |
|-----------------------------|--------------------|----------------|
| Answer Options | | |
| Northern Mainland | 1.02 | 44 |
| Southern Mainland | 1.13 | 46 |
| Outerbanks | 4.1 | 48 |
| Knotts Island / Gibbs Woods | 0 | 41 |
| Weekend | | |
| Answer Options | | |
| Northern Mainland | 0.45 | 42 |
| Southern Mainland | 0.44 | 41 |
| Outerbanks | 2.27 | 51 |
| Knotts Island / Gibbs Woods | 0.03 | 37 |

Question 4

In an average week, how often do you travel to the following destinations outside Currituck County? (Please indicate the number of weekday and

Northern Mainland

| Weekday | Average # of Trips | Response Count |
|--|--------------------|----------------|
| Answer Options | | |
| Virginia (and other points north) | 3.51 | 69 |
| Elizabeth City (and other points west) | 1.89 | 62 |
| Dare County (and other points south) | 0.6 | 57 |
| Weekend | | |
| Answer Options | | |
| Virginia (and other points north) | 1.79 | 66 |
| Elizabeth City (and other points west) | 0.84 | 57 |
| Dare County (and other points south) | 0.57 | 58 |

Southern Mainland

| Weekday | | |
|--|--------------------|----------------|
| Answer Options | Average # of Trips | Response Count |
| Virginia (and other points north) | 0.62 | 39 |
| Elizabeth City (and other points west) | 1.2 | 35 |
| Dare County (and other points south) | 2.85 | 40 |

| Weekend | | |
|--|--------------------|----------------|
| Answer Options | Average # of Trips | Response Count |
| Virginia (and other points north) | 0.66 | 35 |
| Elizabeth City (and other points west) | 0.56 | 34 |
| Dare County (and other points south) | 1.33 | 36 |

Outer Banks

| Weekday | | |
|--|--------------------|----------------|
| Answer Options | Average # of Trips | Response Count |
| Virginia (and other points north) | 0.84 | 49 |
| Elizabeth City (and other points west) | 0.21 | 42 |
| Dare County (and other points south) | 2.55 | 55 |

| Weekend | | |
|--|--------------------|----------------|
| Answer Options | Average # of Trips | Response Count |
| Virginia (and other points north) | 0.51 | 49 |
| Elizabeth City (and other points west) | 0.1 | 42 |
| Dare County (and other points south) | 0.98 | 53 |

The results of this survey clearly indicate that residents on the Outer Banks do not travel frequently outside of their area to the Currituck Mainland and vice versa. The averages show that during all days of the week the majority of the Outer Banks residents travel to points south. The Southern Mainland residents show that during all days of the week the majority of the residents travel south as well. The majority of the Northern Mainland residents travel to Virginia and Elizabeth City. That being the case, the proposed Mid-Currituck Bridge would be built for tourists which travel to our area 13 summer weekends = 26 DAYS. The proposed Mid-Currituck Bridge will NOT alleviate the traffic experienced on NC12 during the weekday after the multitudes have arrived for their vacations. Whereas ER2

and ER1 would give the most relief as the vacationers sightsee, etc. on the Outer Banks and not travel to the mainland once they arrive. In the DEIS it is stated that traffic occurs on the 13 summer weekends, 26 days total for the area west of the Wright Memorial Bridge. "Traffic improvements are seldom designed to eliminate completely the worst hours of congestion".

The vacation rental homes in a lot of cases do not have ample parking and the excess vehicles are using other private driveways and street parking causing another set of problems. There currently is not enough parking on the northern Outer Banks for all visitors.

NORTH CAROLINA HAS A TOTAL OF 18307 BRIDGES WITH 5476 THAT ARE STRUCTURALLY/FUNCTIONALLY DEFICIENT. THAT IS 30% OF N.C.'S BRIDGES ARE IN NEED OF REPAIR/REPLACEMENT. INCLUDING THE BONNER BRIDGE SERVING HATTERAS ISLAND AND THE YADKIN RIVER BRIDGE. THIS BRIDGE WILL TAKE MUCH NEEDED MONEY, \$15 MILLION DOLLARS A YEAR. (NC NOW FACES A \$9.4 BILLION TRUE BURDEN), AWAY FROM FIXING THESE FAILING BRIDGES. N.C. CANNOT AFFORD THIS BRIDGE.

MCB DEIS COMMENTS TO NCTA AT HEARING
Jennifer Symonds
Representing WWW.NOMCB.COM

While all of the detailed study alternatives are near existing road or utility corridors and are under the influence of associated edge effects, these alternatives would amplify those effects. This would be especially detrimental to maritime wildlife habitat on the Outer Banks, where existing habitat is already extremely sparse and fragmented. MCB2 and MCB4 would introduce noise disturbance to Maple Swamp. With ER2, the road widening portions of MCB2 and MCB4, and the Maple Swamp fill with mainland approach road Option B, mammals, reptiles, amphibians, and avian species would all continue to be roadkill concerns. Because MCB2 and MCB4 include a new bridge structure across Maple Swamp and Currituck Sound, avian species would be a probable new roadkill concern.

3.3.4 How would aquatic wildlife be affected?

Fill, pile placement, shading, and clearing would result directly in the permanent loss or alteration of aquatic habitat and the wildlife that live there. Construction operations could result in temporary impacts. Aquatic impacts would be the greatest with MCB2 and MCB4 because they include the Mid-Currituck Bridge.

Currituck Sound has long been recognized as a nationally important area for freshwater recreational fishing. The decline of freshwater fisheries in Currituck Sound has been attributed to the increase in salinity and decrease in SAV during the 1980s SAV roles include stabilizing sediment, nutrient cycling, reducing wave energy, and providing organic matter that supports complex food webs (NCWRC, 2005). For these reasons, SAV communities are considered Habitat Areas of Particular Concern (HAPC) for several managed fish species.

Overall, ER2 and the widening components of the detailed study alternatives would result in minor impacts to aquatic habitat.

3.3.6 What impacts would occur to waters under the jurisdiction of the US Army Corps of Engineers?

All detailed study alternatives would result in placing fill in waters under the jurisdiction of the USACE. Fill in jurisdictional areas would be the least

for ER2. The largest area of fill in jurisdictional areas would be with MCB2/B and MCB4/B, which include crossing Maple Swamp on fill. Clearing of jurisdictional areas would be greatest with MCB2 and MCB4 because of the Mid-Currituck Bridge.

ER2 would result in a minimal effect (less than 1 acre of impacts) on CAMA resources.

Shading associated with a Mid-Currituck Bridge would be the greatest impact to SAV or potential SAV. The greater impact to SAV and potential SAV would be with the C2 bridge corridor. Permanent loss or alteration of palustrine emergent and forested areas, SAV, intertidal flats, and tidal freshwater aquatic beds would result directly from shading and pile placement with the bridge structure associated with MCB2 and MCB4

3.4.5 How would visual quality be changed?

No changes to the visual quality of the project area would occur with the No-Build Alternative.

On the mainland with MCB2 and MCB4, the existing landscape would be substantially changed with the introduction of the US 158/Mid-Currituck Bridge interchange along US 158. Existing agricultural features would be lost, and new vertical elements would be introduced. Homes and businesses in this area would be relocated. With Option B, the proposed Mid-Currituck Bridge approach corridor would enter Aydlett near the existing ground elevation. It would include a toll plaza and an elevated realignment of Narrow Shore Road to take it over the toll plaza. These features would replace existing forest views within the community from both north and south of the toll plaza. Drivers on the relocated Narrow Shore Road would have views of the back yards of homes. The toll plaza would be lighted at night, and those lights would be seen by homes to the south. The nighttime lighting of the toll plaza was expressed as a concern by citizens from Aydlett.

3.4.7.1 Hydraulic Impacts to Floodplain

The fill in Maple Swamp associated with MCB2/B and MCB4/B, however, could obstruct or alter flood flows and elevations and would be considered

by Currituck County to be a significant alteration to a water course. ER2 would not involve a significant encroachment on the 100-year floodplain.

3.5 Construction Impacts

There would be NO construction impacts with the No-Build Alternative.

As a direct impact, the interchange associated with MCB2 and MCB4 would be a substantial change for an area defined in the visual impact assessment as having high visual quality. The introduction of businesses in the interchange area would have a similar impact.

Since plans do not include widening the Intercoastal Waterway Bridge in Coinjock, due to cost, it is a choke point and will slow traffic trying to exit to the new proposed bridge, backing traffic to Barco and points north.

Option B goes directly against the land use plan for Aydlett:

POLICY TRI3: To protect the character of communities near the bridge (e.g. Aydlett, Churches Island, Poplar Branch), the road leading to the bridge shall have no access points before its intersection with US 158

HURRICANE EVACUATION:

"6. The construction of a third outbound lane on US 158 would offer the greatest reduction in hurricane evacuation clearance times with any alternative." **The first draft EIS done in January 1998 was rescinded as HURRICANE EVACUATION WAS A MAJOR OBSTACLE IN REACHING AGREEMENT ON THE PURPOSE AND NEED IN THE DEIS. This current DEIS reaffirms that conclusion.**

NORTH CAROLINA HAS A TOTAL OF 18307 BRIDGES WITH 5476 THAT ARE STRUCTURALLY/FUNCTIONALLY DEFICIENT. THAT IS 30% OF N.C.'S BRIDGES ARE IN NEED OF

REPAIR/REPLACEMENT, INCLUDING THE BONNER BRIDGE SERVING HATTERAS ISLAND AND THE YADKIN RIVER BRIDGE. THIS BRIDGE WILL TAKE MUCH NEEDED MONEY, \$15 MILLION DOLLARS A YEAR, (NC NOW FACES A \$9.4 BILLION TRUE DEBT BURDEN), AWAY FROM FIXING THESE FAILING BRIDGES. N.C. CANNOT AFFORD THIS BRIDGE

The proposed Mid-Currituck Bridge will NOT alleviate the traffic experienced on NC12 during the weekday after the multitudes have arrived for their vacations. Whereas ER2 and ERI would give the most relief as the vacationers sightsee, etc. on the Outer Banks and do not travel to the mainland once they arrive. In the DEIS it is stated that traffic occurs on the 13 summer weekends, 26 days total for the area west of the Wright Memorial Bridge. "Traffic improvements are seldom designed to eliminate completely the worst hours of congestion".

Regarding the Bonner Bridge Replacement:

WAS VOTED IN THE ISLAND FILED PER AS SAYING
Dare County Commission Chairman Warren Judge, The mid-county bridge in Currituck is a matter of providing an optional route for the convenience of visitors to Corolla; whereas, we are concerned with maintaining the only safe transportation corridor for our residents' safety, health and welfare."



David R. Tanis
 Attorney at Law
 136 Cook Drive
 Duck, NC 27949
 Tel. No. (252) 261-8173

May 3, 2010

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

Dear Ms. Harris;

My comment on the Mid-Currituck Bridge Project is as follows:

We have owned a house in Duck for 36 years and have made it our permanent residence for the last six years. I have the following observations:

1. Many years ago there was a mandatory hurricane evacuation in the summer. On a clear sunlit day it took my wife six hours to reach Elizabeth City, NC, normally a drive of at most an hour and ten minutes. Traffic was bumper to bumper and in a few low lying areas prone to flooding, if the hurricane had hit it would have been devastating to the people and vehicles trapped there.
2. Traffic in the town of Duck in the summer is horrendous. Often it takes me twenty minutes to get out of my development onto Route 12. On Saturdays and Sundays, when new weekly renters arrive, traffic is bumper to bumper from Powell's Point to North of Duck, as renters try to make their way to cottages in Corolla and North of Duck. The vast majority of renters in Corolla and North of Duck come from Virginia and Northern states. The Mid-Currituck Bridge would save them a great deal of time in reaching their destination and significantly reduce traffic in the town of Duck and Southern Shores. It took a friend of mine, who lives at mile Post 2 in Kitty Hawk, an hour to travel the five miles to my house for dinner one summer Saturday.
3. For those school age children who live in Currituck County on the Outer Banks, Corolla, Carova Beach, etc., they have to travel approximately

two hours each way to get to school and back unless they take the ferry. Similarly, law enforcement has to travel almost two hours to get to the Courthouse and magistrate's office from the satellite office in Corolla.

I endorse the MCB4 proposal. The Mid-Currituck Bridge alone would significantly reduce traffic congestion in Duck and make the trip for vacationers to the Northern Outer Banks much shorter. Most significantly it would save untold lives in the event a hurricane strikes while people are still in the process of trying to evacuate the Outer Banks. As it is the two bridges crossing the Currituck Sound are potentially major bottle-necks when people from both directions converge as they all try to leave the Outer Banks at once in an evacuation. We have been extremely fortunate for many years but when the event of a hurricane does come upon us with little warning the loss of lives will be devastating if we do not plan for a sensible evacuation route. As it is the proposals will provide some relief but still do not adequately provide for an effective evacuation. MCB4 provides the most efficient plan.

Sincerely yours,



David R. Tanis

David R. Tamis
Attorney at Law
136 Cook Drive
Duck, NC 27949
Tel. No. (252) 261-8173

May 24, 2010

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

Re: Mid Currituck Bridge

Dear Ms. Harris;

We have owned our house in Duck for 36 years and have made it our full time residence for six. Over the years we have watched as traffic has boomed because of the development North of Duck and in Corolla. During the time I worked at a law office in Kitty Hawk I was often trapped in my development for up to twenty minutes as I sought a break in traffic so I could head south on Route 12 to go to work in the morning. One Saturday evening it took a friend an hour to travel the 6 miles from his house on Virginia Dare Trail to mine to attend a dinner engagement.

These, of course, are mere inconveniences. My primary concern is the number of deaths which will inevitably occur in the face of a forced evacuation in the event of a major hurricane. About fifteen years ago my family had to be evacuated because of the threat of just such a hurricane. It took them four hours just to get to Elizabeth City. Much of the evacuation route lies very low, just a foot or so above the water table. These routes would inevitably be flooded causing an unimaginable disaster in terms of thousands of human lives lost. I am sure your investigation and research into this potential event confirms this hypothesis. I hope we do not have to actually experience such an event for the point to be made to the people making the decision.

I am adamantly in support of the construction of the Mid Currituck bridge as soon as possible. There is no longer any reason for delay, for it has

been at least ten years to my knowledge that this project has been under consideration. It is very feasible from an engineering perspective since most of the Currituck Sound at the proposed sites is less than three feet deep. The C2 route seems to make the most sense since it spans less water, and I do not believe the negative environmental impact will be that significant.

Sincerely yours,



David R. Tamis



10108 CROOKED CREEK COURT * FAIRFAX STATION, VIRGINIA 22039-2955

Mr. & Mrs. Robert J. Tarcza

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

Dear Ms. Harris:

Re: Mid-Currituck Bridge Project

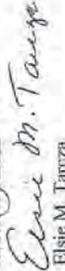
After reviewing the draft EIS Study Alternatives, we think that MCB2 alternative with the C1 bridge corridor is the best of the three shown for the following reasons:

1. MCB2 provides for a 3-lane road on NC12 through Duck and Southern Shores. A third (turn) lane is essential to move traffic. It would be a waste of money to build a bridge bringing in more people up north who then could not travel to the southern parts of the Outer Banks to shop or see the sights. We have had a home in Ocean Sands, Corolla, since 1984 and have experienced the gridlock on NC12 when trying to travel to Nags Head.
2. The C1 bridge corridor appears to be somewhat shorter and, therefore, should cost less to construct. Moreover, to have the terminus at Albacore Street would add more traffic to an area that is already greatly congested during the vacation season because of the shopping centers.

We would welcome a new bridge that would shorten travel time and distance to the northern beaches. However without improving NC12 going south by adding at least a middle lane for turns, the addition of the bridge alone will not facilitate hurricane evacuation or result in any improvement of traffic flow to the south.

Sincerely,


Robert J. Tarcza


Elsie M. Tarcza

From: Gwen Taylor <gwen@tayloremail.com>

Date: Fri, 28 May 2010 11:15:24 -0400

To: <midcurrituck@hcturnpike.org>

Subject: midcurrituck bridge

I have owned a house on the northern outer banks for more than 20 years. I am getting ready to retire there permanently. I support building the bridge from the mainland to Corolla as recommended by the various study teams and am opposed to adding another lane to the highway for evacuation purposes. Gwen Taylor, Duck, N.C.



Monday, June 14, 2010 1:31 PM

Subject: FW: build the bridge
Date: Friday, June 11, 2010 11:12 AM
From: Brown, Don <BrownDo@pbworld.com>
To: <tracy.roberts@ncturnpike.org>; <jennifer.harris@ncturnpike.org>; Ryan Walsh <rwalsh@hshassoc.com>
Cc: "Page, John" <PageJ@pbworld.com>

FOR THE PUBLIC HEARING RECORD

From: Zachary Teich [mailto:zacharyteich@yahoo.com]
Sent: Thursday, June 10, 2010 10:31 AM
To: midcurrituck@ncturnpike.org
Subject: build the bridge

Hello,

I am in favor of building the bridge, using route C1, and would not mind paying a toll to use it.

Thank You,

Zachary Teich

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

From: FPTesta@aol.com
To: Harris, Jennifer
Sent: Fri May 07 20:46:38 2010
Subject: Mid Currituck Bridge

We will not be available to attend any of the upcoming hearings on this topic. In our absence, we hope you will acknowledge our support for the forward movement of this project. It is not only in our best interests for relieving peak season traffic on weekends, it will be an essential element in the safe evacuation that will surely be required one day for a peak season weather event.

Thank you,

Fran and Carol Testa
25 Periwinkle Place
Southern Shores, NC

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010

JUN 2 2010

Name: Wm. B. & Caroline H. Thomas Aydlett Addresses
 Street Address: 14003 Shadow Ridge Rd 160 Tabernacle Lane
 City, State, Zip: Middlebush, VA 23102-4113 Aydlett, N.C. 27916

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I prefer the ER2 option because a bridge will impact our scenic view of the historic Currituck Lighthouse in Corolla as well as create a visual barrier for the residents of Aydlett. However, if a bridge is constructed, I prefer the MCB4 option.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer the MCB4 option, if a bridge is constructed, with bridge Alternative C1, because it creates the least visual barrier to the scenic view of the sound from our home.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer the MCB4 option, if a bridge is constructed, with mainland approach road design Option A due to the following:

- Option A would not adversely impact the wildlife habitat, such as the canebrake rattle snake and the eastern black bear, or significantly impact the flood plain or alter the hydrology of Maple Swamp as would Option B.
- Option A creates the least amount of Total Permanent and Total Wetland Impacts.
- Option A allows existing Aydlett Road through Maple Swamp to remain open for use by the residence of Aydlett and Option B would not.
- Option A locates the Toll Plaza at the Route 158 interchange and allows Aydlett Road to remain open and Option B does not.

Wm. B. Thomas
Caroline H. Thomas

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010

JUN 2 2010

Name: Peter A. Tomlinson
 Street Address: 859 Cape Crescent Apt/Suite No:
 City, State, Zip: Corolla, N.C. 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 would be least disruptive to shore line & least road work required in Corolla

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No opinion

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Center TURN LANE — least cost

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

- Build The Bridge, ~~MB4~~ MB4
- Have it sink Corolla At Timberlake C-2

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midscurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

if there was a hurricane evacuation in 2010? We haven't had a serious hurricane in several years that required evacuation.

Thank you for your interest.

From: chuck toney
To: Harris, Jennifer
Sent: Sun Apr 11 06:57:41 2010
Subject: mid county bridge

The Mid county bridge in Currituck is badly needed. the approval process has gone on far too long and its time to get this project underway. The bridge will serve as an important new link to the mainland and will help the permanent residents by having more reasonable travel for the school children and northern beach locals to the mainland, provide additional exit route for evacuation and and entrance/exit route for summer and weekend tourists bound for thr northern beaches. Yes, there always will be environmental issues to work around as well as impact on the small population on the mainland , but reasonable people can find a reasonable solution. There has been too much money wasted on this process .it is amazing how a State Senator can get a bridge built in record time when it suits him and then this mess exists with a far greater need.BUILD THE BRIDGE NOW.

Chuck Toney
Kitty Hawk NC

-----Original Message-----
From: tiller@wctf.hrcocmail.com [<mailto:tiller@wctf.hrcocmail.com>]
Sent: Thursday, May 27, 2010 9:00 AM
To: midcurrituck@ncturnpike.org
Subject: Public Comment/Mid-Currituck Bridge Project

To: Jennifer Harris, P. E.
From: Ed & Joyce Tiller, Home Owners, 1047 Lighthouse Drive, Corolla and 140 Duck Landing, Duck

RE: Mid-Currituck Bridge Project

We favor MCB4 and C2. We believe that it is the most economical choice and the one that permits the easiest access to and from mainland Currituck. It makes good sense in case of outbound hurricane evacuations and reduces to and from travel time for public services, homeowners and renters. We favor C2 over C1 as the connection in Corolla is into a commercial area. It appears to us that it would cause the least amount of traffic congestion for local residents.

Public Hearing Ground Rules

MAY 25 2010

You may register to speak at any time during the open house or public hearing by completing a speaker request card located at the sign-in table.

Speakers will be called in the order that they register. As protocol dictates, elected officials will be afforded the courtesy of speaking first.

When it is your turn to speak, please approach the microphone.

Clearly state your name for the record and your organizational affiliation if you have one. The stenographer will record your statement. Should you have any difficulty in approaching the microphone, please let one of the meeting staff know and we will accommodate your needs.

The purpose of this meeting is for us to gather information and feedback from you.

While general questions will be answered, the Project Team will not be responding to your comments here but will address them in the Final Environmental Impact Statement.

To ensure that everyone has an opportunity to be heard, remarks will be limited to three minutes. (A timer will be used.) If you have a written copy of your statement that you would like to leave with us, please hand it to the stenographer. Oral and written statements submitted during the hearings will be included in the hearing transcript. Please remember that comments and conversations in the open house area were informal, were not recorded, and cannot be a part of the hearing record.

In addition to providing you with an opportunity to submit oral comments this evening, we have provided you with comment forms. You may leave these written comment forms with us tonight or submit them for receipt before the end of the comment period on June 7, 2010.

*I favor MCB4 C1 - Option D -
pay the businesses a nice sum for
what you take from them -
provide pipe and walking paths
anywhere else they do in Florida -
How the Millworks in Trice always
so it won't destroy pipecue I look
in currituck*

*I support manager in such a wholesale
immaturity.
Thomas Hamer - of
3813 Va-Den Tr - of
Nags Head NC
27959*

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Scott Tudy
Street Address: 115 East Archdale St. Apt./Suite No:
City, State, Zip: Kill Devil Hills NC, 27948

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

*The No-build alternative due to its drastic effect
on all the family owned businesses.*

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

*I prefer the C1 because it would enable the
Timbuck II shops to stay open.*

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the turning lane to avoid construction.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Keep Corolla, Duck, and Southern shores un-commercialized.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27689-1578

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

Name: Danilo P. Tuttle

Street Address: 152 Aydelett Rd. Apt./Suite No.:

City, State, Zip: Aydelett NC 27916

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I really would prefer no build to Corolla at Timb Buck II, I moved from Virginia about 21 years ago to get away from the noise built on small properties, I do many feel drive about on suicide. Now we face no way out of Aydelett without the same situation.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

People won't have to travel as far to commute, traffic will be bad any way.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Please leave our driveway & road as it is now, even if it looks sometime I enjoy riding through the swampy side. Now someone chopped the trees down I left a mess to see. Option A is the best option we have. Option B is the best way for people in Aydelett!

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I think a third lane for outbound traffic would be better

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Dennis Umberger [mailto:dlumb@agninet.com]

Sent: Sunday, May 30, 2010 11:27 AM

To: midcurrituck@ncturnpike.org

Subject: Mid Currituck Bridge

I, Dennis Umberger, am a permanent resident of Corolla residing at 1002 Corolla Drive in the Whalehead community and I am responding to the DEIS of Mid Currituck Bridge.

I totally oppose the construction of the Mid Currituck Bridge for the following reasons:

1. At most it would solve only a 26 day/year traffic problem, Saturday and Sunday traffic during the three prime months of June, July and August.
2. The proposed traffic patterns within Corolla, particularly around TimBuck II and Monterey Shore shopping areas, would be a complete nightmare that would have to be lived with for the remaining 339 days of the year. Making it difficult for the tourist to get into and out of the shopping areas will only discourage them from coming to Corolla year after year.
3. The bridge for hurricane evacuation is a joke unless there is major road improvements along 158 all the way to Elizabeth City. There is some very strong consideration that hurricane evacuation on 168 through Virginia will not be allowed. Also, the weather service indicates that they will be giving a 5 day evacuation notice (not 3). For those who evacuated in the past with three day notice, there has not been any problem getting everyone off the Outer Banks in a reasonable time period.
4. The bridge image will ruin the pristine views of the quaint areas of Corolla forever. No more beautiful sunsets across the sound, unsightly spans of sound barriers and drainage swells along the four lanes of highway 12, and everlasting impacts to the ecological system of the Currituck Sound will have to be endured forever.
5. There has not been any proactive planning by Currituck County for the infrastructure required in Corolla to support the bridge. Inadequate public beach facilities, public parking, police protection are just a few of the things that need to be planned for instead of reacting after the fact.
6. From some of the material that is in the DEIS, I came only conclude that the maps and statements must have been made by someone that has not ever lived through the months of June, July, and August in Corolla. If they had spent a summer here, such ridiculous recommendations would not have been made. What was published is by someone sitting in some office many hundreds of miles away and has no idea of what the true conditions are.
7. With easier and faster access to the Currituck Outer Banks, there is a very likely chance there will be an increase in crime. Given there would be two access points in and out of Corolla, it would be much easier for crime rings to operate in Corolla.
8. Finally and most important is that the permanent residents of Corolla choose to make it our home because we desire to have a quiet, quaint, and pristine environment around us most of the year. Yes, we endure the months of June, July, and August for the beauty and peacefulness the rest of the year. We do not want a massive structure in our backyard that will strip the area from its pristine nature forever.

YES, PERMANENT RESIDENTS OF COROLLA AND AYDLETT SHOULD HAVE THE MOST TO SAY ABOUT WHETHER OR NOT THERE SHOULD BE A BRIDGE BUILT ACROSS THE BEAUTIFUL CURRITUCK SOUND.

Thank you,

Dennis L. Umberger
PO Box 352
1002 Corolla Drive
Corolla, NC 27927

From: Mary Kaye [mailto:mkumb@aginnet.com]
Sent: Sunday, May 30, 2010 8:57 PM
To: midcurrutuck@ncturnpike.org
Subject: Mid Currituck Bridge

My name is Mary Kaye Umberger and I am a permanent resident of Corolla living year round at 1002 Corolla Drive in the Whalehead community and I am responding to the DEIS of Mid Currituck Bridge.

I am totally oppose to the construction of the Mid Currituck Bridge. I own a business , Dolphin Watch Gallery, in Corolla located at TimBuck II. I am starting my 18 year in business in Corolla. When I open my business, I knew the limitations of being in a seasonal locations. But I chose it because I like the peace and quiet of being in Corolla. Your proposal with traffic will destroy access to many of the businesses of Corolla. This is just not fair to the people that own businesses. Our town is very fragile and the last thing we need is anything that makes it difficult to get to a business. I don't believe you have thought about that.

We really do not need a bridge. It seems to me that the only people that want the bridge are the people of Dare County(Sanderling , Duck, and Southern Shores). Maybe they could be satisfied if it was the lower Currituck Bridge and came in closer to them. I understand their limitations, but Corolla had the wisdom to make their retail space to accommodate good traffic flow. I am sorry that Duck did not have that wisdom but don't punish us because they have a traffic problem. Please do NOT make a problem for us!

Thank you,
Mary Kaye Umberger
P.O. Box 352
Corolla, NC 27927

Subject: No-build alternative
Date: Friday, June 4, 2010 12:04 PM
From: joansteve2414@comcast.net
To: <midcurrituck@ncturnpike.org>

From: DCBASecy@aol.com <DCBASecy@aol.com>
Subject: Mid-Currituck Bridge Comment Form (not previously attached)
To:
Date: Sunday, May 30, 2010, 12:42 PM

DUCK COMMUNITY AND BUSINESS ALLIANCE

P.O. Box 8251, Duck, North Carolina 27949

John Wander, President Ed Brooks, Vice President Ed Brooks, Treasurer Lynne

Alterman, Secretary

Board Members – Steve Alterman, Jon Britt, Lisa Newbern, Don Zerbe

Mid-Currituck Bridge Public Comment Form

Name: ___Stephen & Joan Unangst___
Street Address: ___902 Windward Way___ Apt./Suite # ___
City, State, Zip: ___Corolla, NC 27927___

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

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

Email: midcurrituck@ncturnpike.org <<http://sz0094.wc.mail.comcast.net/mc/compose?to=midcurrituck@ncturnpike.org>>

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

NO BUILD- As a resident of Monterey Shores, this project will negatively impact our development severely. As a sound side development, the wildlife habitat and views of the sound are major factors that attract both renters and residents to this area. This bridge will negatively affect these factors. If this bridge is built, our community will have sunset views interrupted by this highway running right through the middle of the sound. This might be okay with ocean side property owners, however it is

completely devastating to the sound-side properties. It seems to me that no project should be considered when the positives and negatives do not affect everyone equally. Furthermore, you have a large contingent lobbying for this project that are not even in the county that has to absorb all of the fall-out this project will create. I moved here from New Jersey to get away from exactly what this bridge will lead to. I have seen it and lived it first-hand. If you believe this bridge is the pot of gold at the end of the rainbow, go visit the Jersey shores. This project will be the pathway to becoming just like them. I realize there are many opinions both pro and con, but when there is this much difference in opinion, the best action is no action. I believe, like many of us, that the northern obx is already absorbing many changes that come with future development. So far, we adjust to the 100 days of summer and still have a great 265 days of a pristine sanctuary. In other words, vacationers get a great place to visit and the property owners still have the beauty and serenity they came here for. This island without the bridge still offers the best of both worlds. Please don't fix what ain't broke.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

CHARLES L. AND JANAN B. USHER
121 OCEAN BOULEVARD
SOUTHERN SHORES, NORTH CAROLINA 27949

May 18, 2010

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

Dear Ms. Harris:

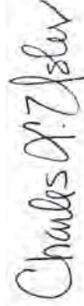
In response to the invitation for public comments we received by mail, we are writing to comment on alternatives outlined in the Draft Environmental Impact Statement for the Mid-Currituck Bridge Project. We have long advocated the construction of the bridge and strongly prefer alternative MCB4 to alternatives ER2 and MCB2 because they include widening the road on which our home is located and adding wide ditches on both sides of the road.

As residents on the west side of Ocean Boulevard, this action would impede our family's access to the beachfront, but more important is the detrimental impact it would have on the character of our community. While it is true that traffic on the road is sometimes heavy from May through September, the flow actually becomes congested only at certain times of day during the peak tourist season. Converting the road to a multilane highway to avoid these limited periods of congestion would create a barrier to the beach for our entire community and visitors. In addition, the purchase of easements would represent a wasteful expenditure of public resources, especially given land values in this area.

Having built our home in 1982, we witnessed firsthand increases in traffic resulting from successive extensions of Route 12 and the resulting development of Duck, Sanderling, Pine Island, Corolla, and Carova. The expansion of the Wright Memorial Bridge in 1995 and improvements to the intersection of Route 12 and 158 near the Aycock Brown Welcome Center were effective in eliminating the traffic backups experienced in the 1980s and early 1990s. As a result, congestion along Ocean Boulevard rarely causes traffic to come to a standstill, but follows predictable patterns during which it slows, but continues to move. On Saturdays and Sundays during the summer, it is heavy going south from 9 a.m.-12 p.m. and going north from 2-5 p.m. During weekdays in the summer, the combination of tourist traffic and local residents driving to and from jobs produces shorter periods of congestion at lunch and around 5 p.m. The only other predictably congested periods are rainy days when tourists cannot go on the beach, but travel to tourist sites or shopping areas. Again, it is unusual for the flow of traffic to become slow other than during these periods.

In summary, any marginal enhancement of peak-season traffic flow from the addition of a third lane along Ocean Boulevard would be more than offset by the devastating impact it would have on the quality of life in our community. Alternatives that include a wider road and wide ditches on both sides of the road would create a barrier to enjoyment of the beach by residents and visitors alike. Thank you for considering our perspective on this situation.

Sincerely,



Charles L. Usher



Janan B. Usher

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Additional Comments:

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Charles L. Usher
 Street Address: 121 Ocean Blvd Apt./Suite No. _____
 City, State, Zip: Southern Shores NC 27949

Please add me to your newsletter mailing list.
Comments
 Your opinions are important to this project. Please use the space below to write your comments. If you need additional room to write, please use additional paper or take additional comment forms.

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4
does not include widening NC12 through
Southern Shores

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
indifferent

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
indifferent

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
reverse center lane - more efficient use of
space & less costly

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
widening Route 12 through Southern Shores
would have a very detrimental impact on
quality of life, particularly ~~the~~ accessibility
of beach

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.
NA

Additional comments:

Please leave your completed comment form at the reception table or mail it to:
 Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org
Your comments must be received by the close of the comment period on June 7, 2010.

From: svangelder@rcn.com [mailto:svangelder@rcn.com]

Sent: Saturday, May 01, 2010 3:20 PM

To: Brown, Don

Subject: Re: EIS study recommendation

I forgot to add to my prior comments that we have been homeowners in Currituck County for 23 years and have seen a lot of change (not to mention paid more than our fair share of property taxes). For many we know, summer traffic congestion has become a deterrent to wanting to visit in the summer, especially in August when there is an increased chance of needing to evacuate for a hurricane. A bridge would be a tremendous help.

Susan Van Gelder

Sent from my Verizon Wireless BlackBerry



To Whom It May Concern:

3 May 2010

As a family with a home on the Outer Banks, we are delighted that this bridge may finally be a reality. Most of the summer residents come from the upper East coast or the Midwest. It will make the Outer Banks more attractive as a summer get-away. It will also be safer since Highway 12 will not be as congested for 3-4 months that we have the increase in population.

Thank you for sending out the Draft EIS Study. We vote for the recommended alternative; MCB4. We look forward to hearing more about the results of a final decision.

Sincerely,

Nick and Carol Vamvakias
5102 Gainsborough Drive
Fairfax, VA 22032

From: Susan VanGelder [mailto:svangelder@rcn.com]

Sent: Thursday, April 29, 2010 10:52 AM

To: midcurrituck@ncturnpike.org

Cc: mkerrigan@rcn.com

Subject: EIS study recommendation

To whom it may concern:

As homeowners on the Outer Banks in Currituck County, my husband and I support the EIS study recommendation that a mid-county bridge be built to alleviate traffic, especially during hurricane warnings and other significant storms. We, as many homeowners and renters in Corolla and Duck, live north of the Outer Banks and would benefit tremendously from reduced travel time. We would also support paying a significant toll to be able to do so.

Susan Van Gelder
Mark Kerrigan
470 Pipsi's Point
Corolla, NC

Name: Steve Vassos
Address: 219 Wax Myrtle
City: Southern Shores
State: NC
Zip: 27949

Email: stvnet scape@netscape.net

Comments: Thank you for your continuing efforts to complete this much needed toll bridge. Please continue with you very best efforts to make the bridge a reality, sooner than later! Sincerely, Steve Vassos

From: Via
To: Harris, Jennifer
Sent: Mon May 17 18:08:56 2010
Subject: Mid Currituck Bridge

I would like to express my complete support of the Currituck Bridge, option

MCB4. I have been coming to Southern Shores for > 20 yrs and have witnessed the traffic increase over the years to bottle neck volume. My in-laws, who lived on the Sound, had to evacuate several times due to hurricanes and the whole process is not acceptable, it is dangerous.

No one who lives in Southern Shores wants to see Highway 12 destroyed with one of the options. Please build the bridge! We have waited so many years!

Patricia S. Via
property owner
Southern Shores

From: coldspringsfarm@comcast.net [mailto:coldspringsfarm@comcast.net]
Sent: Wednesday, May 26, 2010 11:17 PM
To: midcurrituck@ncturnpike.org
Subject: Support for Mid-Currituck Bridge Proposal

Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 19, 2010

Name: James P. Waddell
Street Address: 562 Ocean Trail
City: Corolla State: NC Zip: 27927

Comments

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I support MCB4. A two lane mid-Currituck bridge and the two evacuation lanes. I strongly believe this approach to the mid-Currituck bridge is the most efficient and environmentally respectful way to connect the Currituck mainland with the Currituck outer banks beaches. I believe this bridge will make the beaches more accessible and will promote a sustainable level of economic progress for the county. The new jobs created by growth in tourism will presumably be filled by current and new residents who will live on the affordable mainland and will use the bridge to commute. The benefit to Dare County is tremendous. By reducing the through traffic in Southern Shores and Duck, the Currituck bridge can help

greatly to preserve the historic charm of those established communities. MCB4 is long overdue.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I support C2, terminating the bridge in an established commercial district. I feel that the bridge terminus is a natural spark to increasing commercial businesses and tourism. More shops and services will naturally spring up around the bridge entrance. Landing it in a residential area will only contribute to commercial sprawl, which, in the long term is a detriment.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A is probably a less impactful option than building a second bridge to accommodate a toll location.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane

to US 158 or reversing the center turn lane during an evacuation and why?

I support reversing the center turn lane as the most cost effective and sustainably intelligent approach to emergency situations like hurricane evacuations.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft

Environmental Impact Statement that you feel should be considered?

Overall I'm most concerned about the impact of proposals that seek to widen beach roads until they become 5, 6, 8...??? lane super-highways. This is the sort of approach that breeds haphazard sprawling commercial style strip malls that are now characteristic of Kitty Hawk, Kill Devil Hills and Nags Head. I feel such widened roads are very unsafe to the barefoot family vacationers who are really coming here to enjoy a quieter, slower pace of life for the few days or weeks they can spare from the hectic drive-through life back home. Our beach towns are sought for their respite from the urban and suburban sprawl lifestyles. And by tradition, American beach towns should be quaint, charming and should foster a sense of reflection, solitude and unhurried togetherness. Somehow Duck has managed to retain some sense of place and history that has sadly been lost or diminished in towns further south. Multi-lane highways are not the panacea but they are a great problem. We should be enacting zoning policies that encourage communities to grow with a sense of character and place...with residential areas and distinctive downtown shopping and recreation areas. Bridges are some of the most striking and beautiful ways to solve access needs. Like historic lightouses, well designed bridges can and do enhance the beauty and enjoyment of the beach atmosphere in ways that multi-lane highways can never compare.

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.

North Carolina Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Or E-mail: midcurrituck@ncturnpike.org

Subject: Public Comment on DEIS for Mid Currituck Bridge

Date: Monday, June 7, 2010 11:23 PM

From: PETER WALDRON <peter218@prodigy.net>

To: <midcurrituck@ncturnpike.org>

Cc: <jennifer.harris@ncturnpike.org>

June 7, 2010

Ms. Jennifer Harris
NC Turnpike Authority PBS& J
1578 Mail Service Center 5200 77 Center Drive, Suite 600
Raleigh, NC 27699 1578
jennifer.harris@ncturnpike.org

Re: Draft Environmental Impact Statement for the Mid Currituck Bridge

My name is Peter Waldron and I am a non residential owner of property in the Ocean Sands development (707 Spinnaker Arch) and a tax payer in Currituck County. I am writing to oppose the building of a Mid Currituck Bridge. I am also writing to object to the DEIS as presently constituted. I have read through the DEIS and I find that it to be a disingenuous document and skewed in its outlook: providing arguments unsupported by evidence which justify the building of the Mid Currituck Bridge. The DEIS lacks sufficiency and appears to consider options that lead inexorably to the building of a Mid Currituck Bridge. I find the DEIS flawed in a number of ways.

Although I am and have been a tax payer in Currituck County since 1993 I have received no notification of any proposal over these years nor for this present project even though one of the options (the Bridge terminus joining NC 12 at the south end of Albacore St) will directly affect me. Not once in 17 years of discussion of this Bridge, even as the rumors associated with it have swirled about, have I received any notification for public input as plans were made so that I might be able to comment. This gives me little confidence in what is meant by the public having input. The only way that I learned of the current DEIS and the Bridge project was accidentally and by word of mouth.

And yet on p 13 of the DEIS it states that "alternatives were developed for all interested parties environmentally including human and environmental."

In addition there is another serious encumbrance to this draft document and that is the

From: C.W. Walck [<mailto:cwalck1@cox.net>]

Sent: Thursday, May 27, 2010 1:21 AM

To: midcurrituck@ncturnpike.org

Subject: Mid-Currituck Bridge Project

To: Ms. Jennifer Harris, P.E.

We are the property owners of 26 Dolphin Run which would be directly impacted if any current or future alternative other than MCB4 is put in place. We support the selection of Alternative MCB4 as the plan to follow in the planning and completion of the Mid-Currituck Bridge.

Sincerely,

Mr. & Mrs. Claude W. Walck

unavailability of information upon which it seems based, i.e., what has been referred to as the underlying data perhaps to be found on a referenced CD. I have been unable to obtain a copy and I find the lack of formal notification on the part of NCTA and the lack of information and its inaccessibility to be a disqualifying factor in moving forward as far as a final EIS.

I regret that I do not have the time as a citizen to address the multitude of issues that I found indiscernible as I worked my way through the DEIS. But let me address some of the obvious ones. For example, search though I did, I found no information presented about how many people and cars are projected to come to the Outer Banks once the Bridge is built. Or even how many come now. This seems fundamental to any fair analysis of what impact the Bridge would have on the Outer Banks. It seems preposterous that one can proceed without these numbers. Since I cannot imagine any serious and real planning that might have looked at such fundamental data, I have to conclude that this information, vital to providing a picture of the Bridge's impact, is being withheld for some other reason. If this information, and I mean on a year by year basis and not just what NCTA thinks congestion will be or not be in the year 2035, is not part of

the plan, I suggest that the DEIS be returned to the drawing board and that a thorough study be made of the human and vehicular impact in all its aspects, both positive and negative. Certainly those who built and opened the Virginia's nearby Chesapeake Expressway had and have some sense of revenue, number of cars and tolls collected in their planning and I would guess there is even a sense of how many Expressway users visit the Outer Banks. What are the Bridge's projected revenues and how do they fit in with the human and environmental toll that will take place once in place. I find this analysis wanting.

One section of the DEIS takes a crack at the issue of whether crime will increase. This issue is raised with an equally quick dismissal citing statistics for crime at various time intervals in Dare County (which raises an eyebrow since all the pressure for this Bridge seems to come from traffic complaints out of Duck) as well as Currituck County and the State of North Carolina, all of which according to the data appear to show that crime is receding. A simplistic response is that there is no threat to crime increasing. I would think that a much better gauge would be to present information that is relevant to the Outer Banks which is under discussion and its periods of growth, including the number of cars that now cross over from the Wright Brothers Bridge and to show crimes specific to the Outer Banks as it has been developed and seen its bouts of growth, eg, over the last decade. While it is good news that county crime may well be

dropping, Currituck County is a much larger entity than the Outer Banks with its singular demographics. I would think a fairer approach would be to make comparisons within the Outer Banks itself over time as growth has exploded. Although I do not have these figures, I would hazard to guess that as there has been strong growth in the Outer Banks community that crime has become more of a factor along with this past decade's growth.

The cost of the tolls seem to be undetermined (a range of \$6 to \$12) at this stage and that makes me wonder what kind of plan there is in place for funding. And if funding is an issue I wonder whether or not issues that have to do with the changes to the human and physical environment are being addressed at this point in time. Funding decisions by their nature will impact the natural resources of the Outer Banks and I do not see this issue properly and honestly addressed. There appears to be no solid information as to the expected use of the bridge by motorists and no projections are presented. I have to wonder what kind of plan there is that cannot present all of the fiscal alternatives. Otherwise this will fall to the taxpayer, low interest TIFIA notwithstanding. Am I to believe that estimated tolls of \$ 6 to \$12 will be sufficient to repay in full the cost of this project? The math is simple enough. It will take between 50 million

to 133 million collections per vehicle visit to pay for the funding of the Bridge. Is this realistic? Can we really expect these tolls as realistic numbers or will they be much higher as one might soon guess? Where is the analysis of the true cost versus the benefits. Both now and in toll collections.

I find the No Build alternative presented and dismissed too quickly. Why not a more thorough look at its consequences with supporting data.

The DEIS raises the issue of how it will affect cohesion in the community but not how it will affect communities. Why is this ignored?

The DEIS raises the issue of potential damage to fish, wildlife and natural resources and makes the choice of what is the least damaging. Why does the standard have to be the least damaging?

The DEIS raises the issue of other factors in the study and the "potential impact on

communities and humans and natural resources “ (p 13).

I found the analysis on human impact inadequate. We humans are after all required to be considered by definition in an EIS. How will the Outer Banks handle what “ common sense “ suggests will be a huge influx of new visitors. Where are the infrastructure plans that will handle people coming to the Outer Banks daily and in increasing numbers. Where are the parking and rest facilities and water supply and treatment plans, already stretched thin or nonexistent, that take into consideration what can only be expected to be significant growth? What other vital support systems are in any planning other than to build a Bridge ? The Bridge clearly puts the cart before the horse. on this matter .

As far as the impact on natural resources, it is a fact that the wild horses have had to be moved to the unpaved road area of Carova.. Presently none of our beaches are cleaned or maintained through county budgeting although plenty of taxes are collected from Outer Banks property and occupancy taxes. After a few weeks of summer visitors the beaches are full of trash including abandoned cabanas which sadly reflect negatively and make the Outer Banks less attractive. The dunes, already fragile, will only deteriorate unless real efforts are made to preserve them which means a real commitment of time and resources. I fear for the wildlife as uncontrolled and unplanned growth take place with no long range plan. And I repeat there has been no plan set forth other than to increase growth by building a Bridge. One only has to look, to the BP Gulf oil spill to see the fragility of our own Outer Banks’ natural environment and how easily it can slip

away. Little is addressed in this matter other than cursory nods to how much fish and wildlife will be displaced during the building of the Mid Currituck Bridge. Nothing thereafter.

Finally, the DEIS states that a Mid Currituck Bridge fulfills these needs:

1. Improve traffic flow on 158 and NC 12. Again, there is no data on what the traffic flow is and therefore how can there be any data on how to ease it. I would strongly suggest that a Bridge would increase development and guests to the Outer Banks . I would think that the use of data from when the Wright Brothers Bridge added a span going from two lanes to four would a good place to begin to provide updated information and I would hazard that it would show that traffic significantly grew both on NC 12 and on US 158. Why was this not made part of the analysis?

2. Substantially reduce travel time between the mainland and the Outer Banks. The difficulty with this statement is that it is the very remoteness which give the Outer Banks its mystery and charm. To make traveling easier without real thought and analysis cheapens any visit and will predictably degrade the State of North Carolina’s most precious natural resource. I drive almost five hours from Washington DC although I would love the two hour savings offered in the DEIS as a carrot. There cannot be a tradeoff if the sheer unspoiled but threatened beauty of the Outer Banks is lost.

3. Hurricane evacuation. Hurricanes generally move 10 to 15 miles per hour and quickly get the attention of state transportation officials as well as the Governor in plenty of time, for evacuation difficult though it may be. Hurricanes are not tornados which can spring up suddenly. This argument apparently is so weak that it was shelved in the last serious attempt to move the bridge project forward and does not merit serious consideration for spending \$800 million for a once a year event. I have been evacuated from a number of autumn hurricanes along with others. Yes, there is the inconvenience of having to travel and to be tied up in traffic but these are once a year events if that and part of life’s overhead. Further I cannot see that a Mid Currituck Bridge would do anything other than create a different but just as severe bottleneck on both side of the mid county Bridge and US 158 as well as at the Wright Brothers Bridge especially as there

is likely to be an explosion of even more growth, none of which is documented in the DEIS.

In conclusion I reject the DEIS document as flawed, not evidence based and legally insufficient and I am disappointed that what has been presented is not up to the standards of a careful look at all options and a full and fair analysis of a full range of how this project will impact the Outer Banks in all its environmental aspects. It appears more to be a justification for the building of a bridge. I urge you to revise this document to take into account many of the issues that have been raised by both the community and myself for review and public comment. It does not meet the rigor of the National Environmental Policy Act.

Peter J Waldron
218 2nd St SE
Washington DC 20003
202 544 6539
Peter218@prodigy.net Peter Waldron
218 2nd St SE

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202 544 6539
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**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Charles Walker
Street Address: 5926 Glenhaven cres Apt./Suite No: _____
City, State, Zip: Norfolk VA 23508

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I believe evaluation of ER2 is not viable, I guess you have to have a baseline. I believe the bridge is definitely needed. Any increase in capacity of MCB2 is/will be helpful so I back MCB2.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C1. I believe there is already significant congestion in the Food Lion Tim Buck II commercial area will only ~~make~~ make the situation worse. As a home owner in Crown Point I feel my access will be diminished.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I really think this is a decision for folks on the mainland to make, All being equal why not make decision on cost.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I prefer reversing center turn lane during evacuation. A third lane for evacuation only is in my view a waste of \$.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The loss of left turn onto NC 12 is a concern. Not familiar with the right turn to make a left after a U turn may be OK just never done it before.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

NA to my situation

Additional comments:

I support the bridge construction & widening NC 12. I prefer CI for OBX landing.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: <Walkercom2@aol.com>
Date: Fri, 28 May 2010 10:11:43 -0400
To: <midcurrituck@ncturnpike.org>
Subject: I strongly support the mid-Currituck bridge

Dear Sir or Madam:

As Duck, NC, homeowners, my wife and I strongly support the building of a mid-Currituck bridge as proposed by the NC Toll Authority. In fact, such a bridge is way past due in order to ensure safe exit during storms and relieve traffic pressure on NC 12 without significant modifications to the road that would damage the village atmosphere of our wonderful Town of Duck. Travel along Route 12 has become virtually unbearable on summer weekends, and the only way to alleviate that situation in a meaningful way would be to build the mid-Currituck bridge, in our opinion.

Yours truly,
Joseph L. Walker III
Owner, 107 Plover Drive, Duck, NC

Contact:
735 Harbor Side Street
Woodbridge, VA 22191
P: 703-491-3301
C: 703-609-3042
F: 703-491-3304
www.walker-communications.net

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Margaret B Walker
 Street Address: 5916 Glenhaven Ln Apt/Suite No: _____
 City, State, Zip: Norfolk, Va. 23505
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
I believe MCB2 because I think these roads need to be wider.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
I prefer MCB2 with the alternative C1 because it will effect less businesses.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
I think it should be a cost decision.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing center lane for evacuation.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

The inability to not make a left turn ~~coming~~ in the neighborhoods.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.



Ms Jennifer H. Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 May 10, 2010

Dear Ms Harris:

We are writing in regards the Mid-Currituck Bridge Project and wish to voice our support for the MCB4 option listed in the flyer we received from the NC Turnpike Authority.

We live in Duck 6 months a year and find the traffic going to and from Corolla on summer weekends (rental turnover days) is so congested that it makes any of our getting out plans very difficult. If not impossible. Our greatest fear is that there would be an emergency evacuation during this time when NC 12 is a parking lot. Widening or modifying NC 12 through Southern Shores and Duck would not only destroy our community paths and be extremely expensive but would not solve the basic problem of people needing a better access or exit to /from Corolla and points north.

Please record our support for the MCB4 option.

Sincerely,

Ed and Doris Walsh
 12917 Forest View Drive
 Beltsville, MD 20705

In Duck:

113 Skimmer Way
 Kitty Hawk, NC 27949

Email: ed.john.walsh@gmail.com

Good Evening:

I am John Wander representing the Duck Community and business Alliance. Our members are home owners and businesses in Duck.

I would like to make just three brief points, considering many of the details we support have already been mentioned.

1. we compliment the toll authority staff for presenting such a thorough and comprehensive draft of the alternatives and their consequences.

2. we strongly support the MCB4 alternative recommended by the toll authority. ^{31,000,000} (158,142,516,000)

3. we remain unanimous in our opposition to any general widening of NC-12 through Southern Shores and Duck.

Thank you for the opportunity to make these comments for the record.

From: info@ncturnpike.org [mailto:info@ncturnpike.org]

Sent: Monday, May 31, 2010 1:21 PM

To: midcurrituck@ncturnpike.org

Subject: Comment: Mid-Currituck Bridge

Contact Information

Name: James Warren

Address: 10 Skyline Road

City: Southern Shores

State: NC

Zip: 27949

Email: unccnu@embarqmail.com

Comments: Thanks for the opportunity to comment on the Mid-Currituck Bridge. I realize it is time-consuming and exasperating for visitors headed to Duck, Corolla and other areas north of Southern Shores on Saturdays and Sundays during the summer season, but one should realize that the traffic delays are for only a few weeks of the year. To me, the cost of a bridge to satisfy a small number of people for such a short time period is not justified. It is obvious that merchants in the Kitty Hawk and Southern Shores areas will suffer great losses of revenue when visitors no longer travel through those areas. In addition, the lives of residents in the Aydlett area will be very disruptive and never the same if a toll road and bridge are located in that area. There are other alternatives which could better serve the needs of visitors and the Outer Banks and not cause the turmoil with problems which the Mid-Currituck bridge will bring. Sincerely...James Warren

June 4, 2010

Mr. John Page
Parsons Brinckerhoff
909 Aviation Parkway, Suite 1500
Morrisville, NC 27560

RE: Mid Currituck Bridge Study, Aydlett, NC

Dear Mr. Page,

We are completely opposed to having a Mid Currituck Bridge or its facilities in our community of Aydlett.

We have only been homeowners here for five and a half years. The reason that we chose to make Aydlett our retirement home was the peace, privacy and serenity that it offered. This has been my husband's dream - to live on the water and retire in peace and quiet. He worked at Ford Motor Co. for over forty years in order to achieve it.

It seems inevitable that this project is going to take place with no consideration at all of the residents of Aydlett. After reviewing the options that are being considered, we would definitely prefer the ground level approach over the high-rise. We are assuming that consideration is being made about the sound factor, which will affect us terribly, by having a heavily vegetated buffer along the new roadway. We recommend that the toll booth, offices, information facility, and all parking would be situated on HWY 158. We would like to see the bridge corridor C1 across the Currituck Sound.

We appreciate your consideration of our concerns and suggestions in this matter.

Sincerely,


Robert and Linda Wasinger
385 Narrow Shore Rd.
Aydlett, NC 27916

252-453-2345

From: ejwod@aol.com [<mailto:ejwod@aol.com>]
Sent: Thursday, May 20, 2010 4:18 PM
To: Page, John
Subject: Re: Test

John,

My wife Dana and I have owned our home in Corolla on the sound since 1993. We have seen and lived thru Corolla's growth. We have yet to be convinced whether this bridge is a good or bad think for Corolla or for that matter Currituck County.

If this project does move forward my main concern is traffic/noise associated with it. Let's start with traffic of the two points of landing in Corolla I would like to know if traffic flow studies have been done at the height of the summer vacation season.. The traffic currently at Timbuck II traffic light is horrendous in the summer time...biking is your best option. My concern would be how do you plan to handle the additional flow of traffic without causing major congestion for the folks that live in Corolla during the summer.

The northern landing would seem to have more space available to address some of the flow issues along Rt12. Additionally, how would you handle traffic coming over the new bridge that wants to travel northward??? Anyone coming off the bridge turning north would seem to present a problem with keeping traffic flowing.

Assuming you can address these issues if you do increase traffic flow along Rt12 I would request that we look into a pedestrian walkway over Rt12 since it will become more and more dangerous to try and cross Rt12 during the summer season when many families/children are here.

I look forward to hearing how these and the other issues associated with this project will be addressed.

Corolla is a beautiful place,,i'm not looking to stop progress but these are concerns that hopefully can be discussed and solved before we create more problems than we are solving.

Let's keep making the community better.

Ed Wasloski
852 Oakridge Ct
Corolla, NC

-----Original Message-----
From: Page, John <PageJ@pbworld.com>
To: ejwod@aol.com
Sent: Mon, Apr 5, 2010 7:15 am
Subject: RE: Test

Dear Mr. Wasloski:

We will look forward to receiving your comments.

John Page
Parsons Brinckerhoff
Project Manager

From: ejwod@aol.com <<mailto:ejwod@aol.com>> [<mailto:ejwod@aol.com>]
<<mailto:ejwod@aol.com>?>]
Sent: Sunday, April 04, 2010 9:32 PM
To: midcurrituck@ncturnpike.org <<mailto:midcurrituck@ncturnpike.org>>
Subject: Test

Hello,

I'm a homeowner in Corolla on the sound,,, just wanted to confirm this address so I could submit comments on the proposed bridge.

Ed Wasloski
852 Oakridge Court
Corolla, NC

Accelerated Development of the Currituck Outer Banks is Poorly Assessed – Reducing travel times and distances to the Currituck Outer Banks, regardless of the benefits of reduced congestion, will significantly accelerate development in the area. The DEIS downplays this impact, suggesting “the road-accessible portion of the Outer Banks is already largely developed.” However, there is a significant inventory of undeveloped lots throughout this area, particularly in Currituck County. Many of the current developments are only 60-70% build out, which would indicate that an almost 50% increase in the number of houses is feasible with improved accessibility. This level of development will significantly increase the number of temporary residents (i.e., renters), especially throughout the hurricane season.

The DEIS also says there is essentially no potential for change in development location, rate, or type in the non-paved road-accessible Outer Banks. The bases for this finding are limited and poorly considered. For example, the Washington Post reported (May 17, 1998) in their Sunday travel section that “... on a prime summer weekend, a thousand folks will head out to Carova Beach, at the northern tip of the Outer Banks, just to do the Daytona thing.” And, “in summer, so many autos get stuck [in the sand] that a local tow operator stations a truck at the entrance to save time.” I traveled to Corova in the summer of 2009 and found this to still be true; the level of traffic on the beach is astonishing. This too would be expected to increase by the same proportion over current levels of activity.

Hurricane Evacuation Benefits are Overstated – Building the Mid-Currituck Bridge will result in an expectation of more people on the Outer Banks at any time. This is apparently overlooked in the evacuation analysis. Also, operating procedures are not addressed in the DEIS but it is apparent that collecting tolls on the bridge during a hurricane evacuation will potentially impede the flow of traffic significantly. An additional Project Commitment by NCTA and Currituck County should be made to the effect that tolls will not be collected during a mandatory hurricane evacuation.

Natural Resource Impact Considerations are Incomplete – Negative impacts of natural resources are minimized and potentially positive impacts are emphasized, however, all impacts are only superficially mentioned in the DEIS. This prevents the public from gaining a true picture of the potential impact of the Mid-Currituck Bridge on the environment. And the environment is a significant reason many vacationers and residents are attracted to the Outer Banks. An example is the section on wetlands impacts, which will be substantial under all alternatives. No mention was made of trying to minimize these impacts by building an elevated roadway along the existing Aylette Road, rather than crossing Maple Swamp along a new right-of-way.

NCTA Faces an Unavoidable Conflict of Interest – Since the NCTA will be dissolved if the no-build alternative or ER2 is selected, the organization faces a conflict of interest in this issue. The NCTA should not be involved in the preparation of answers to questions on the DEIS or any other activities related to the preparation of decision documents on this project.

Sincerely,

George M. Webb, Jr., P.E.

George M. Webb, Jr.
615 Woodmans Way
Crowsville, MD 21032
SandyWebb@mbmac.com
Phone 410 626 1002
Fax 410 269 1530

June 14, 2010

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

VIA email: midcurrituck@ncturnpike.org
Subject: Comments on Draft Environmental Impact Statement (Federal Aid Project Number: BRSTP-000S(494))

Dear Ms. Harris:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Mid-Currituck Bridge Study. I have been a property owner in Whalehead Beach since 1982 (Lot 2, Section 13) and have enjoyed vacationing on the Currituck Outer Banks for more than 30 years. I am a significant stakeholder in the decision on whether and where to construct a new bridge to the Currituck Outer Banks. I pay several thousand dollars to Currituck County each year in property tax, sales tax, and other fees. On average I make 6-8 trips by car from my home in Crowsville, MD each year. Also, I am a Professional Engineer and an environmental consultant with more than 35 years of professional experience.

I have some serious concerns about the assumptions made in the analysis supporting the conclusions of the DEIS and believe some issues have been either overlooked or inadequately addressed. My concerns are summarized herein.

Proposed Bridge Funding is Discriminatory – Benefits of all build options addressed in the DEIS will accrue to all travelers to the Outer Banks, reducing travel congestion throughout the project area [the first identified need of the project is “The need to substantially improve traffic flow on the project area’s thoroughfares (US 158 and NC 12)”. However, the cost for funding this significant project will fall almost solely on travelers going to Currituck Outer Banks through tolls collected on the Mid-Currituck Bridge (alternatives MCB2 and MCB4). It is imperative that all travelers share in funding the project.

Secondary Impacts are Overlooked or Minimized – Numerous secondary impacts of this project are mentioned only in passing or assessed in the narrowest terms. For example,

- **Flooding along NC 12**: NC12 floods along much of its length during typical rain events not just at the three or four intersections mentioned in the DEIS. MCB4 does not address this condition at all beyond the intersections proposed to be (re)constructed.
- **Accelerated sea level rise**: This is mentioned as a reason to support MCB4 by providing an elevated roadway and possibly the only access road to the Currituck Outer Banks. This analysis is woefully incomplete without consideration of how sea level rise will affect the housing stock and desirability of the Outer Banks as a vacation destination in the near to medium term. Accelerated sea level rise could obviate the need for this project altogether and should be carefully considered before making the substantial commitment required by this project.
- **Potential business impacts**: The impacts to businesses go substantially beyond the need to modify access to a handful of businesses adjacent to the new intersections. For example, all businesses along US 158 south of Aylette Road will see the number of prospective customers diminish substantially as the Mid-Currituck Bridge siphons off many of the travelers they might expect to patronize their business.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

MAY 25 2010

Name: JOSEPH & DEBRA WEIZAND
 Street Address: 289 DUCK ROAD Apt./Suite No.:
 City, State, Zip: SOUTHERN SHORES, NC 27949

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

As year-round residents on NC12 in Southern Shores, we support the Nc Turnpike Authority's FHWA's recommended Alternative of MCB4 because it does not include widening of NC12 in Southern Shores.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

No preference

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No preference

MAY 19 2010

JACK W. & FAYE N. WEBB
 1103 LAKEPOINT LANE
 SUFFOLK, VIRGINIA 23434

May 13, 2010

North Carolina Turnpike Authority
 1578 MAIL Service Center
 RALEIGH, N. C. 27699-1578
 Attn: Ms. Jennifer H. Harris, PE

Re: Proposed Mid-Currituck Sound Bridge

Dear Ms. Harris:

It is our understanding that you are in charge of the negotiations for the proposed captioned project and thus we are addressing this letter to your attention.

We have for many years enjoyed a beach home at 32 Ocean Blvd in Southern Shores. Needless to say the build-up of traffic which has been a necessary part of the development of the northern outer banks has not been a positive for us.

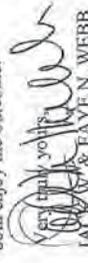
Also, we have wondered many times when threatening weather came along how in the world we would all respond to a need for evacuation. In fact we remember very clearly that on such an occasion one of our sons was at the cottage with his family when an evacuation prefer came through.

After some two hours of trying to get on the highway without success, he gave up and decided to "just ride it out". Since that time, conditions have only gotten worse, so we think the provision of another evacuation route should be the overwhelming consideration for those who will make the decision on the route to be chosen.

Clearly, it would seem, that the only alternative is that referred to as "MCB\$".

Further, when one considers the physical properties of this fragile area, one concludes pretty quickly that widening roads etc is not the answer as it would seem to "do more harm than good".

Thank you for the thoughtful attention I'm sure you will give this decision, and may we both enjoy the outcome!


 JACK W. & FAYE N. WEBB
 Jack W. Webb

Comment for Question 5: With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Our property would be adversely affected by the widening of NC 12 in Southern Shores as part of both the ER2 and MCE2 alternatives. There would be no noise abatement measure taken in our area (NSA 10) for a variety of reasons, so we would be forced to bear the additional traffic noise and we already consider it intrusive and annoying during peak travel times and speeds.

While the number of affected homes and/or properties was identified in the DEIS and related Traffic Noise Technical Report, the type of property or residence doesn't appear to have been considered. That is, the number and type of persons mainly using the property or residence. We are year-round residents living on NC 12, but how many of the properties are mostly vacant except during the summer vacation rental season? How many permanent residents would be affected versus how many transient persons (temporary residents) would be affected? It would seem that traffic noise is less annoying and intrusive to folks just staying a week on vacation than it is to persons living in the home year-round. It may have benefited the findings to identify the number and type of individuals involved and not just the properties.

Additional Comments:

While we understand the need to collect tolls to recapture the cost of building the bridge, we feel the majority of that cost should be borne by the benefiting target audience - in this case, the transient and temporary population coming to the Outer Banks for vacation and other recreational reasons. Their migration to and from this area is a major factor in the decision to pursue building a transportation alternative. When we raised this concern at the Open House, we were informed that it is illegal to excuse toll paying for anyone but that consideration may be given to selling discounted passes. In lieu of free travel over the bridge for Outer Banks residents and it's businesses employees, we would expect to see a deeply discounted toll rate incorporated into these passes.

Weiland, 289 Duck Road, Southern Shores, NC, 27949

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

No preference

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Please refer to attached sheet

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Does not apply

Additional comments:

Please refer to attached sheet

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@netumpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Allen Weltmann [mailto:allen@weltmann.us]

Sent: Thursday, May 06, 2010 5:11 PM

To: midcurrituck@ncturnpike.org

Subject: Mid Currituck Bridge Project

Dear Sir/Madam

I am a homeowner in Southern Shores at 39 12th Ave. We do not rent our property as we spend summers there as well as all major holidays and other weeks during the year.

I am writing in support of the MCB4 proposal. As designed, this proposal would significantly reduce the traffic congestion during the high tourist season of the summer. It would significantly reduce the time for many tourists to reach their destination in the northern part of the island and likely increase property values, which in turn will increase property taxes and attract more tourists (due to the shorter driving time) adding to the economic base. It would also likely open up potential for additional retail and restaurant outlets on the main land as traveling there from the northern part of the island over the bridge will take less time than traveling into Kitty Hawk.

I like the notion of the MCB2 whereby Rt 12 would open up to three lanes thus providing a turning lane and again relieving any congestion. However, given the cost to do that, I don't believe it would be cost justified with the bridge lessening the traffic through changing the driving habits of tourists.

Sincerely Yours

Allen Weltmann

From: Lorraine Wenstrom [mailto:sadiew29@yahoo.com]

Sent: Thursday, April 08, 2010 12:01 AM

To: Page, John

Subject: Bridge terminus (questions from concerned citizen)

Dear John,

I live at 966 N. Harbor View in Corolla. I e-mailed you last December with my concerns about the bridge terminus on the beach side of Corolla. We are concerned about the committee choosing the north option. Our house would not be safe to live in if they chose the north option. We don't want a 4 lane super highway in our back yard. I have heard the traffic slamming on their brakes in the middle of the night, since they are not familiar with the deadly curve in route 12 behind us. If that dune and all of the trees are removed for widening the road behind our house, we may as well say good-bye to our house. I would not feel safe sleeping or having my children or grandchildren in the yard.

We bought our home in 2001 and love the serene nature of the area. We love the stars at night and the trees. We could have bought in Daytona Beach or Virginia Beach, if we wanted loud traffic and super highways. Please consider putting the bridge (if it has to be built) south of us and our neighbors. We hoped that the bridge would never be built, since we have plenty of notice for hurricanes. We were on vacation during the hurricane of 2003. We had 2 days to evacuate and had no problem or traffic leaving our home. Our bedroom and deck are in the rear of the house, and without the dune and trees behind us, it would be so dangerous. Our house would be unsafe to live in. That is a very dangerous curve in route 12. The tourists are not familiar with the curve and come speeding around it late in the night.

We have worked very hard on our house renovating it ourselves on our vacation weeks. We are not wealthy people and planned on coming there for years to come with our family. North Harbor View has already been affected by heavy rains and an overflow of a ditch would flood us and our street. Our street has a low area and when it rains hard, the street floods. This is another thing that you should consider. Please let me know if any plans have been made to move forward on this project and where the bridge terminus is planned.

You said in December that you would contact me on this so that we

could give you our input again. We are now retired and the summer rentals are a source of income for us.

Robert and Lorraine Wenstrom
3 Sundrop Watch
Ormond Beach, FL 32174

From: Lorraine Wenstrom [mailto:sadiew29@yahoo.com]

Sent: Sunday, April 11, 2010 9:00 PM

To: Page, John

Subject: mid Currituck bridge

Hi John,

I looked over the maps via e-mail. So, am I correct in reading them, that if the committee chose C2, they would not build a 4 lane highway behind ourhouse on N. Harbor view? The bridge would come in at Timbuck 11 and start the 4 lane highway south to the Currituck Club. That seems like the best choice for the homeowners on our street and route 12. TimBuck 11 and south is mostly commercial land and open space. We think that there would be many accidents and even deaths if the 4 lane highway was behind a residential area. This is prime rental area for families with children. We depend on our family rentals during the summer. Monterey Shores is a beautiful place. We want to come here for years to come without the noise and congestion of bridge traffic. Please add this to our public opinion. thanks.
Bob and Lorraine Wenstrom

966 N. Harbor view
Corolla, NC

Monday, June 14, 2010 1:30 PM

Subject: FW: Mid Currituck Bridge (more comments)

Date: Friday, June 11, 2010 11:04 AM

From: Brown, Don <BrownDo@pbworld.com>

To: <tracy.roberts@ncturnpike.org>; <jennifer.harris@ncturnpike.org>; Ryan Walsh <rwalsh@hshassoc.com>

Cc: "Page, John" <PageJ@pbworld.com>

[FOR THE PUBLIC HEARING RECORD](#)

From: Lorraine Wenstrom [mailto:sadiew29@yahoo.com]

Sent: Sunday, June 06, 2010 10:37 PM

To: Currituck bridge

Subject: Fw: Mid Currituck Bridge (more comments)

----- Forwarded Message -----

From: Lorraine Wenstrom <sadiew29@yahoo.com>

To: Owen Etheridge <currituckcommish@hotmail.com>; Vance Aydlett

<vaydlett@co.currituck.nc.us>; Gene Gregory <commissioners@co.currituck.nc.us>; Barry

Nelms <barryobx@compueasy.com>; Paul O'Neal <Sponeal@co.currituck.nc.us>; John Rorer

<john@jrorer.com>; Janet Taylor <jltaylor145@yahoo.com>

Sent: Sun, June 6, 2010 10:07:08 PM

Subject: Mid Currituck Bridge

Dear Commissioners,

We Own the property at 966 N. Harbor View in Corolla. My husband and I and most of

the residents of Monterey Shores do not want this bridge to be built. We were here for a hurricane

evacuation in 2003 and had plenty of notice to leave the island. Our property backs up to Rt. 12.

We have a large dune with plenty of trees to block the sound and lights of the cars. Since the last

survey, the workers cut large branches near the road and I can see cars. If you change this section

of Rt. 12 in choosing the Alt C1, there will be a 4 lane highway and a ditch in my back yard. We

worked very hard on our house on our vacation weeks from our jobs. We planned on retiring here

some day. That road is a dangerous road now, with the tourists speeding around the two dangerous

curves in the road. There will be accidents and deaths if you make that a four lane

Page 2 of 5

D-423

----- Forwarded Message -----

From: Lorraine Wenstrom <sadiew29@yahoo.com>

To: Bill Owens <Billo@ncleg.net>; Marc Basnight <Marcb@ncleg.net>

Sent: Sun, June 6, 2010 10:27:06 PM

Subject: Fw: Mid Currituck Bridge
Jennifer Harris,

This is a copy of the letter that we sent to the commissioners of Currituck County. Please read and give

us a reason why we need to spend \$700 million to build a bridge that will be used 26 days a year.

The residents that bought here knew that they would drive an additional 50 minutes to get to

the mainland side. That is the beauty of Corolla, NC.

Page 1 of 5

highway. We can hear the sound of cars late at night screeching on their brakes and almost running off the road. If you take away all of our trees and the dune, that will devalue our property along with harm our rentals. No one will want to rent a home with a ditch and a four lane highway with no protection. The dune and trees are what save my house. Our bedroom is in the back of the house, and we won't sleep in a house with a four lane highway in our back yard. There are several houses on our street that will face the same problem. We just spent hours updating, painting, and working on our home on our vacation weeks. We bought in Monterey shores to enjoy all the amenities, including the pool, tennis courts, boat launch, fitness center, playground, and piers. How are my tenants going to get to the other side of route 12 with little children to use the amenities? This is why they rent in Monterey Shores.

This house was bought to help us in our later years, not to cause us financial difficulty. Why would any state build a bridge at the cost of \$700 million to be used 26 days a year, which is Saturday and Sunday of the thirteen weeks that the majority of these houses rent. None of the residents that I have talked to will spend money to cross that bridge. We get together several times a year for

a local night. There are bridges that are in need of repair in Dare county. Do we NEED this bridge, or do the tourists WANT this bridge? My family and friends up north will choose to come over the WB memorial bridge that is free. We love Corolla, and if this bridge needs to be built, it should have the terminus at Albacore street with all of the other commercial buildings. They don't have to sleep there and hear the noise and look at the lights in their windows. I am really sorry that Corolla is turning into this busy typical resort town. We all bought here to enjoy nature, the stars and the beautiful beaches. Did you ever stop to think that when you take all of this away, THEY might not come back. Thanks for hearing my comments.

Lorraine and Bob Wenstrom

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recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing** MAY 26 2010
May 19, 2010

Name: JOSEPH D. WESLEY
Street Address: 741 DOTY'S LAKE Apt./Suite No: _____
City, State, Zip: CAROLLA, N.C. 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 We need the bridge, however I want the roads to be changed as little as possible.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1 Having the exit run through the timber area would not only knock out some existing businesses, it would make that area far too congested. C1 has much less traffic flow and would not be a hardship on that area. C1 would divide the traffic pretty evenly between people turning left to get to Corolla Light and the four-wheel drive area and the people turning right to get to Corolla (Wholesale Currituck Club & Pine Island).

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

MAY 26 2010

Name: Kathleen M. Kelley
 Street Address: 741 Nantux's Neck Apt./Suite No. _____
 City, State, Zip: Currituck, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4

We need a bridge not only for evacuation purposes but for a more timely access to medical facilities in Va.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C1

C1 is a relatively undeveloped area compared to Albemarle St. The C2 area is already the most congested area by far in Currituck

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

No preference

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reverse the center lane, because it will affect the fewest number of people.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

Do not build parking lots or both houses to attract day trippers.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

N/A

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27689-1578

Or E-mail: midcurrituck@neturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010

JUN 1 2010

Name: Laurie W. Wheeler
Street Address: 333 White Dogwood Dr. Apt./Suite No.
City, State, Zip: Chesapeake VA 23322

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

MCB4 is the option I prefer. It will allow the Northern Beaches to evacuate safely and relieve congestion through Southern Shores and Duck, primarily on weekends.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2 might impact the Timbuck II area in the short run but in the long run it would prosper from this, as opposed to C1 which would impact a neighborhood and divide it.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer Opt B, but would rather see the toll plaza ~~there~~ in Opt. A's plan to not impact the community as much.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Reversing the center turn lane to have less effect on property values on 158.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I am concerned with controlling access to the four wheel drive area. I would like it controlled more than it is currently which is not at all. I also don't want to increase day-trippers by building facilities to accommodate them.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

Subject: MCB comment form
Date: Sunday, June 6, 2010 5:08 PM
From: David Wheeler <davidmwheeler@comcast.net>
To: <midcurrituck@ncturnpike.org>

Mid-Currituck Bridge Public Comment Form

Name: David M Wheeler
Street Address: 7108 Collingwood Ct
City, State, Zip: Elkridge, MD 21075

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

I prefer MCB4. Any no-bridge alternative fails to address the major bottleneck for both routine access and evacuation. MCB2 seems to incorporate an inordinate amount of road widening, the need for which should be reduced by the bridge.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

I prefer C2. It brings the bridge in to what is primarily a commercial area.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

I prefer option A (and would pay higher tolls to support it). It appears to have less impact on marshland and on mainland communities

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I feel this is needed depending on additional cost to project. It is better easier to complete now and will add to safety of beach owners / renters if a hurricane hit the Outer Banks.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

no

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:
This bridge is long overdue. In the event of a hurricane people's lives will be at stake. The Outer Banks has never faced a large hurricane hit. But if one gathered strength as it approached it would be impossible to evacuate the families who should have left the island at earlier times. Many on the island during the season do not understand the severity of damage a storm of this magnitude can do.

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

during an evacuation and why?

I prefer reversing the center lane. It seems logical to use all existing pavement in an evacuation. It is also possible that in a real evacuation, the center lane will in fact be used, whether designed for such use or not. However, the technology necessary for orderly use of the center lane could be difficult, given that any associated signs, signals, and gates must be storm-worthy and independent of the power supply.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

No additional comments

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

Not applicable

Additional Comments:

From: Sam Williams [mailto:slwms109@embarqmail.com]
Sent: Sunday, May 30, 2010 3:12 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-County Bridge Comments

Below are my comments on the Currituck Mid-County Bridge proposal. I have also attached a copy of these comments as a MS Word document in case that format is more useful to you.

If you have any questions, please feel free to contact me.

Sam Williams

MID-COUNTY BRIDGE STUDY
CURRITUCK AND DARE COUNTIES, NORTH CAROLINA
COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT

I have reviewed the Draft Environmental Impact Study (DEIS) for the Mid-County Bridge Study and have the following comments.

General Comment

It is clear that a lot of effort was put into drafting this DEIS. It is well written and appears to be comprehensive. As a citizen who will be impacted if the mid-county bridge is constructed, the DEIS was instrumental in helping me come to an informed decision on whether or not to build the bridge and, if built, which option I prefer. Thank you for preparing the DEIS and providing the opportunity for me to express my views on which option I believe should be selected.

Best Option

It is my opinion that option MCB-4 should be selected. I believe this option will provide the most benefits in the areas of traffic congestion relief and hurricane evacuation while minimizing the impact on the permanent residents of existing northern outer banks communities and the tourists who want to vacation on the Currituck County outer banks.

Building the bridge between the mainland and Currituck County outer banks will also benefit those children who live on the Currituck County outer banks. Currently, these children are forced to endure very long bus rides to get to/return from school. This long distance drive also minimizes their opportunity to participate in extracurricular activities. I would think that the bridge would also reduce the transportation costs for these students.

The Currituck County outer banks taxes provide a significant revenue stream for Currituck County and the State without a large demand for (and the associated costs of) public services. The existence of a bridge would most likely increase this revenue stream through increased tourism during the tourist "shoulder" seasons (i.e., late spring and early fall). Lengthening the tourist season would also provide for a longer period of time for seasonal employment on the Currituck County outer banks.

Additional factors cited in the DEIS that I felt important in my decision include:

- Reduction in traffic flow. Only 13% less than option MCB-2 (i.e., 52% vs 39%).
- Substantial travel time savings.
- Cost savings.
- Minimal disruption.
- Community cohesion.
- Noise and noise barriers.

Worst Options

I feel that options ER-2 and MCB-2 are the worst options presented and should not be selected. The reason for this opinion is that these options include the widening of NC 12 between the NC 12/NC 158 intersection and a point just north of Hunt Club Drive in Currituck (except for the existing three lane section in Duck, which will be unchanged).

Reasons for this opinion include:

- The widening of NC12 is counter to the stated purpose of "Minimizing the impacts to communities....". Widening NC 12 would make it more difficult to cross NC12 to get to the beaches (particularly in Town of Southern Shores). Although increased difficulty in crossing NC 12 is recognized in the DEIS, the DEIS does not recognize the crossing of NC 12 or crossovers to the beach as related to parks and recreation opportunities (Section 3.1.9).
- Throughout the DEIS the unique character of the outer banks and its importance of this character to the desirability of the outer banks as a tourist destination is recognized. The widening of NC12 through Southern Shores not only causes beach access problems but also ruins the outer banks "character" of Southern Shores. The selection of either of these options would seem to reduce the desirability of renting in one area (i.e., Southern Shores) to increase the desirability of renting in another area (i.e., Currituck County outer banks).
- Even though NC 12 would be widened south of Duck, NC 12 through Southern Shores may still be congested. This would depend on how much traffic would be "diverted" to the Currituck County outer banks by the bridge and how many cars would use the turn lane (i.e., the third lane) on NC12 (particularly in Southern Shores). In addition, congestion on NC158 between the Wright Memorial Bridge and the NC158/NC12 intersection may not improve. Although it may take longer to get congested, the choke point at Duck will still remain.
- The DEIS (Section 3.7) recognizes that: "... from the perspective of area land use and transportation plans, the short term impacts and use of resources in the construction of MCB4 would be consistent with the maintenance and enhancement of the long term productivity of the project area" and "...the widening of NC 12 in Dare County, which is not considered desirable according to area plans."

If you have any questions, please contact me.
Sam Williams
109 Pudding Pan Lane
Southern Shores, NC 27949

From: John Winn [mailto:winnja8@gmail.com]
Sent: Monday, May 31, 2010 12:00 PM
To: midcurrituck@ncturnpike.org
Subject: Mid-Currituck Bridge Public Comment Form

Mid-Currituck Bridge Public Comment Form

Name: John Winn
Street Address: 759 Fishermans Court Apt./Suite #
City, State, Zip: Corolla, NC 27927

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.

NC Turnpike Authority

1578 Mail Service Center

Raleigh, NC 27699-1578

Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

NO-BUILD ALTERNATIVE ... THE BRIDGE WILL DESTROY COROLLA BY TOO MUCH DEVELOPMENT, DAY-TRIPPERS AND CRIME. IT IS JUST NOT NEEDED.

Question 2: if you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

NA

Question 3: if you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

NA

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

REVERSE THE CENTER LANE ... USE THE MCB AND 158 DOLLARS TO REPAIR THE BONNER BRIDGE AND OTHERS IN THE STATE.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 18, 2010**

Name: Alex Winter
 Street Address: 77 Sunrise Ct Apt./Suite No:
 City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

I strongly oppose any bridge alternative. No-build is the only option Corolla is what it is today because its different. Different because its far from everything around. Not to mention the high volume of people that work in the area. Myself included. Any bridge would kill my ~~way~~ livelihood.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If ~~there~~ were the only option, MCB4 would be my choice. Deck and corolla need to stay the same. These highway lanes would kill the appeal that people come here for. I ~~strongly~~ oppose any build alternative. C1 would be my choice. Timbuck II would be no more. ~~It would~~ put many businesses out of work.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A. The 15B interchange is the best place for a toll. No bridge at all would be better.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

SEE Q-1.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

NA

Additional Comments:

THE MCB DOES NOT NEED TO BE BUILT FOR ANY REASON WHAT SO EVER.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I would reverse the center turn lane. Too much expense, homeowners and businesses would be put out of home and work.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

I am highly concerned about noise when going to make a living. I would be wiped out. Many other businesses as well. Too many people rely on work in Timbaluk II. Its not right to put the bridge there. The environmental impact would be ~~there~~ worse.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

I work on a 31' ~~boat~~ ~~only~~ ~~source~~ ~~of~~ ~~income~~. It is a parasail vessel. It is my ~~only~~ ~~source~~ ~~of~~ ~~income~~. The boat is about 12' in height. Mooring location is right where the C2 proposal is supposed to go. I have to travel where C1 and C2 are supposed to go. (804) 349-4334. Any bridge alternative is going to be horrible for the area. You will be taking peoples jobs from them. Their only source of income. Destroying tons of wildlife. Please dont build the bridge. Any bridge.

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: ronoei@aol.com

To: Harris, Jennifer

Sent: Fri Apr 09 14:10:57 2010

Subject: THE BRIDGE

Dear Staff Engineer Harris:

As a home owner in Southern Shores, I respectfully urge that the Mid-Currituck Bridge be built NOW.

Thank you for your consideration.

Elisabeth Witzel
252-255-2448
61 S Dogwood TRL
Southern Shores, NC 27949

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: Leigh Wolff Apt./Suite No: _____
 Street Address: 1050 Whalehead Rd

City, State, Zip: Corolla, NC 27927

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

No Build Alternative
The \$ spent for any of the options equates to 10x difference in
hurricane evacuation ~~time~~ - the 159 ft improvements should
be done first - the question is - is this to benefit residents or
13 weeks of tourist traffic on Sat & Sunday's? Corolla will
suffer with standing traffic jams as bridge traffic empties &

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
heads south - 4 turns and difficulties entering & exiting
current roadways will make the area more dangerous
in traffic & pedestrian movements.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Ms. Jennifer Harris, P. E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type, whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

JUN 4 2010

Name: THOMAS E. WOOD
Street Address: 295 WATERLILY ROAD Apt./Suite No.: _____
City, State, Zip: COINJOCK, NC 27923

Please add me to your newsletter mailing list.

Comments

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

Do you prefer the ER2 (MCB2) MCB4, or the No-Build Alternative and why?

I THINK 'C2' BRIDGE WOULD SUEVE THE PEOPLE ON THE 'O
OUTER BANKS BESTIE & SHORTER DISTANCE. IT ALSO HELP DUCK &
EVERYTHING SOUTH OF THAT POINT, I HOPE TOLL'S FOR BESTY
TRAFFIC IS ACCELERATION & AT A DYLETT, SO IF WE HAVE
A PROBLEM AT 158, IT CAN BE CONTINUED AT TALL STATION.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

'C2', I THINK IT WILL HELP THE OUTER BANKS THE MOST.
IT'S THE SHORTEST DISTANCE BETWEEN THE POINTS. AND
WILL HELP UNLOAD THE MOST NUMBER OF PEOPLE IN
THE SHORTEST AMOUNT OF TIME.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

LOOKING AT TRAVEL TIME OF 22 HAS ? JUST SHOWS
THAT 158 NEEDS 4 LANE.
YOUR COST STUDY DID NOT SHOW COST DATA FOR A OR B.
THIS WOULD HAVE HELPED.
LOOKING AT NATURAL RESOURCES STUDY, I LIKE OPTION
'A', WITH THIRD OVBORND LANE.
GOT TO BE A BETTER WAY TO HELP NOT WATERLILY, PLEASE REVIEW.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

YES I REALLY THINK IT SHOULD BE 4 LANES TO
ALL LANES. JUST LIKE TIDEWATER. AT I-64, WE NEED
TO GET AS MANY PEOPLE OUT OF THE AREA. I SEE
A BIG BOTTLE NECK WHEN WE HIT VIRGINIA. I THINK
YOU SHOULD LOOK AT WIDER ROADS (158 ETC) WEST OF HANG.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered? I THINK THAT SAVING SOME MONEY TO FILL IN A GESS. THEN A DYLETT AND TAKE THAT MONEY TO WIDING 158 TO ELIZABETH CITY, SOUTH WILLS / SANDS AREA.

I AM STILL CONCERN ABOUT WATERLILY AND 158, I STILL SEE
A PROBLEM. I DID NOT SEE ANY BODY LOOKING AT ALTERNATIVES, ONLY
REMOVING JENSEY WALL, HOW ABOUT A ACCELERATION LANE UP TO FIRST
PART OF BRIDGE

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

I DO LIKE BOATING & I THINK IT NEEDS TO HAVE THE SAME
HEIGHT AS THE WRIGHT MEMORIAL BRIDGE. IF YOU GOT
SOME THING WITH MAYBE 10 TO 15' HIGHTER, WOULD BE
NICE, OTHERWISE GO THRU INTERCOSTAL.

Additional comments:

HOW ABOUT 2 LIGHTS AT WATERLILY RD, AND ACTIVATED BY
GROUND LOOP ON WATERLILY. LIGHTS WILL NOT GO GREEN TILL LOOP
AT WATERLILY IS GREEN (NOT ON TIMER) AND ONLY WORKING ON
WILKELANDS OR HURRICANE EVACUATION. PLEASE, HELP US.
WHY NOT BUILD PILES FOR BRIDGE TO ACCEPT FUTURE EXTRA LANE, SPACE
THE MORE SPART, WITH OUT DIGN CAP TO WORK IN THE PILES.
Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Or E-mail: midcurrituck@ncturnpike.org GOING ON AT WATERLILY.
ALMOST A YEAR AGO WE MEET AT
LIBRARY AND NOT SEEN THAT MANY
THINGS HAVE CHANGED. I HOPE WE
DO NOT WASTE TILL CONST. HAS
BEGIN. BEFORE WE SEE WHAT
GOING ON AT WATERLILY.

Your comments must be received by the close of the comment period on June 7, 2010.

**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 20, 2010**

Name: Ben Wandy Apt./Suite No: _____
 Street Address: 211 Augusta Dr.

City, State, Zip: Grandy, NC 27939
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?
MCB4. Construction of bridge with minimal road widening.

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?
C2. Pre-existing commercial area with minimal road widening.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?
Option A. Aydlett community is not as impacted.

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?
Reverse center turn lane. Additional lane has negative impacts on businesses, water quality, traffic safety, aesthetics, and residences.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?
Road widening does not appear to address pedestrian or multi-use traffic. A resort community must accommodate nonvehicular traffic in a safe and aesthetically pleasing manner.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:
Coordinate with county to either build or provide adequate width (sewers) for multi-use paths. Most existing or proposed paths are on the west side of NC12

Please leave your completed comment form at the reception table or mail it to:

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

Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

From: Glenn Wyder
To: Harris, Jennifer
Cc: Florence Wyder
Sent: Fri May 07 15:12:26 2010
Subject: MCSB

Good Afternoon Jennifer,
My name is Glenn Wyder and my wife and I own a cottage in Southern Shores, NC. We have been vacationing on the Outer Banks since 1992 and as you can imagine we have seen significant changes in the amount of traffic on NC12 on the "get away days. We wanted to express our support for the MCSB, it will greatly improve this growing problem as well as lessen the environmental impact caused by the automobile exhaust.
Thank you for allowing us to express our feelings.
Cordially,

Glenn Wyder
General Manager

Mediterranean Tile & Marble
461 Route 46 West · Fairfield, NJ 07004
(973) 808-1267 Ext. #139
(973) 808-7085 Fax

7 Olcott Square
Bernardsville, NJ 07924
(908) 953-9990 Ph.
(908) 953-9993 Fax

From: Stuart Young [<mailto:syoung37@verizon.net>]
Sent: Thursday, May 27, 2010 8:30 AM
To: midcurrituck@ncturnpike.org
Subject: Comments on Mid-Currituck Bridge

I am very much in favor of the bridge. I would suggest that the Outer Banks bridge corridor should be C2 ending near Food Lion, because there are existing facilities for shopping and rest rooms. Corridor C2 is also better equipped to handle the traffic.

I own a house at 1103 Strong Court in Corolla Light and I expect to directly benefit from the bridge when it is built.

Thank you for considering my comments.

Stuart Young
1103 Strong Court
Corolla, NC 27927
240 463 4236

Subject: Our comment on mid-county bridge project
Date: Sunday, June 6, 2010 11:23 AM
From: MICHAEL YURCHO <mpyurcho@verizon.net>
To: <midcurrituck@ncturnpike.org>

Dear Jennifer Harris, P.E., and North Carolina Turnpike Authority,
As owners of a home in Currituck County on the outer banks located at 741 Cormorant Court, Ocean Sands, Corolla (Section 1, Lot 3), we are writing to comment on the plans for the mid- county bridge. Since purchasing in the early spring of 1993, the bridge was often discussed and at that time, we thought it would be an asset not only to allow a quicker travel time, but also to help alleviate traffic in

the event of evacuation during the crowded summer months, however as plans began to emerge, we are not in favor of this project at all. We would like you to know that we are opposed to any widening of highway 12 with exception of making it a 3 lane road to ease the flow of traffic when needed. We do not want to see a bridge put in anywhere to cross the sound. The extreme cost, the environmental impact, the total change to the area that would occur with this project, and the time involved would not be in the best interest of keeping the area a desirable place to come. It would forever alter the landscape and change the very communities that vacationers come to each summer to escape the Virginia Beaches, Ocean City, MD's, and Myrtle Beaches with all it's traffic, commercialism, etc. All the vacationers who chose the Northern Outer Banks for vacation, know what they face in the event of storms. After driving up and down the Outer Banks in the 17 years we have owned there, I find that the addition of the twin spans on the Wright Mem. bridge and the double highways up to VA are very adequate for evacuation for the limited hurricane season each year. The banks are almost deserted for 8 months out of the year and to go to all the expense and disruption of the way of life of the people as well as the natural habitats, and animals, who permantly live here makes no sense. We stand to loose our investment and so will all the other homeowners with property bordering the proposed wider thorofare which will become like an Interstate highway. In closing, we would like this project to be tabled and are not in favor of the disruption of the way of life that presently exists in the Northern Outer Banks.

Sincerely,
Pat and Mike Yurcho
741 Cormorant Court
Corolla, NC 27927
and
212 East Lake Blvd.
Medford, NJ 08055
856-983-4483

Subject: MCB 4 Preference
Date: Monday, June 7, 2010 4:01 PM
From: Paul V. Zehfuss <zeinf1@ravensworthmanagement.com>
To: <midcurrituck@ncturnpike.org>
Cc: <stittaz@comcast.net>, Nicole Zehfuss <nzehfuss@gmail.com>, Paul Zehfuss <pzehfuss@gmail.com>

DUCK COMMUNITY AND BUSINESS ALLIANCE P.O. Box 8251, Duck, North Carolina 27949

John Wander, President
Ed Brooks, Vice President
Alterman, Secretary
Board Members – Steve Alterman, Jon Britt, Lisa Newbern, Don Zerbe
Lynne
Ed Brooks, Treasurer

Mid-Currituck Bridge Public Comment Form

Name: Paul and Sitta Zehfuss
Street Address: 1322 Duck Road
City, State, Zip: Duck NC 27949

Your opinions are important to this project. Please use the space below to write your comments. The deadline for submissions is June 7, 2010. Responses can be submitted to:

Mail: Ms. Jennifer Harris, P.E.
NC Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
Email: midcurrituck@ncturnpike.org

Question 1: Do you prefer the ER2, MCB2, MCB4 or No-Build Alternative and Why?

We prefer the MCB4 Alternative because it involves the least disruption to the landowners on the mainland and on the Outer Banks. It provides the most direct evacuation route for most landowners North of Southern Shores to Carova. It also seems to be the most cost effective.

Question 2: If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

We prefer to see C2 built because it brings the road in to an industrial/commercial area where it will have the least impact on residential areas and it would not serve to divide any communities as would C1. Additionally, C2 requires less disturbance on the Outer Banks and can be accomplished with fewer condemnations and

disruptions.

Question 3: If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

We prefer to see Option A to place the toll plaza in the interchange at 158 because it has a lesser impact on the community of Aydlett and will preserve their road. We realize that it is projected to cost \$60 Million more to place it there but fail to understand why that configuration should generate such an increase in cost, especially, when the Aydlett Road access is being left intact and the disturbance to Aydlett itself is so reduced. The toll could be increased for out of state travelers to cover this increase. We would be willing to pay more to preserve Aydlett.

Question 4: As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

Rather than disturb more property on the sides of 158, we would prefer to see the center lane reversed to northbound only during evacuation.

Question 5: With any of the alternatives, are there any type of impacts that are of particular concern to you? Are there any additional impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

We are opposed to the installation of deep drainage ditches along the side of route 12 anywhere as they impact the access to the properties.

Question 6: If you are a boater or rent boats that use the Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft and length; its mooring location; where you travel in the sound; and your phone number.

We use small sailboats and a small inflatable skiff which would not be impacted by any bridge no matter where it is put.

Additional Comments:

We are appreciative of the work that the study groups have invested in this project and believe that MCB4, Alternative C, Option A will provide much need and long

overdue evacuation routes for the homeowners and vacationers on the Outer Banks. We are excited to see it get underway!

Thank you,
Sitta and Paul Zehfuss
703 321 1400

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**Mid-Currituck Bridge Project
Public Comment Form
Open House and Public Hearing
May 19, 2010**

Name: TRAVI A ZIMMERMAN Apt./Suite No: _____
 Street Address: PO Box 10

City, State, Zip: Port Republic VA 24471

Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2 (MCB4) or the No-Build Alternative and why?

MCB4
I prefer this because it focuses primarily on the bridge - without
disturbing a great deal of LN. ~~any~~ ~~the~~ ~~area~~

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

C2
I prefer the entrance point into I2.

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Option A
bc it seems to lessen the stress on
the Aydlett community

As a hurricane evacuation improvement, do you prefer adding a third outbound evacuation lane to US 158 or reversing the center turn lane during an evacuation and why?

I would prefer that we more efficiently use the existing
roads - if therefore reversing the center turn lane
is preferred.

With any of the alternatives, are there any types of impacts that are of particular concern to you? Are there any additional types of impacts that were not addressed in the Draft Environmental Impact Statement that you feel should be considered?

My primary concern is the stress that any additional
building that the has on the delicate ecosystems of the Barrier
Island. The more that this can be addressed in any eventual
planning - the better.

If you are a boater or rent boats that use Currituck Sound, please provide information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; where you travel in the sound; and your phone number.

Additional comments:

Please leave your completed comment form at the reception table or mail it to:

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 Or E-mail: midcurrituck@ncturnpike.org

Your comments must be received by the close of the comment period on June 7, 2010.

-- Jeremiah 22:13

From: Philip Zipin
To: Harris, Jennifer
Cc: matlazipin@aol.com ; carolihell@aol.com ; 'Dennis O'Brien'
Sent: Thu Apr 22 17:49:26 2010
Subject: Mid-Currituck Sound Bridge
Ms. Harris:

Speaking on behalf of myself and my co-owners of our home at 20 Pompano Court in Southern Shores, I wanted to share with you that we are all strongly IN FAVOR of construction of the bridge. I realize that this project has been debated and discussed over a number of years, and that there have been environmental concerns raised. I do not minimize the concerns of wildlife habitation destruction, nor do I profess to know any details on that issue.

What I can tell you is that the construction of a Mid-Currituck Sound bridge will save enormous amounts of gas from cars that, as configured now, must drive south to the Wright Brothers Bridge only to travel 20-30 miles north to get to their home or beach rental in Duck, Corolla and other communities north of Southern Shores. In the 20 years since we built our home in Southern Shores, I have seen the traffic worsen yearly – quite predictably – as the communities north of us grew in size. The construction of this bridge would alleviate the constant stream of traffic going up and down Route 12 in the summertime, particularly if those heading to Kitty Hawk, Kill Devil Hills and points south do not use Route 12 as an alternate to coming in on Route 158 and the Wright Brothers Bridge.

I strongly endorse this project, which will greatly enhance the quality of life for all of us who live at or who visit the northern Outer Banks.

Thank you for your consideration of my views. Do not hesitate to contact me if you would like to discuss this further.

-- Phil Zipin

Philip B. Zipin, Esq.
The Zipin Law Firm, LLC
8403 Colesville Road, Suite 610
Silver Spring, MD 20910
301-587-9373 (office)
301-213-5323 (cell)
301-587-9397 (fax)
www.zipinlaw.com <<http://www.zipinlaw.com>>

"Voe to him who builds up lodgings through unrighteousness, and his upper rooms through injustice; who makes a worker work for free or does not give him proper wages; who say, 'Let me make myself a fancy palace, with wide rooms at the top,' with windows and cedar paneling, and painted all vermilion."

May 31, 2010

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

Dear Ms. Harris:

The Board of Directors of Build the Bridge-Preserve Our Roads, Inc. (BBPR) congratulates the Turnpike Authority Project Team on the exceptional quality of the EIS and for moving the project forward to this point. BBPR supports MCB4 as the best option for bridge construction since it meets all project objectives, while taking into account and minimizing the impacts on the affected communities, controlling costs, and mitigating environmental concerns. In addition, BBPR supports Option A for the Currituck Mainland approach to the bridge, since this option is preferred by the Currituck County Commissioners and the community of Aydlett.

BBPR has received 23 resolutions in support of constructing a Mid-Currituck Bridge from towns, counties, civic organizations, and businesses. The list of those 23 resolutions is attached to this letter. In addition, we have on file 22,779 petition signatures in favor of bridge construction with no widening of Rt. 158 in Currituck County or NC 12 through Southern Shores and Duck. The 22,779 petition signatures represent 13,116 residents and/or property owners in Dare and Currituck Counties and 9,663 visitors. This very strong level of support from petitions and resolutions demonstrates that the Mid-Currituck Bridge needs to be built NOW. We strongly urge that MCB4, including Option A for the mainland approach, be selected as the Preferred Alternative.

We also want to take this opportunity to provide a response to one of the anti-bridge speakers who addressed a recent public hearing on the Draft EIS for the Mid-Currituck Bridge. Our purpose in doing this is to demonstrate to the Turnpike Authority that arguments against construction of a bridge are baseless. In his presentation at the May 19, 2010 Public Comment Session for the Mid-Currituck Bridge Draft EIS, one of the anti-bridge advocates, Mr. John Grattan, acknowledged that the direct impacts of a bridge are "pretty straightforward" and that the draft EIS did a pretty good job of addressing them. He then asserted that "The real issues are the indirect and cumulative impacts, the growth inducing impacts." He devoted the remainder of his statement to these issues. It should be noted that the same arguments were made by others who spoke in opposition to any alternative that includes the Mid-Currituck Bridge. Most of the arguments fall into the category of, "Not in My Backyard" and/or "Pull Up the Ladder, Since I Am In."

The same arguments were used during the debates regarding the 1998 Draft EIS at a time when the county had platted over 5000 lots in Corolla, which were largely undeveloped. Since then and *without a bridge*, development of these sites and many additional commercial developments have been approved. The continuing urbanization of Corolla without a bridge is the reality today as reflected in the recent county approval of a 100 room hotel, 32 condo units, and 22,000 square feet of retail space, all on 13 acres of beachfront land. The tremendous growth in the Currituck Outer Banks took off in 1986 after NC 12 north of the Dare County line was opened to the general public at a time when there was no expectation of a bridge being built, and this growth has continued unabated up to the present time.

Mr. Grattan focused many of his comments on the four-wheel drive area where he contends that, as a result of an increase in day trippers, horses and beach erosion would be negatively affected by a bridge. In fact, all of these issues are current problems. The arguments advanced by Mr. Grattan and others opposed to the bridge

regarding the negative impact of day trippers represents a scare tactic at best and a veiled attempt at social engineering at worst. It seems that the well-heeled renters of the McMansions in the area are welcome visitors to the Currituck Outer Banks, whereas the incremental increase of day trippers from Virginia are viewed as undesired and somehow not entitled to enjoy the same amenities as the McMansion types. The county has platted over 3000 building sites in the four wheel drive area, and many of these are now being developed. A recent completion in the four wheel area announced a 23 bedroom, 27 bath rental units to be available for wedding parties. Commercial activity advertising four wheel tours, Segways, and ATV rentals to view the horses has become so great that management of the horses is contemplating a fence in order to protect the herd. All of this has occurred without a bridge. The bridge would allow residents of the Currituck Mainland, including student groups, to enjoy a day trip to the Currituck Outer Banks in a timely and cost-effective manner—something that cannot be done at the present time.

While a bridge may influence short-term development patterns, the improved transportation for schools, workers, medical services, police and fire, rental homes, and hurricane evacuation are benefits that far outweigh any problems a bridge might cause. A bridge is needed because of development that has already occurred. Concerns over local development issues like overuse of the four wheel drive beaches, and continuing urbanization are truly issues of concern, but these need to be addressed by the county and will not be resolved by preventing a bridge.

Respectfully Yours,

Sharon Cruickshank President by RSP.

Board of Directors
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RESOLUTIONS IN SUPPORT OF A MID-CURRITUCK SOUND BRIDGE

The following towns/counties/business associations/community associations have provided resolutions of support for the construction of a Mid-Currituck Sound Bridge.

Town of Duck**

Town of Kitty Hawk

Town of Kill Devil Hills

Town of Manteo

Town of Nags Head

Town of Southern Shores**

Camden County Commissioners

Currituck County Board of Commissioners*

Dare County Board of Commissioners**

Dare County Tourism Board

Northeastern North Carolina Regional Economic Development Commission

Currituck County Chamber of Commerce

Outer Banks Chamber of Commerce

Southern Albemarle Association

Outer Banks Association of Realtors, Inc.

Outer Banks Home Builders Association

Outer Banks Hotel/Motel Association

The Duck Civic Association, Inc.

The Southern Shores Civic Association

The Currituck Club Property Owners Association

Albemarle Hospital Authority Board of Commissioners

American Legion

Outer Banks Post and Military Officers Association of America (First Flight Chapter)

* only if NC 12 is widened

** these organizations have also passed resolutions specifically favoring MCB4 as the only bridge building option



Corolla Light Community Association
1197-B Franklin Street • PO Box 490 • Corolla, NC 27927
Phone: (252) 453-2455 • Fax: (252) 453-313

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May 25, 2010

Ms. Jennifer H. Harris
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27699-15787

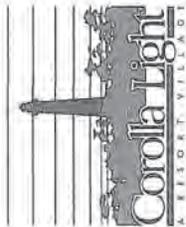
Subject: Mid-Currituck County Bridge Draft Environmental Impact Statement (DEIS)

Dear Ms. Harris:

As President of the Corolla Light Community Association Board of Directors, I am writing to you to provide comments on the Mid-Currituck County Bridge Draft Environmental Impact Statement. The Corolla Light community is located along NC Highway 12 just north of the Corolla Bay subdivision. The proximity of the proposed bridge project would have both direct and indirect effects on our community and the future development of the immediate area. Therefore, I respectfully request that our comments be given serious consideration in the final selection of the Preferred Alternative in the Final Environmental Impact Statement (FEIS).

As previously communicated to you in my letter to you dated January 12, 2009; the Corolla Light Board of Directors, on behalf of the 300+ Corolla Light homeowners and Currituck County tax payers, passed a resolution strongly supporting selection of a bridge alternative with its Outer Banks terminus located south of

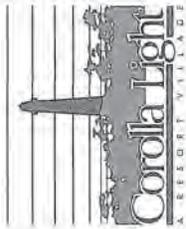




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TimBuck II. Considering that the recommendation of the North Carolina Turnpike Authority and the Federal Highway Administration in Section 2.6 of the DES is one of the MCB4 alternatives, our preference would be Alternative MCB4/C2. This is based upon the following considerations.

- The TimBuck II terminus would have less impact on the existing land use which is largely undeveloped land between TimBuck II and the Currituck County water treatment plant. The more northern terminus would divide the Corolla Bay subdivision and directly affect a developing residential neighborhood on both sides of NC 12.
- The TimBuck II terminus clearly is better suited for merging the bridge traffic with NC 12 in a manner that would ensure the most efficient traffic flow. The existing road right-of-way at this location is better suited to the necessary intersection and widening that will be required. This location also would facilitate the flow of greatest volume of traffic by merging bridge traffic with NC 12 approximately 0.5 mile south of the congested commercial area at Albacore Street.
- The TimBuck II terminus would be more centrally located to the Outer Banks population it is intended to serve. Therefore, the effectiveness of the bridge as an evacuation route would be greatly enhanced by facilitating a more efficient flow of traffic from both north and south of that location.
- Of most significance to Corolla Light, the TimBuck II terminus would minimize traffic congestion in the immediate proximity of our community and mitigate potential safety concerns specifically with regard to pedestrians crossing NC 12 and the trolley transportation system used to transport vacation renters and owners throughout our community.



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Protecting the water quality of Currituck Sound is vitally important to Corolla Light to ensure the future recreational enjoyment of the sound by our residents and guests. Therefore, our final comment which pertains to any of the bridge alternatives concerns the treatment of storm water runoff from the bridge to Currituck Sound. As you know, the sound is a very shallow, brackish water estuary subject only to wind tides and, depending upon rainfall, very slow flushing. Therefore, every effort must be made to protect the water quality of the sound from highway pollutants washed from the bridge during storm events. Consistent with all applicable North Carolina coastal storm water regulations, the storm water runoff must be collected and appropriately treated before discharging to the sound.

I appreciate the opportunity to submit comments on behalf of the Corolla Light homeowners and trust that the FEIS will select the option that is in the best interest of the communities that will be directly impacted.

Sincerely,

Frank Karkuff
President, Corolla Light Community Association

Appendix E

**Public Hearing
Transcripts**

E. Public Hearing Transcripts

| | |
|--------------------|-------|
| MAY 18, 2010 | E-2 |
| MAY 19, 2010 | E-43 |
| MAY 20, 2010 | E-102 |

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| Michael Meredith | 46 |
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MID-CURRITUCK BRIDGE STUDY
 NORTH CAROLINA TURNPIKE AUTHORITY
 STIP Project No. R-2576
 PUBLIC HEARING
 Date: May 18, 2010, 7:00 P.M.
 Place: Ramada Plaza Nags Head Beach
 1701 South Virginia Dare Trail
 Kill Devil Hills, North Carolina
 Moderator: Steven D. Dewitt, P.E.
 NC Turnpike Authority
 Presenter: John Page, AICP, CEP
 Parsons Brinckerhoff

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(The record commenced at 7:03 p.m.)

MR. DEWITT: Good evening. My name is Steve Dewitt. I'm the chief engineer for the North Carolina Turnpike Authority which is a division of the North Carolina DOT.

Can you hear me? It's working. I can only do so much with the microphone. Is that good?

Okay. All right. Small room. I was hoping the acoustics might be a little bit better. We are recording here. We don't need you to talk into a microphone to record but evidently we need it to hear through the room here.

So, we are here to do the public hearing for the Mid-Currituck project. I think everybody knows why we're here and we'll go ahead and get started. The folks in the back, if you're ready?

What we want to do tonight is talk a little bit about the public hearing process. We're going to give you an overview of the project and let you see where we are with the details. John Page, one of our consultants working with us, will go through the project with a lot of detail to let you see more about specific elements of the project.

And then the real reason we're here is to get comments from you and the public as it relates to

the project and so we can take those into account as we move forward with the project development process.

I want to introduce just a few folks. I'm not going to go through a long list here. A key person with the Turnpike Authority is Jennifer Harris. Most of you may know the name. She's been involved in this project for some years now and she leads this environmental process for us, the Turnpike Authority.

DOT, I think I saw Jerry Jennings somewhere, the division engineer here in Division 1, Jerry's with us.

Federal Highway Administration, I don't see them yet. Yes, they're in the back. The Federal Highway Administration a very key part of this whole process, George Hoops with the North Carolina division office.

Just a few others we do have and we'll talk a little bit about the development team that we have as part of this project. We've got a couple of those gentlemen there over on the right side. And there are some other folks here that will be able to answer some specific technical questions if it's appropriate to do that at the time.

Some of the ground rules for this. This really is your opportunity to tell us what you think

1 about the project, about the alternatives that we'll
2 talk about, the issues. We're not expecting people to
3 come in here and say, hey, we love this. We're
4 expecting you to tell us what you think, good, bad,
5 whatever. That's what this is about, it's public
6 input for a purpose.

7 It's not a debate. I'm not going to
8 stand up here and debate with you about whatever it is
9 that you want to talk about. You say whatever you
10 feel compelled to say. If we can answer the question,
11 we will. We're not going to get into specifics. If
12 you have a question about a particular piece of
13 property or a parcel or an issue like that, we're not
14 going to get into that kind of discussion. As part of
15 this group we do have technical folks here and you've
16 probably seen the drawings in the other room that
17 we'll be more than happy when we're done here to go
18 and speak specifically about any particular question
19 that you have.

20 If you don't get a chance tonight to
21 talk, although everyone should have an opportunity, if
22 you don't get the form filled out for whatever reason,
23 you haven't communicated with us tonight, we'll talk a
24 little bit about e-mail addresses, other ways that you
25 can submit information to us. Your neighbors, if

1 they're not here, we want to know what they think,
2 good or bad, we want to know what they think and their
3 input is very important to us and through our e-mail
4 address, website and so on you can certainly submit
5 that to us.

6 No debate amongst the audience. If one
7 of your community friends gets up and says something
8 and you disagree with that, this is their time to talk
9 and we would ask everybody to respect everybody else's
10 opinion. Let that person have their say. If you wish
11 to come up and make a comment after that, we have a
12 process to do that. We don't want you debating
13 amongst the audience.

14 There is a three-minute time limit.

15 Three minutes doesn't seem like very long but I think
16 for these kinds of things three minutes certainly can
17 help you say what you want to say. And in addition,
18 you can follow up with any written words through
19 e-mail or through a form that we have here if you wish
20 to do that.

21 We do have a list of folks that have
22 signed up to speak. We will call them in the order in
23 which we have those. We do tend to let local elected
24 officials and so on come first, but they're in the
25 order that I've been given those and that's how we'll

1 read through them and call them up.

2 Again, if you have detailed questions, we
3 will answer those tonight after the hearing if we can
4 or you can certainly contact us individually to do
5 that.

6 So I'm going to go through the project
7 here with sort of a general overview, talk about the
8 background. We'll talk about the purpose and need of
9 the project, what that is and why it's important.
10 We'll talk about what we call the detailed study
11 alternatives, the different alternates, is it widening
12 existing 12, is it a bridge, is it whatever, and we'll
13 talk through those.

14 We'll talk a little bit about the project
15 funding and where the money for this project is
16 expected to come from; the state of the Environmental
17 Impact Statement which is a huge part of where we are
18 and why we're here tonight. We'll talk about what
19 we're calling the Recommended Alternative after all
20 that we've done we are at a certain point. We'll
21 share that with you and let you see where that is.

22 We'll talk briefly about right-of-way and
23 relocation. And again, if there's questions
24 specifically about those we can address those
25 afterwards.

1 And an important part of this is
2 consideration for any boating issues that might be out
3 on the Sound that might be impacted by the bridge.
4 Again, we'll talk about that here briefly.

5 You should have gotten a handout when you
6 came in, a summary. It really is a really good
7 snapshot of where we are on the issues. I'm not going
8 to use it to speak from but you're going to see stuff
9 up here that's obviously very similar to what you have
10 in your handout and I may refer to it once or twice.

11 Across the state we are developing a
12 series of toll projects. This is one of four I guess
13 that are sort of somewhat imminent I guess I'll call
14 it, in various stages of project development. There's
15 one under construction in Wake County now. We are
16 under advertisement for construction for one in the
17 Charlotte area. Getting ready to go to advertisement
18 on the third one west of Charlotte. And this project
19 here we'll talk about in terms of where we are and
20 where we go forward from there.

21 The project area, I'm sure folks in this
22 room are well familiar with the project and where we
23 are but this in essence is sort of a triangle, if you
24 will, of the study area of the project, 158 on the
25 mainland coming across the Wright Memorial back up

1 north and south on NC 12 on the Outer Banks.
 2 The project purpose and need, and this is
 3 sort of a statement up front that we make in this EIS
 4 process that we're going to talk about tonight. And
 5 really, what an Environmental Impact Statement is
 6 intended to do is sort of define or prove that the
 7 purpose and the need of a project in fact exists and
 8 that there is a best solution to that purpose and
 9 need, if you will.

10 And you can see the bullets up here that
 11 create that definition, if you will, of the project.
 12 Number one, to substantially improve traffic flow on
 13 the Project Area's thoroughfares, primarily NC 12 and
 14 U.S. 158; to substantially reduce travel time for
 15 traveling between the Currituck County mainland and
 16 the Currituck County Outer Banks. And a pretty
 17 important one is to help folks evacuate the Outer
 18 Banks if a hurricane evacuation requirement takes
 19 place. And all of these things are part of what we
 20 talk about in this EIS, they're all things that we've
 21 studied as we've gone through these great details.

22 So the detailed study alternatives,
 23 again, this is in your handout. You probably can see
 24 it better there than maybe up on the slide. ER2, ER
 25 means existing road. That in essence is a review of

1 the existing route of NC 12, Wright Memorial, 158.
 2 That's one of the evaluations or the alternatives that
 3 we've studied in detail.

4 MCB2 and MCB4, MC, Mid-Currituck Bridge.
 5 2 is just one of those alternatives we looked at. 4
 6 is another one. Each one of these in essence have two
 7 alternatives within them. So for instance, MCB2
 8 you'll see where the red is across the Sound, there
 9 are two bridge alignments there with a different point
 10 where they land on the Outer Banks. Both of those are
 11 still being considered. Both of those touchdown
 12 points are still being considered and those are the
 13 kinds of things that we want to get your input about
 14 tonight and the rest of the week while we're out here.

15 So ER2 is one alternative. MCB2, two
 16 alternatives within that one. And MCB4 also has those
 17 two bridge touchdown points. The major difference
 18 between MCB2 and MCB4 is the amount of widening that
 19 would take place on the Outer Banks on NC 12.

20 So ER2, again, in essence widening NC 12
 21 all the way down the Outer Banks, doing some work as
 22 you go across the Wright Memorial and doing some
 23 additional work on 158 as you head north.

24 MCB2 does not have -- the major
 25 difference here, of course, is a bridge, and the work

1 that you see between the Wright Memorial and the
 2 bridge touchdown point on the mainline, there's
 3 nothing that would be shown there on 158. It still
 4 includes some widening on NC 12. Still includes some
 5 work as you hit the touchdown point in the mainland
 6 heading north on 158 primarily for hurricane
 7 evacuation. And again, a little bit of work down at
 8 the Wright Memorial Bridge.

9 MCB4 is very similar to MCB2 except you
 10 don't see the extensive widening up and down NC 12 on
 11 the Outer Banks. You do see a bit of widening up at
 12 the touchdown points on the Outer Banks as
 13 improvements are made on NC 12 to ensure that traffic
 14 flow can flow back and forth across the bridge and
 15 then head north on 158. It does include a hurricane
 16 consideration or evacuation consideration down at the
 17 south where the Wright Memorial Bridge goes into
 18 NC 12.

19 Part of the EIS process, the NEPA
 20 process, which is the National Environmental Policy
 21 Act, it's the federal law that we follow to do what we
 22 do, requires us to look at all reasonable
 23 alternatives. So we look at basically anything you
 24 can think of that would be an alternate here to
 25 solving the transportation need for the area. Is it

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1 widening an existing road? Is it adding a bridge? Is
 2 it creating a new ferry system? Is it about anything
 3 you can think of.

4 Included with this is what we call a
 5 no-build alternative. So we go through an analysis if
 6 we don't do anything, what are the impacts of that,
 7 what does congestion look like 20 years down the road,
 8 what are the issues with that. So we look at all the
 9 reasonable range of alternatives is what we call it as
 10 we go through the study process.

11 Project funding. I don't think it's a
 12 secret that this is anticipated to be a tolled
 13 project. The money doesn't exist in the state given
 14 all the priorities we have to build it really any
 15 other way at this point. The revenue bonds that we
 16 sell for toll roads are basically municipal bonds just
 17 like your community, your town would sell a municipal
 18 bond, it's very similar to that. The bonds are paid
 19 back through tolls, toll revenue and therefore they're
 20 revenue bonds.

21 A large component of toll projects tends
 22 to be what we call a TIFIA loan, I won't go into
 23 great detail but it's a loan program out of US DOT,
 24 very flexible loan terms, sort of like a college loan,
 25 low interest rates, flexible pay-back terms and they

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1 help a project work financially because of that
2 flexibility.

3 Gap appropriation. The General Assembly
4 two years ago allocated \$15 million a year for 40
5 years to help fill what we call the gap on this
6 project. That gap in essence is the difference
7 between what toll revenue will bring in and the
8 overall capital costs, construction, right-of-way, and
9 long-term operations and maintenance.

10 And again, I don't think this is a
11 secret. This project has been moved forward as a
12 public-private partnership. Again, some of our
13 partners are here with us tonight. The expectation is
14 that they will be very involved. They have been
15 involved and will continue to be involved as we
16 finance this project and move forward with it.

17 Our expectations of the State of North
18 Carolina is that they will design it, they will build
19 it, they will operate it, they'll maintain it for many
20 years into the future. Now, they do this under the
21 umbrella of the Turnpike Authority under the umbrella
22 of NCDOT. The project belongs to the State of North
23 Carolina. The State of North Carolina owns the
24 right-of-way. The faces that you see on the project
25 will be DOT faces and those kind of things. But

1 they're a very important part of trying to ensure that
2 this project is built.

3 How much will tolls cost? Our
4 preliminary information back three years ago already
5 showed a one-way toll somewhere in the 6 to \$12 range.
6 Where we'll end up we don't know yet. We'll still
7 have to go through some financial details. And that
8 final toll rate probably will not be set until the
9 construction costs are all in and we know where we are
10 with all the elements of the project and then that
11 toll rate is determined in essence by that. You very
12 likely could see a variable toll, maybe a higher toll
13 on summer weekends for obvious reasons, a lower toll
14 during wintertime when traffic congestion isn't nearly
15 as bad.

16 All the toll revenue stays within the
17 project corridor. You won't see the toll revenues
18 accrued here go to Charlotte to build some project.
19 They will stay within the project area. They will
20 stay to help pay off the bonds and/or equity and/or
21 debt, whatever we have as part of the financing. And
22 they go to the long-term operation and maintenance
23 costs for the project.

24 In North Carolina the Turnpike Authority
25 was created and the legislation was created the way it

1 is written is that when any project, whenever debt is
 2 paid off -- and toll bonds tend to be somewhere in the
 3 40-year range. When we sold the bonds in Wake County
 4 we got them for 30 years, which has proven very good.
 5 But the bottom line is the tolls stay on the project
 6 until the debt is paid off. So if it's a 40-year bond
 7 term, in this case with our private partners, if it
 8 takes us 40 years to pay back whatever debt is on the
 9 project [the tolls will remain on the project for 40
 10 years. Once the debt's paid off the tolls get
 11 removed.

12 How will tolls be collected? We are
 13 developing a cashless system across the state without
 14 toll booths. You won't stop, you won't pay cash like
 15 you would if you're familiar with many of the toll
 16 roads around the country. We have a system where
 17 you -- John, I went forward. How do I go back?
 18 (Discussion held off the record.)

19 MR. DeWITT: The little box or tag that
 20 you see up in the left-hand corner, there's either a
 21 transponder or a sticker tag, they're really two
 22 different technologies, I'm not about to go into all
 23 that. But a transponder is the EZPass pass if you're
 24 familiar with what's been predominant up in the
 25 northeast part of the country. The sticker tag

1 concept really comes out of the Southeast. Our system
 2 is expected to capture both of those. So if you have
 3 that technology or someone that's coming down here
 4 from the north or the south has those technologies, it
 5 in essence is a prepaid account. It automatically
 6 debits the toll from your account. If you don't have
 7 a transponder or a sticker tag we have high-speed
 8 cameras that take a picture of your license plate,
 9 translates that information through the DMV in
 10 whatever state that you're from and then you would be
 11 sent a bill.

12 This project's a little bit different
 13 because of the uniqueness of the population of folks
 14 that come and go from this area. We very well may
 15 have some cash lanes here to ensure that we can make
 16 sure the tolls are captured fairly.

17 What is the draft EIS, Environmental
 18 Impact Statement? This is a process that we follow
 19 federal law, the National Environmental Policy Act.
 20 The law, the policies and procedures are all basically
 21 shepherded by the Federal Highway Administration. We
 22 work very closely obviously with them to do that. A
 23 lot of detail here. But what NEPA does is ensure that
 24 we look at all issues within a reasonable alternative
 25 of a project. We look at wetlands, we look at

1 streams. We look at human impacts. We look at homes
 2 that are affected. We look at businesses. We look at
 3 archaeological issues, historical issues. Literally
 4 anything you can think about within a community is all
 5 part of this process and we have to evaluate it and
 6 ensure that we capture it fairly and deliberately.

7 Again, back to that purpose and need
 8 statement we talked about earlier. What is the
 9 purpose of the project? And this EIS in essence helps
 10 go through a process to define what the purpose is and
 11 prove that whatever transportation solution comes out
 12 of this is the best solution given all the many issues
 13 that are here.

14 We already talked about the number of
 15 reasonable alternatives, the impacts in terms of
 16 wetland and streams and communities, and those kinds
 17 of things are all part of this.

18 And if we do have impacts, if we have a
 19 wetland impact or a business impact, we have to talk
 20 about in this EIS how we're going to mitigate those
 21 impacts. And it's something that's a very important
 22 part of going through this whole thing, and it
 23 summarizes all the many things that are part of this.

24 An EIS process can be years, and this
 25 particular project, the impact has been many years to

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1 get us where we are. And the EIS in essence sort of
 2 wraps all that stuff up into a package, addresses all
 3 the details, answers all the questions. And when
 4 people have concerns we've got to address them one way
 5 or the other. They all become a part of the
 6 administrative record of the project and all taken
 7 into account.

8 Who's involved in the project? Again, we
 9 at DOT are doing a tremendous amount of the work. Our
 10 partners, the Federal Highway Administration, are
 11 really with us step-by-step. Environmental agencies,
 12 you don't go building projects like this without the
 13 environmental agencies being a huge part of what we're
 14 doing in wetlands, streams. This project in
 15 particular going across the Currituck Sound, Maple
 16 Swamp is part of the discussion here. Many, many,
 17 many issues that have environmental impacts. So they
 18 are part of a team that go through this process. We
 19 have to get permits and so on and so forth and we've
 20 got to satisfy their concerns as we go through this to
 21 ensure that we're building the right kind of project.

22 Other people involved. All of you folks.
 23 You're all stakeholders in this. It all matters to
 24 you or you wouldn't be sitting here. You may have a
 25 home that might be impacted, you may have businesses

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1 that are impacted. You may be a supporter. You may
 2 not be a supporter, you may not want this bridge. All
 3 of you and all the comments that you have and your
 4 concerns about this are a critically important part of
 5 making this project move forward. The public who uses
 6 it, clearly that's an issue in this particular case.
 7 Your local elected officials, they are
 8 supposed to represent you and we need to know what you
 9 think through them and what the community wants us to
 10 do.

11 I think I've already touched on this but,
 12 again, we look at all of the impacts in the area to
 13 determine which alternative at the end seems to be the
 14 one that makes the most sense for the transportation
 15 issues that are here. We go through all of these
 16 things. You know, I touched on these, I'll go through
 17 them again.

18 In terms of the alternative selection
 19 process, we've got in this case existing NC 12. We've
 20 got a couple different bridge alignments. We've got a
 21 couple other things in terms of potential widening of
 22 NC 12 and other places. How do we get down to the
 23 point that we've got one that we recommend? And
 24 that's where we go from here. We take all that
 25 technical information, and it is a very technical

1 process in the background here. Literally if we
 2 stopped work on this project and someone picked it up
 3 five years from now they should be able to go back
 4 through all the same details that we've gone through,
 5 go back through, look at the wetlands and the streams
 6 and all those impacts and come up with the same
 7 solution that we are coming up with now. It is a very
 8 technical algorithmic, if you will, process to ensure
 9 that it's repeatable, and that is a very important
 10 part of this.

11 So the technical part is what it is. The
 12 less quantifiable maybe is the public opinion part,
 13 and the public opinion part is hugely important.

14 Again, what you think, how it impacts you, all those
 15 elements of it are a huge part of this.

16 As we go through these public hearings
 17 over the next few days we'll talk here in just a
 18 minute about our recommended alignment at this point,
 19 We'll reaffirm that through what we've heard or we
 20 will hear over the next couple days or it will give us
 21 pause to go back and look at are we doing the right
 22 thing, is there a better solution that somehow we
 23 missed.

24 As it relates to these alternatives, this
 25 isn't a vote of the people, there's not a ballot. You

1 don't say 90 percent of the people said this, 10
 2 percent said that. That's not really how this works.
 3 But all of your comments, again, with the
 4 environmental agencies, with all the environmental
 5 issues, all balance out to give us the information we
 6 need to make a decision here.
 7 These are not political decisions.
 8 There's no politician saying, pick this route, do
 9 this, do that. That's not the way this works. It's
 10 based in federal law. We're following federal law and
 11 if we do not follow federal law we will be challenged
 12 in court and we will lose. We have to follow federal
 13 law. Political decisions are not a part of that.
 14 Again, it's based on sound, defensible, repeatable,
 15 technical evidence, again, with all the public
 16 comments and so on that are here.

17 So, where are we? We've come to the
 18 point that we have what we're calling our Recommended
 19 Alternative. This is the MCB4 designation. You can
 20 see that it is a bridge. We have not decided yet
 21 whether it's the northern C1 or southern C2 terminus
 22 point on the Outer Banks. There is some consideration
 23 of some work on 158 as you hit again the mainland
 24 touchdown point and go north.
 25 This shows a little bit of work that

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1 might need to be done down at the Wright Memorial
 2 Bridge. This is primarily for hurricane evacuation
 3 purposes.

4 And there is some amount of work, again,
 5 that we might have to do on NC 12 to ensure that
 6 traffic can freely get on the bridge and get off the
 7 bridge and function like it needs to to help solve the
 8 transportation system problems.

9 As we go into right-of-way, and then
 10 we'll come back to the schedule here so you'll know
 11 about where we are, but the right-of-way process is
 12 always one of great interest to folks and we tend to
 13 obviously get a lot of questions about that. When we
 14 get to the right point that we know which alignment in
 15 terms of that bridge in particular might be the most
 16 important here there will be a right-of-way agent that
 17 will come out and contact you. There will be a lot of
 18 discussion to in essence make sure you understand
 19 what's happening, what the impacts are on you.

20 If you're a property owner that's
 21 affected by it you will be compensated at fair market
 22 value. We hire an appraiser just like you would hire
 23 an appraiser to buy something or sell something.
 24 They're private appraisals and then we would offer you
 25 that amount. If you disagree with that, there's a

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1 process to go through. We can negotiate. If you
2 still disagree, there's a way through the court
3 process to ensure that that's done fairly.

4 The bottom line is if you're impacted as
5 a property owner it is our responsibility to the State
6 of North Carolina to ensure that you're made whole,
7 that you don't lose any money. You don't need to make
8 any money necessarily. We need to make sure that
9 you're whole as you're impacted in whatever way that
10 may be. Other elements here, and certainly we can
11 address these questions, we do have some brochures out
12 here in the hallway if someone wants some more
13 details, but in essence there's a lot that we can do
14 in the background to help ensure that you're made
15 whole.

16 As it relates to the boating issue, this
17 bridge as it is envisioned today would be very similar
18 to the Wright Memorial. You see that sort of bump or
19 hump in the middle of it. Wright Memorial is about 35
20 feet now. We're going through a process now to
21 evaluate public comments, public use of the Sound,
22 what does that height need to be from the water to
23 the bottom of bridge. And we would appreciate any
24 comments that you have tonight or over the next few
25 days, also, if you're a user of the Sound and you wish

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1 to have some input into that.

2 In terms of, again, why we're here, we
3 really do want your participation here tonight. You
4 can certainly speak tonight. Again, drop your
5 comments in the box. You should have a form that we
6 gave you when you came in. You can mail them, you can
7 e-mail them. If you e-mail you'll get Jennifer and
8 she certainly will do her best to answer your
9 questions.

10 In terms of comments, I'll show the
11 schedule here in a minute but our expectation and hope
12 is that we have public comments in by June 7th.
13 Certainly they're welcome anytime beyond that but to
14 ensure that they're taken into account in terms of
15 where we are today that June 7th date is important to
16 us.

17 So where do we go from here? After this
18 week we'll evaluate all the comments we've heard, all
19 the suggestions, again, pro or con, and then in August
20 of this year we expect to announce what we call the
21 Preferred Alternative, and that would be where the
22 bridge touches down and potentially how much work we
23 might or might not do on NC 12 and other pieces of the
24 project.

25 We're now in a draft EIS stage. In

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1 September we would expect to be in the final EIS
 2 stage. EIS is going through the draft, a final, and
 3 then you get to a Record of Decision or a ROD as we
 4 call it which is shown up here in December of this
 5 year. That Record of Decision in essence finalizes
 6 the definition of the project, it lets permitting go
 7 forward, it lets construction go forward, it lets
 8 financing go forward. So it really is the key, if you
 9 will, to making this project become reality.

10 And assuming that we make these dates we
 11 would be out here very early 2011 to go through the
 12 right-of-way process, making those contacts, and then
 13 starting in essence the construction of the project
 14 and you can see the opening date is projected up here.

15 With that I want to turn over to John
 16 Page and John will go through details of the project
 17 for you.

18 MR. PAGE: What I'll be going through is
 19 taking a look at the public hearing maps that were on
 20 display at the open house earlier today. The hearing
 21 maps will also be on display at the open houses the
 22 next two nights. They are also available to look at
 23 online and they also are available in a hard copy for
 24 you to look at at the eight public review locations
 25 that are listed in your Citizen Summary. So you'll

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1 have plenty of opportunity to look at them in more
 2 detail if you wish.

3 Each of the sets of public hearings (sic)
 4 have five key maps. The first to remind you what
 5 Steve was saying, ER2 is the alternative that widens
 6 existing roads only.

7 The two MCB2 alternatives essentially
 8 widen existing roads and build the Mid-Currituck
 9 Bridge, where MCB4 focuses attention on building the
 10 Mid-Currituck Bridge with some limited widening of
 11 NC 12 in Currituck County.

12 We'll be using these key maps to kind of
 13 keep us oriented as we move through the various
 14 hearing maps.

15 Also, each hearing map has a legend.
 16 Remember, one of the things on the legend shows what
 17 right-of-way might need to be purchased. There's some
 18 places where permanent drainage easements are needed
 19 as well as temporary construction easements. The
 20 color bands that you will see as we go through the
 21 hearing maps are our study corridor. They do not
 22 represent the area of impact -- the area of impact is
 23 much smaller -- but it does indicate where we gather
 24 data and what we took a look at.

25 We're going to begin up in the north with

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1 the Mid-Currituck Bridge taking a look at those. On
 2 the mainland side of the Mid-Currituck Bridge we have
 3 two design options that are under consideration. They
 4 differ in terms of where the toll plaza is, whether we
 5 cross Maple Swamp on fill or on a bridge, and what
 6 kind of effect we have on the circulation system,
 7 people traveling to and from the community of Aydlett
 8 and within Aydlett. They're called Option A and
 9 Option B and we'll begin with Option A.

10 In all cases the bridge ends with an
 11 interchange. The bridge and US 158 shows the Option A
 12 interchange. In this case the toll plaza is within
 13 the interchange. The red lines you see are control of
 14 access. When you build an interchange you cannot have
 15 streets and driveways directly access the ramps.

16 In order to maintain access for some
 17 driveways you'll see here there's a connection to
 18 Aydlett Road and up further north there is also a
 19 connection that goes to provides access for businesses
 20 and homes along 158 that connects to Waterlily Road.

21 This is an illustration that illustrates
 22 what that toll plaza with the interchange and toll
 23 plaza might look like.

24 With Option A can we cross Maple Swamp on
 25 a bridge and into the community of Aydlett. At

1 Aydlett you pass the community of Aydlett on a fill
 2 slope. And then we bridge the one road that goes up
 3 into the other part of Aydlett so there's no changes
 4 in the circulation of the system in Aydlett with this
 5 alternative.

6 And this photo simulation illustrates
 7 what the bridge would look like as it leaves the
 8 community of Aydlett and heads across the Sound.

9 With Option B the toll plaza is not in an
 10 interchange. The reason for that is that we'd close
 11 Aydlett Road and restore it to a wetland and people
 12 traveling to and from Aydlett would use the bridge
 13 project so we don't want them to have to pay a toll
 14 until they can get off. It makes for a much more
 15 compact interchange.

16 With this alternative we are crossing
 17 Maple Swamp on fill and there are several places where
 18 we make provisions for wildlife passage for animals
 19 that live in the swamp.

20 There is change to the road circulation
 21 system in Aydlett. What you see on that slide is
 22 there are exits from -- traveling from on 158 to
 23 Aydlett, you can exit into Aydlett, and you can also
 24 enter, go back to 158 from Aydlett. There is no
 25 connection between the bridge and the community of

1 Aydlett.
 2 This is also because the toll plaza is at
 3 grade beside Narrow Shore Road which is the road that
 4 runs along the Sound and we provide an overpass to
 5 maintain the circulation system in the community. The
 6 toll plaza is in the community.
 7 And this is a photo simulation that
 8 illustrates what the overpass would look like and the
 9 toll plaza.

10 We only have one corridor on the
 11 mainland. We have two end points that are under
 12 consideration on the Outer Banks. They're called C1,
 13 which is the one in green, and they're called C2 which
 14 is the one in purple, and they split once you get into
 15 Currituck Sound.

16 The bridge is two lanes. This is a
 17 typical bridge section showing two 12-foot lanes and
 18 two 10-foot shoulders. The cost estimates in the EIS
 19 also include some estimates for some additional
 20 amenities including a separated bike/pedestrian path
 21 made out of recycled plastic lumber. It would be lit
 22 by light that is powered by solar panels. And there
 23 would be parking lots on either end with permeable
 24 pavement for people who wanted to use that, and that
 25 is one way of handling bicycle-pedestrian crossings

1 that is under consideration.

2 As Steve mentioned, there would be the
 3 need for navigation. The navigation height has not
 4 yet been decided. If there does need to be a single
 5 navigation span that is higher than the 15-foot
 6 elevation for the rest of the bridge it would probably
 7 be closer to the mainland because the water is deeper
 8 there.

9 Now we're going to move across the Sound
 10 and take a look at the northernmost terminus, C1. It
 11 ends in the developing subdivision called Corolla Bay.
 12 You can see on here that we provide -- because most of
 13 the traffic will be traveling to and from the bridge
 14 we make that the primary movement.

15 Also, in order to keep traffic from
 16 backing up to the bridge from signalized intersections
 17 further south, NC 12 from this point would be widened
 18 to four lanes down into the Currituck Club area.

19 This photo simulation illustrates that
 20 intersection.

21 Now take a look at the other corridor.
 22 You can see that it goes around the marsh islands on
 23 Currituck Sound. Also, the bridge would bridge the
 24 marshes that are along the shoreline at that point.

25 This alternative would come in just south

1 of the commercial area, TimBuck II. That location was
 2 selected because it minimized the effect that we would
 3 have on driveways and local streets in the commercial
 4 area. In this particular case the widening for four
 5 lanes would extend two miles down through into the
 6 Currituck Club area.
 7 And this is a photo illustration looking
 8 back towards the bridge.

9 Okay. Now we've taken a look at the
 10 Mid-Currituck Bridge. Now we're going to take a look
 11 at the area that many of you are I'm sure interested
 12 in hearing more about and that is the widening of
 13 NC 12. Again, with ER2 and MCB2 this involves
 14 improvements all along 12. With MCB4 it's only those
 15 two- to four-mile areas to the north.

16 In Dare County and the southern part of
 17 Currituck County where the right-of-way is mostly only
 18 60 feet wide, only three lanes are proposed in this
 19 area. It would be two through lanes and a center turn
 20 lane. Also, all the existing multi-use paths are
 21 retained and replaced with this project.

22 Also, the drainage issues that are along
 23 the road are addressed. One, we're adding some
 24 additional pavement and, two, there are already
 25 drainage issues that currently exist. What we have

used to evaluate impacts is the presumption that the
 primary way that drainage is handled along NC 12 today
 is that water when it stops raining infiltrates into
 the soil. The challenge in this however is sometimes
 it's waiting to be infiltrated in places that are
 inconvenient, like on the road. So what this does
 is -- what we're doing is we're using infiltration
 strips and in some cases infiltration basins that give
 them places -- somewhere for the water to go so that
 it's not inconvenient, like on the road. And there it
 would -- as soon as it stops raining it would
 infiltrate quickly into the sand and go away.

And these infiltration strips are
 basically generally very narrow. At the southern end
 of Southern Shores, however, they would be fairly
 wide, from 12 to 21 feet based on our preliminary
 work, and that is because all the development, all the
 roads in there grade to the road and therefore there's
 really no place for the water to go. So there's a lot
 of water that needs to be handled and, therefore,
 things are widened.

Once you get further north the
 infiltration strips can be very narrow. And perhaps
 in Southern Shores and in Duck there's enough terrain
 that the water can be transported along some of the

1 ditches to infiltration basins at low levels, again,
2 remaining dry because it will be a place to put the
3 water if it's more convenient for everybody until
4 there's the opportunity for it to naturally infiltrate
5 into the soil like it does today.

6 Okay. We're now going to -- these are
7 the hearings maps. Again, the color is an indication
8 of our study area, not the area of impact. What we're
9 looking at there is the southern end of Southern
10 Shores. Immediately to the left of this map is the
11 intersection with NC 12 and 158. And we'll now take a
12 look. And again, it's three lanes. I mentioned that
13 the drainage features are actually all outside the
14 existing right-of-way in permanent drainage easements
15 but very little displacement is involved in providing
16 for the drainage.

17 When we get into the Duck area there's
18 already three lanes through downtown Duck so no change
19 is made in that area.

20 Moving up to the Sanderling Inn area,
21 Dare-County Currituck line, moving into Pine Island,
22 again, continuing three lanes.

23 Now, here, that is the Hampton Inn area
24 and here we get to the Currituck Club subdivision.
25 It's there that the right-of-way of NC 12 widens to a

1 hundred feet as opposed to 60 feet. That does provide
2 room for four lanes. So it's here that the four lanes
3 would begin. Again, in this case you see four 12-foot
4 lanes, a median, left turn lanes at intersections.

5 Now, in this area there is currently no
6 multi-use path but space would be left for one in this
7 design so that if Currituck County wants to install a
8 multi-use path in the future that opportunity is not
9 foreclosed.

10 Again, you have the infiltration strips
11 along the road. They can be very narrow here because
12 most of the subdivisions control their drainage
13 internally and we do not have subdivisions draining
14 into the road. Again, the infiltration strips would
15 be part of the drainage easements just outside the
16 right-of-way.

17 Where you see the color change from
18 orange to purple, that's the point with MCB4, the one
19 where we're only doing two to four miles of widening
20 where the road would start to widen out from two lanes
21 to four until we can continue on.

22 Here we continue past Currituck Club.
23 Now we're back in the TimBuck II area in which we were
24 before. This area up here where C2 came in, where you
25 see a change from purple to green -- well, with the

1 widening-existing-roads alternative, all the widening
 2 ends at Albacore Street. So about just before the
 3 green everything ends and you just widen existing
 4 roads. They remain two lanes north of that point.
 5 And as we indicated, C2 is further north so the green
 6 indicates where the four-lane lane widening would
 7 continue on to C2.

8 Also with the four-lane widening would
 9 come changes primarily in terms of restrictions of
 10 left turns in the Food Lion area as well as the
 11 TimBuck II area.

12 And that's essentially what we are
 13 showing along NC 12. Now we're going to move south
 14 and take a look at what would be involved in widening
 15 US 158 between the Wright Memorial Bridge and the
 16 intersection with NC 12 and 158.

17 What's proposed along 158 in our
 18 preliminary design is called a super street. It's
 19 essentially a street that has more higher capacity
 20 than normal. What you do is that you limit the people
 21 who are trying to either cross the road from
 22 cross-streets or turn left from cross-streets. They
 23 cannot do that. They have to turn right and then
 24 there is a signalized break in the median where they
 25 can make a U-turn. What that does is it increases the

1 amount of through traffic that can go along the road
 2 and reduces the opportunity for congestion that's
 3 caused by people stopping at traffic lights. And that
 4 would go from the Currituck Sound area to NC 12.
 5 At NC 12 both -- previously all the
 6 alternatives had involved widening existing roads
 7 including the interchange at 158 and NC 12. Access,
 8 full access to the Welcome Center is maintained. Of
 9 course, turning movement up NC 12. The primary change
 10 from the interchange in terms of the surrounding
 11 community is, again, you cannot have driveways and
 12 ramps, driveways and roads, local streets into the
 13 ramps and so there will be a lot of change in terms of
 14 access to 158 in this area.

15 In terms of one where we just build the
 16 bridge, there would still possibly be some improvement
 17 down in this area because we also have a hurricane
 18 evacuation goal. US 158 is the -- according to our
 19 models is the bottleneck for hurricane evacuation,
 20 including this area, which is logical because we've
 21 got all the traffic from NC 12 merging into 158.

22 So one option through this area would be
 23 to add a third outbound lane to this section of 158
 24 that could only be used in emergency situations.
 25 There would be no interchange, there would be no other

1 change in this area. And I'll show you what that
2 might look like in a few moments.

3 Okay. Finally what we're going to take a
4 look at is these improvements that are shown on 158.
5 These are all hurricane-evacuation related. Again,
6 based on the hurricane model the state has, the
7 primary challenge in terms of reducing clearance times
8 is to move traffic through easier along 158 from NC 12
9 to 168 at Barco where the road splits. If we built
10 ER2 we would need to make these improvements for 25
11 miles. If we build the bridge then those improvements
12 only need to occur for about five miles because the
13 bridge would divert so much traffic off of the
14 southern part of 158. So that's one big advantage of
15 the bridge in terms of hurricane evacuation.

16 This photo simulation illustrates what
17 the third outbound lane might look like and
18 essentially would be a wide, paved shoulder that would
19 be signed and marked "for evacuation use only."

20 Another option that is considered in the
21 EIS is the idea of reversing some turn lanes during an
22 evacuation. That would only work, however, if the
23 bridge is built because it would not be -- it's
24 logistically impossible to keep control of a temporary
25 reversal like that for a full 25 miles. But it is our

understanding from Emergency Management they could do
it for five.

These slides which we'll go through are
showing the 25 miles of adding that third outbound
lane. For the most part no additional right-of-way
would be required. There are some places where there
are slivers of right-of-way. There would during
construction for the most part require temporary
construction easements so they have room to build the
third outbound lane but for the most part there would
not be an additional right-of-way.

And again, if you build the bridge all
that you're seeing here right now would not need to be
built because of the diversion of the traffic to the
bridge. The northern bridge would reduce the traffic
significantly on 158.

Now we're starting to approach the
Intracoastal Waterway. You see it up there in the
upper right. At the Intracoastal Waterway you would
not build a third outbound lane, it would be too
expensive. What you would do with that bridge would
be reverse one of the inbound lanes to get your third
lane.

And then with all of the alternatives you
would continue either with reversal of the lanes or

1 using this third outbound lane through to the 168
2 intersection.

3 Steve?

4 MR. DEWITT: Thank you, John.

5 I hope everyone picked up one of these,
6 which is the comment form. And even if you come up
7 here tonight and make comments, still it would be very
8 helpful if you would fill this out and give your
9 opinion.

10 There are six or seven questions here
11 that are somewhat pointed. For instance, at the
12 bottom of the first page where it talks about
13 preference from the MCB2, MCB4 and design Option A or
14 B, I know there's some Aydlett folks here tonight, I
15 think you know why that's on there. We certainly
16 would like to ensure that we capture all those
17 comments so that form is very important to us.

18 We've got I think nine people here that
19 signed up to speak and what I'll do, again, I'll go
20 through those in the order in which we received them.
21 When those are done if there is someone else that
22 wants to come up and speak, you're certainly welcome
23 to do that.

24 Again, we're limiting it to three
25 minutes. We are recording verbatim everything we're

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1 saying tonight. You see this lady up here typing
2 away. She's recording everything and it becomes part
3 of our public record.

4 Remember, you have three minutes, and do
5 I have a timekeeper? At the two-minute mark he'll do
6 something.

7 MR. WALSH: I'll flash a light.

8 MR. DEWITT: Flash a light and let you
9 know that your time is almost over.

10 And if you would please make sure you
11 state your name clearly so that we can capture it. If
12 you're affiliated with a group or company, whatever it
13 is, or you're just a citizen or a homeowner, just let
14 us know that so that we can ensure that we capture
15 that correctly. And because of the acoustics I would
16 ask you to come up here to the microphone and speak
17 clearly into that.

18 And the first person is Warren Judge, and
19 I think he actually slipped out.

20 VOICE: He had to leave.

21 MR. DEWITT: Okay. Don Kingston.

22 MR. KINGSTON: My name is Don Kingston.

23 I live in the Town of Duck. I am the mayor pro tem of
24 the Town of Duck and I'm here tonight to represent the
25 town council and the citizens of Duck.

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The current and previous Duck town councils are in support of the MCB4 alternative in building the Mid-Currituck Bridge, specifically, the construction of a two-lane toll bridge across the Currituck Sound with approach roads in Currituck County, a third outbound evacuation lane on US 158 between NC 168 and the Mid-Currituck Bridge, or the use of the existing center turn lane, a third outbound evacuation lane on US 158 between the Wright Memorial Bridge and NC 12 or the use of the existing center turn lane, and a median in Currituck County Outer Banks from Seashell Lane to the intersection of NC 12 and the Mid-Currituck Bridge.

The Duck town council supports what has been evidenced by our support of a resolution 04-14 dated August 4th, 2004, a resolution 07-07 dated June 6, 2007, a letter correspondence to the North Carolina Turnpike Authority dated March 19th, 2008, and the latest resolution 10-03 dated May 5th, 2010.

We are in agreement with the stated goals and purposes to build the Mid-Currituck Bridge presented by the North Carolina Turnpike Authority, those being to improve traffic flow, reduce travel time, and to reduce substantially hurricane clearance

We would add on the latter goal that this would also provide an alternative evacuation route in the event NC 12 is blocked in the Town of Duck during a severe storm event. There is also the potential for inlet formation within the Town of Duck which would isolate all residents and visitors from that point in Duck into Currituck County. To date we have been very fortunate, NC 12 has not been impassable during an evacuation.

We are firmly committed to the decision to select MCB4 as the Recommended Alternative. The selection of this alternative minimizes the impact on our coastal community of Duck and our new 11-acre park, that enhances pedestrian-biking safety, eliminates increased vehicular conflicts, eliminates displacement of about 47 properties, and the expensive right-of-way acquisitions.

Any widening of Route 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 of a slow-paced coastal town and family-oriented vacation destination.

The Town of Duck joins with the North Carolina Turnpike Authority, the Federal Highway

1 Administration and the County of Dare and the Town of
2 Southern Shores in recommending and supporting MCB4 as
3 the Recommended Alternative.

4 I would welcome an opportunity to submit
5 our Town of Duck Resolution 10-03 for the record. On
6 behalf of the Town of Duck thank you for letting us
7 present tonight.

8 MR. DEWITT: Thank you for your comments,
9 and we'd love to have any written comments and/or
10 resolutions that you have.

11 MR. KINGSTON: Up here?

12 MR. DEWITT: That would be fine. Thank

13 you so much.

14 Hal Denny?

15 MR. DENNY: I'm Hal Denny. I'm the mayor
16 of the Town of Southern Shores.

17 Southern Shores as a town has long been
18 the victim of weekend traffic jams by those
19 vacationers idling on Ocean Boulevard and on Duck Road
20 on their way to the northern beaches. The people of
21 Southern Shores recognize the importance of our
22 summertime guests; they are the economic engine that
23 makes it possible for us full-time residents to live
24 in an area dearly beloved by all who are fortunate
25 enough to be here full time.

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1 However, the people of Southern Shores
2 also have long recognized that there is a better way
3 to get our summer visitors to the north beaches, to
4 wit, the Mid-Currituck Bridge. For at least the past
5 10 years the Town of Southern Shores has been in the
6 forefront of efforts to make the Mid-Currituck Bridge
7 a reality. 10 years ago The Build a Bridge/Preserve
8 Our Roads Committee was created by our Southern Shores
9 town council in cooperation with the town of Duck
10 specifically to further the movement to a
11 Mid-Currituck Bridge. The committee has been
12 singularly successful in keeping our people informed
13 of the status of the bridge, but more importantly in
14 analyzing and critiquing the many studies and
15 consultants' reports of the Department of
16 Transportation on the subject.

17 Thus, I'm pleased to appear before you
18 today to express the wholehearted support of the
19 people of Southern Shores for the Draft Environmental
20 Impact Statement that identifies the alternative MCB4
21 as the preferred solution for moving our summer guests
22 to the northern Outer Banks.

23 The people of Southern Shores urge the
24 North Carolina Turnpike Authority and the Federal
25 Highway Administration to get on with it, make this

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1 bridge happen. It is long past due. Alternative MCB4
2 should be implemented as a fast-paced solution to a
3 pernicious problem that has been endured by too many
4 for too long.

5 MR. DeWITT: Thank you for your comments,
6 sir. I'll be glad to take those. Thank you.
7 John Wander.

8 MR. WANDER: My name is John Wander. I
9 represent the Duck Community and Business Alliance,
10 The Community and Business Alliance is an amalgamation
11 of homeowners in Duck and the businesses in Duck.

12 I agree with everything that Hal and Don
13 have said. I'd just like to make three brief points.
14 Number one, I'd like to thank the
15 Turnpike Authority staff for presenting thorough and
16 complete alternatives and to give us a choice on --
17 with some details behind it.

18 Second, we strongly support MCB4 and that
19 alternative that's recommended by the Authority.

20 And third, we remain unanimous in our
21 opposition to any widening of NC 12 through Duck and
22 Southern Shores.

23 I thank you for letting me make this
24 statement for the record.

25 MR. DeWITT: Thank you for your comments.

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Michael Meredith?

1 MR. M. MEREDITH: My name's Michael
2 Meredith. I own Corolla Water Sports which is the
3 operating agent for Currituck Water Sports located in
4 TimBuck II, Corolla. We also own Duck Para Sail
5 operating in the same place, and a miniature golf
6 course called the Golf Links, also in TimBuck II. And
7 we own the pier that all these activities are operated
8 on.

9 First I'd just like to say that for the
10 record I prefer the no-build option just for the fact
11 that Corolla is Corolla for a reason. It's because
12 it's isolated, it's because it's naturally beautiful
13 and because it's hard to get to. I think it needs to
14 stay the same, and that's why people come here. If
15 they want fast, easy access, if they want a lot of
16 bridges and turnpikes and toll roads they can just go
17 to Virginia Beach, they can go to Myrtle Beach or they
18 can go to Jersey Shore.

19 If the bridge is built, which it looks
20 like it's going to be, I strongly prefer the C1 option
21 for the Outer Banks side. If the C2 is built several
22 local businesses will be destroyed. It will come
23 directly over top of our water sports pier. And this
24 is also the pier that TimBuck II complex uses for
25

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1 their patrons to watch the sunset and see the Sound.

2 This is my entire livelihood along with
3 several members of my family. We have three other
4 businesses that also operate off this pier and they
5 will be destroyed, also. And this is a -- we have a
6 serious operation. It's not just a little small-time
7 thing. We have a great deal of time and money
8 invested in them and I believe they should receive
9 fair consideration in the decision process.

10 Also, the entire TimBuck II complex,
11 which I was the former vice president of the COA, will
12 have a huge negative economic impact on all of those
13 business owners as well and they should be also
14 considered because there's about, I don't know, 50
15 merchants in there, something like that.

16 And we also have the golf course which is
17 pictured on the front of this handout. So I mean,
18 that's going to be the view from the bridge looking
19 down on our little golf course that used to be so
20 quiet and nice.

21 So again, my suggestion's the no-build
22 option but if that's not possible then definitely the
23 C1 option because no businesses or homes will be
24 displaced, or I mean, I want to C2 -- no. I want C1,
25 the northern one, the northern one, Corolla Bay.

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1 That's the one I think you ought to pick because that
2 one's not going to displace any homes or businesses.
3 Less wetlands will be affected. It will be a much
4 shorter and straighter bridge.

5 If C2 must be taken, just please take
6 into account our pier and our businesses which there
7 are several and, you know, they're very important to
8 us. And looking at the drawing it looks like there's
9 some room to negotiate there. I've talked to several
10 people here tonight and they say that they could also
11 have a little bit of wiggle room where we could maybe
12 still have the pier. If that has to be the option,
13 please -- you know, let's work with us on that one.
14 And I've got a bunch of stuff in writing that, you
15 know, I'll give to you guys later. I don't have it
16 right now.

17 MR. A. MEREDITH: I think I'm signed up
18 to speak next.

19 MR. DeWITT: Are you Andrew?

20 MR. A. MEREDITH: Yes. Can I just give
21 him the next three minutes?

22 MR. M. MEREDITH: I got everything
23 already.

24 MR. DeWITT: This is Andrew Meredith, Jr.

25 MR. A. MEREDITH: Andrew Meredith, Jr.

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1 I'm Michael's partner in Corolla Water Sports and the
2 putt-putt there and the Para Sail business.

3 I don't know if that map of the proposed
4 C2 can be brought up right now? Can we look at that?
5 The landing, exactly where it's going to be so I can
6 point out --

7 MR. DEWITT: If you have got some real
8 specific questions we can address those --

9 MR. A. MEREDITH: It's not a question. I
10 just want to point out and make sure that everybody
11 knows exactly where we are on that map and what our
12 business is.

13 MR. DEWITT: I think we're aware of that.
14 We're pretty tuned into it.

15 MR. A. MEREDITH: Okay. Then that big
16 purple shaded area and where our property line is
17 exactly and how we're being cut off from access to the
18 Sound by the I guess it's 50 feet on either side of
19 the proposed bridge and whether or not it could be --
20 if you do end up choosing that C2 landing, that there
21 is room in that purple shaded area for you to pull
22 that bridge down just a little bit to give us
23 shoreline on our property.

24 The way that it's set up you've cut us
25 off from being able to get to the Sound at all, where

1 even if you did come over our existing dock some and
2 we had to change the configuration of our dock, we do
3 need that bridge just to come down just a little bit
4 in order to not intersect the property line to block
5 us out of basically our livelihood and the, you know,
6 long-term major investment, basically.

7 MR. DEWITT: What we will do if that
8 alignment is the one that's picked we certainly will
9 meet with the folks that are impacted by it and if
10 there's a way to miss or minimize we certainly will do
11 that.

12 MR. A. MEREDITH: Okay. And I want to
13 reiterate that I think that the whole atmosphere of
14 Corolla is the way that it is and it is so desirable
15 because it is hard to get to and that, you know, it
16 makes it kind of that far-flung place. And even up in
17 the Carova Beach and everything and how that will all
18 be affected by easy access to make it less desirable
19 which I think will bring down property values in the
20 whole area.

21 MR. DEWITT: Thank you for your comments.

22 MR. A. MEREDITH: Thank you.

23 MR. DEWITT: Allen Forman.

24 MR. FORMAN: For temporary physical
25 reasons I'd rather stay where I am.

1 MR. DEWITT: Can everybody hear him okay?

2 MR. FORMAN: My name is Allen S. Forman.
3 I've been a resident of the Outer Banks for 28 years.
4 I first came here in 1953 as a sailor in the United
5 States Navy and I wondered why there was nobody on the
6 beaches and I was told because it's so tough to get
7 to.

8 I just want to make a few comments. Here
9 according to NCDOT the Currituck bridge is needed for
10 three reasons that are listed on the talking points
11 for Mid-Currituck Sound Bridge. You missed one very
12 important reason. When you build that bridge you're
13 going to have people that want to move over there with
14 children. Right now it's a two- to two-and-a-half
15 hour bus trip on school buses, dangerous roads. When
16 the tourists get here our lives are much more in
17 danger than the other eight months of the year when
18 they're not here. It limits the children's
19 after-school activities. And more would participate
20 if they knew there was a late bus directly across the
21 bridge and get home in less than an hour and a half or
22 two hours.

23 The other I have a question which you
24 might be able to answer. Where on the list of
25 Turnpike Authority projects is the Mid-Currituck

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1 Bridge listed for starting or progress made here
2 tonight? Which I feel progress has been made.

3 Until today at lunchtime I was under the
4 impression that the first time this bridge came up for
5 discussion was 26 years ago in April 1984 in the lobby
6 of the Sanderling Inn and there were maybe 50 or 75
7 people there. Within a month there was another
8 meeting at the Sanderling Inn lobby. I went to that.
9 At the third meeting I began to realize between the
10 people that didn't want the bridge and bureaucracy it
11 was going to be a long time. A little bit of
12 snippiness. I hope I can cross that bridge in less
13 than 26 years than it took for us to be here tonight.

14 Three main points and I'm going to sit
15 down. Hurricane evacuation, I'm definitely -- I've
16 always been since day one in favor of the bridge. But
17 hurricane evacuation, you can't -- if you've never
18 been here when there's a hurricane coming and the
19 people are coming up from Hatteras and they're trying
20 to get past 158 and 12, it's bedlam.

21 The other thing is I had a limousine
22 service here for 17 years and it was an extra two
23 hours. The people that I would pick up at the Norfolk
24 airport and take to Corolla or up above the end of the
25 hard road, they didn't care about the money because

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1 they got the pleasure of staying here. But it was an
2 extra two hours every time we had to do it.

3 And again, I want to just say you missed
4 the point by not figuring in the high school students
5 and the hour that they have to spend in a bus, once
6 the bridge is built and people want to live over
7 there, and they've got families.
8 Thank you very much.

9 MR. DEWITT: Thank you for your comments.
10 The last card I have is Dean Helms.

11 MR. HELMS: My name is Dean Helms. My
12 wife and I have lived in Southern Shores for about six
13 years. We live on Duck Woods Drive. That's north of
14 the 158.

15 I see no reason for any additional
16 concrete between the Wright Memorial Bridge and
17 12/158. I like the idea of a constant flow of an
18 existing lane, either three and two or four and one.

19 I accept MCB4 with the exception it's
20 missing what you have on MCB2, which is the
21 interchange. In a lot of ways we need the interchange
22 before we need the bridge. I know, I'm familiar with
23 a horse called Any Day Yesterday. But it's not just
24 the weekends which jams up 12 and 158, it's all week
25 long. The visitors up north go down to Pea Island.

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The ones down south go up to Corolla and the horses,
the lighthouse and the wonderful Currituck science
museum. But I think we really have to concentrate on
getting an interchange at 12 and 158. Thank you very
much.

MR. DEWITT: Thank you, sir.

Is there anyone else that would like to
speak? That's all the folks.

MR. MCCOMBS: I filled out a card.

MR. DEWITT: If you want to come on up,
just come on up. Those are all the cards I had.

MR. MCCOMBS: I'm here on the behalf of
hundreds of local bicyclists and literally thousands
of bicyclists in the future. I'm not too encouraged
that you lost my card so I'm not thinking --

MR. DEWITT: I have it. They stuck
together a little bit. Jack McCombs. Sorry about
that.

MR. MCCOMBS: Thank you. All the
bicyclists, I'll call those bike riders, that I know,
and it's hundreds of them in the Outer Banks, I've
never met one person who does not want the bridge. We
also drive cars and we're fully aware of the need for
the bridge and the reasons for it.

I'm very pleased, and I said this when

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1 you had the review about a year and a half, two years
 2 ago, that you are building into the design
 3 accommodation for cyclists. One thing I would like
 4 you to think about is what they have on the Virginia
 5 Dare Bridge. Midway eastbound and westbound are rest
 6 areas, and for some of us it's not so much a rest area
 7 but a place that we can stop and enjoy the beauty of
 8 that scenery there, and that will be replicated at the
 9 Mid-Currituck Bridge.

10 I really do not believe that most folks
 11 who are not familiar with cycling in the U.S.
 12 understand that this bridge is literally going to
 13 bring in thousands of additional people who will come
 14 here to ride bicycles. And in fact, I think there
 15 will be some people making day trips from Virginia and
 16 parts of North Carolina, driving to the western
 17 terminus of that bridge, parking, getting their
 18 bicycle out to just to ride over the bridge. And I
 19 hope that you have accommodations and you'll have the
 20 land to build adequate parking, particularly on the
 21 western terminus, because you are absolutely going to
 22 have thousands of people coming here to ride bicycles
 23 and this bridge is going to be a big engine for that
 24 as well as the new bridge that will go over Oregon
 25 Inlet. It's going to really enhance the economic

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activity in the Outer Banks. It's going to have a
 huge impact.

There is an organization now in the Outer
 Banks that are promoting marathons, half marathons,
 triathlons, and next spring they're going to promote
 the first bicycle event in the Outer Banks. These
 bicycle events are going to increase in numbers and
 types. Some of the events are going to bring in as
 much as 10,000 cyclists for a week and they'll be
 bringing in 15- to 20,000 more people for a week.

Most importantly please do not charge
 tolls for cyclists, because if you do that it's going
 to choke off that growth that you're going to see in
 the number of cyclists and economic activities. So I
 would plead for NCDOT not to charge tolls for bike
 riders. Thank you.

MR. DeWITT: Thank you for your comments,
 and we do not have the intention of charging
 bicyclists a toll.

MR. McCOMBS: Thank you.

MR. DeWITT: Others that wish to speak?
 Just please come on up to the podium. You can form a
 line if there's enough. If not just please come on
 up. Make sure you state your full name.

MS. AVERY: Okay. Yvonne Avery. I live

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1 in Aydtlett. I had not planned to talk tonight. I was
 2 going to be at the other two meetings where I would be
 3 with like people from Currituck County.

4 But anyway, you talk about when you take
 5 away from homeowners and you make them whole by giving
 6 them money or whatever. When you change a community's
 7 way of life how can you make that whole again?
 8 Aydtlett is the most beautiful place. Have you been
 9 there?

10 MR. DeWITT: I have, ma'am.

11 MS. AVERY: I wonder how many of those on
 12 the board that will make this decision have been to
 13 Aydtlett. I think if you go there then you'd think
 14 there's no way we can change this, this is such a
 15 beautiful community. And we do not want the bridge in
 16 our front yards. And I'll speak more later. Thank
 17 you.

18 MR. DeWITT: Thank you for your comments.
 19 Yes, ma'am?

20 MS. FRANCIS: I'm Cindy Francis, a
 21 landowner in Corolla and in Monteray Shores.

22 I'm against building the bridge. I want
 23 Corolla to stay the way it is. I'm especially against
 24 C1 as it would go directly through Monteray Shores.
 25 Doing so my children will have to cross a four-way

1 highway, four-lane highway to get to their community
 2 pool and to get to their clubhouse and playground. I
 3 think it's unsafe. I don't think it's a good
 4 alternative in any way. And it scares me to think
 5 that you would bring a bridge and dump it off into the
 6 middle of a neighborhood where children are running
 7 back and forth and I think that it would be hazardous.
 8 I just can't imagine even considering it. I hope that
 9 you choose not to build the bridge. Thank you.

10 MR. DeWITT: Thank you for your comments.
 11 Anyone else? Yes, sir.

12 MR. DAVIS: My name is Wally Davis and I
 13 live in Aydtlett, North Carolina.

14 And the reason I'm down here today is
 15 because I wanted to hear the comments of the folks
 16 here in Dare County, and the first comment, I would
 17 like to know if you'd just publicly hold a hand up if
 18 you have read this Draft Environmental Impact
 19 Statement? Have you read it entirely? Okay.

20 Out of how many, a hundred people here,
 21 50, 75, you have about 20 people who have read this.
 22 And many times today we complain about our
 23 representatives not reading the bills that are passed
 24 and they pass them. This is as important to this area
 25 as those bills are. You need to read this document,

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1 and read it with an understanding of what it's saying
2 and the basis on which it's being said.

3 The details in this are a great question
4 and these folks have spent -- 15 years I've been going
5 to public hearings on this bridge. They spent a lot
6 of time compiling this information. I wouldn't agree
7 with a lot of it and there are times that facts are
8 changed to the advantage of building a bridge in this,
9 in my opinion. In my opinion. So it's important for
10 you to read your Draft Environmental Impact Statement
11 and be continuing in these meetings.

12 As I said, I've been here since the
13 mid '90s making comments about this. I haven't been
14 here quite as long as Mr. Forman, he's got me beat a
15 little bit. I hope that Mr. Forman is here another 26
16 years not to ride over a bridge.

17 The 1998 Draft Environmental Impact
18 Statement was rescinded because it had inadequate
19 purpose and need. The major purpose was for hurricane
20 evacuation. That is still part of the purpose of
21 this, and I'm not saying that's not something that
22 would be improved. However, because of the way the
23 design is, the one-way or turning the traffic in three
24 lanes going from Wright Memorial back to Coinjock
25 Bridge is no different than if we're going to talk

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1 about turning the three lanes back north through
2 Virginia. And on top of it there's no guarantee that
3 Virginia will allow us to enter Virginia. They've
4 stopped us from going up there before and that's where
5 the bottleneck was.

6 I was surprised to find that the first
7 meeting on this was in Dare County on a mid-county
8 bridge in Currituck. What I thought important -- I
9 thought about it a little bit and said, you know what,
10 that kind of makes sense, I guess, because really, the
11 problem's mostly in Dare County. Most of the issues
12 with the traffic, Southern Shores, Duck, is in Dare
13 County.

14 And so I would agree with you, there
15 needs to be traffic improvement in Dare County along
16 Route 12, Route 158. However, this bridge doesn't
17 solve that problem. The MCB4 does not address the
18 roads that are needed to improve the traffic into
19 Dare -- up and down that corridor. It will -- the
20 same amount of traffic will go to Corolla either way,
21 same number of cars, so it's a matter of just
22 rerouting them a little bit.

23 Lastly, I'd like to finish with saying
24 that this morning I rode from the end of Aydlett Road
25 to the Currituck County line. It took me

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1 45-and-a-half minutes to do so. That's with water
2 partly across the road south of Duck, slow traffic. I
3 rode no higher than the traffic laws and frequently
4 rode less than the traffic laws. So this problem is a
5 problem essentially 15 weekends of the year for major
6 problems and during the summer for the rest of the
7 time.

8 You're talking about spending \$15 million
9 a year by the state plus 680- as an average of the
10 mid-county bridge or MCB4 alternative to pay for a
11 bridge that somewhere around at max, at a max, 1,095
12 cars per hour at the worst peak time is supposed to be
13 traveling. I don't believe all the 1,095 are going
14 into Corolla because if they got there they would be
15 piled up at the end of the bridge, I can tell you. So
16 thank you for your time.

17 MR. DeWITT: Thank you for your comments.

18 And I, too, would encourage you, if
19 you've not read the Environmental Impact Statement we
20 want you to read it, we want the comments, we want
21 your thoughts on it. And the best way to gather that
22 information in your own mind is to go through it, look
23 at the details. And if you have questions, certainly
24 pass those on to us or call us and we'll talk through
25 it.

1 Other comments that anybody wants to
2 make? Yes, sir.

3 MR. FRANCIS: Hi. My name is Matt
4 Francis. Both my wife and I just drove up here today
5 from Baltimore. We are property owners here up in the
6 Corolla area.

7 And I agree that this is a valuable
8 document but nowhere in it does it address the crime
9 that is going to come over that bridge. High schools,
10 great, love them. If anybody's been to Virginia
11 Beach, you know, New Jersey, Ocean City, Maryland,
12 that's what this beach is going to look like in 20
13 years if this bridge is built. I am totally against
14 it. I understand the impact statements that's going
15 to happen to the businesses, they're going to be
16 affected. I also understand the road, the road
17 issues. I've been here during a hurricane evacuation.
18 Not fun.

19 You guys have spent a lot of money,
20 taxpayers' money I'm sure on doing this study. I love
21 the northern part of this beach. I absolutely love
22 it. And you know what that does not address? How
23 it's going to affect the wildlife, fish, the
24 pollution.

25 There was a study that was done up in

1 Baltimore about the effects of the run-off from these
 2 bridges. It's polluting the Chesapeake Bay, it's
 3 killing the fish, it's putting chemicals into the
 4 water. What is this place going to look like in 20
 5 years with, you know, a huge, you know, three-lane,
 6 two-lane bridge coming across?

7 So I'm not going to give everything --
 8 I'm going to be at every meeting this week and I can
 9 tell you right now that this is going to be totally
 10 against what I believe in.

11 And the other thing, too, is who's
 12 purchasing all the permits for this? Have they been
 13 purchased yet?

14 MR. DEWITT: The permits are part of the
 15 process that we're going through.

16 MR. FRANCIS: Right. So they've not been
 17 purchased yet?

18 MR. DEWITT: Well, purchase isn't the
 19 right word. We go through an application process and
 20 we address water quality and many of the things that
 21 you've talked about.

22 MR. FRANCIS: Okay. So the answer is no,
 23 nothing's been done around the permit process.

24 So, once again, I'm totally against this.
 25 It's going to destroy the wildlife up here. For those

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1 of you that do know about the horses, they're going to
 2 be gone. And you know what? That's really sad,
 3 because people know the Outer Banks for their wild
 4 horses that are up here. My daughter is going to be
 5 devastated.

6 And lastly and finally, my kids are not
 7 going to be crossing over a four-lane highway to go to
 8 their pool or to their clubhouse. And who up here, I
 9 don't know if there's lawyers in here, who's going to
 10 take responsibility after a child dies crossing your
 11 four-lane highway because there was no light put up,
 12 there was no crosswalk or the bicycles couldn't get
 13 across because the speed limit's supposedly 35 miles
 14 an hour but somebody was doing 50?

15 So, once again, I am against this, and I
 16 appreciate your time in preparing this for us, and
 17 thank you.

18 MR. DEWITT: Thank you for your comments,
 19 sir.

20 Anyone else? Yes, ma'am?

21 MS. LEARY-SMITH: I've been to Raleigh
 22 and all around and I've been coming to the meetings 26
 23 years. I stopped at Aydlett and I looked across the
 24 Currituck Sound. I'm a property owner in Currituck
 25 County in the community of Aydlett. I do not want to

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1 lose the quality of life this community now offers.
 2 If you place a toll in Aydlett and this
 3 will be the last exit before crossing the mid-county
 4 bridge, most of the travelers will only continue
 5 through Aydlett and Poplar Branch to continue to the
 6 Outer Banks joining the highway on 158 at Grandy, not
 7 wanting to pay the toll. Leave your toll booth on 158
 8 if you've got to build this bridge. We're more than
 9 willing to travel the Swamp Road, leave it alone, to
 10 get to the bridge to travel to Corolla. The Swamp
 11 Road has never flooded, it offers no damage to the
 12 environment or floodplain.

13 Currituck County is very fortunate to
 14 have the northern beaches which support the largest
 15 tax base for the mainland. Because of the quality of
 16 life this beach offers to its guests is why they
 17 choose to come to vacation there. And the same
 18 quality of life is why approximately 500 permanent
 19 residents also choose to live and pay taxes in
 20 Currituck County and from Corolla.

21 Why would you want to destroy the goose
 22 that has given you the golden egg? Each of you know
 23 that the easier it is to get somewhere, the more
 24 people will definitely come to an area. You now have
 25 the highest clientele, and you want to open this area

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1 to day trippers which will only increase your daily
 2 population, causing additional costs for law
 3 enforcement to meet the demands of a very diverse
 4 audience and to be detrimental to a serene, beautiful
 5 vacationer's paradise.

6 The bridge cannot be self supporting and
 7 will gobble up state funding. Let's support a much
 8 needed bridge by replacing the Bonner Bridge. Put
 9 your toll facilities at the best candidate using -- or
 10 being of the Bonner Bridge.

11 Let us maintain that same quality of
 12 life, not disturbing a primary nursery area for
 13 various species of fish, wildlife and taking care of
 14 our natural resources.

15 Where a tourist spends his time is where
 16 he spends his money. You have this now, so please let
 17 it continue and remain the same for its residents, its
 18 taxpayers and its vacationers because that's what they
 19 want.

20 MR. DEWITT: Thank you. Could you
 21 restate your name for us?

22 MS. SMITH: Sorry, Penny Leary-Smith.

23 MR. DEWITT: Thank you very much.

24 Other comments from anyone? Yes, ma'am?
 25 Please come up and state your name.

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1 MS. PIERCE: Yes, I'm Karen
 2 Quidley-Pierce. I live at 5067 Currituck Highway,
 3 Corolla, North Carolina.
 4 Again, I've been going to these for over
 5 26 years or ever how many years and the things that
 6 come to mind and the description of our county never
 7 mentioned a Coinjock Bridge referred to as Knapp
 8 Bridge which crosses the Intracoastal Waterway. The
 9 way that I see it, that it makes Lower Currituck,
 10 which is Popular Branch Township south of Coinjock
 11 Bridge an island, not a peninsula.
 12 Every imaginable scenario is dreamed up
 13 and, yes, I mean dreamed. I don't believe there have
 14 been any facts based on how about Coinjock Bridge
 15 being wiped out during a hurricane evacuation? Not
 16 heard or mentioned of. Because when I wrote that I
 17 thought, you know, when the vehicular traffic is
 18 trying to get out because of a hurricane, guess what,
 19 so are the boat traffic. And I mean, they could hit
 20 Coinjock Bridge and then there would be no way out.
 21 And I mean, you're building a bridge, this mid-county
 22 bridge on an island, in my eyes.
 23 And it says that -- I recognize the
 24 importance of tourism to the county's economy, but you
 25 live in a resort and that depends on population that

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1 is seasonal and housing is mostly renter occupied.
 2 Well, they have I just read it was 26 days -- I said
 3 30 days -- out of 365 days they're going to spend all
 4 this money for this mid-county bridge, and that
 5 includes the check in and check out is when the
 6 traffic is worse and, you know, on the weekend. Most
 7 resorts do have traffic they have to deal with. It
 8 comes with the territory.
 9 Hurricane evacuation. I was trying to
 10 think back and, in fact, I even talked to one of our
 11 commissioners when I come here today. I had called
 12 two years ago when all this started coming up again
 13 and I was just trying to recall how much money -- I
 14 remember it was either '88 or '89 that a hundred -- it
 15 was either a hundred or \$125,000 Currituck and Dare
 16 shared in paying lobbyists, and guess what we paid
 17 for? Hurricane evacuation. And -- okay. And it
 18 just -- I called up there and they told me -- I called
 19 the finance office. Well, nobody knew, it had been
 20 too long. They told me to ask the finance office
 21 again. I'd like to find that out.
 22 Okay, one more thing. Okay. In the
 23 paper in January of 2010 talking about hurricane
 24 evacuation, I saved the article. It says when the
 25 storm is approaching, land forecasters will now say

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1 watch advertisement of the tropical storm conditions
 2 could be expected that there is 48 hours instead of 36
 3 hours. Warning of tropical storm or hurricane
 4 conditions will be issued 36 hours ahead, not 24
 5 hours. It's really just the result of accumulation of
 6 improvements over time. The track forecast has been
 7 getting better incrementally year after year and there
 8 has been enough of an improvement now that we feel
 9 comfortable increasing it.

10 And just to end, I just think state money
 11 needs to be spent where there is more pressing areas,
 12 like the Bonner Bridge.

13 And -- oh, well, a question I have about
 14 holding ponds. How would they be checked? You know,
 15 about the environmental -- because, you know, if it
 16 runs off, guess what, it's going to run in the pond.
 17 And from everything that I can see and really all you
 18 want to do is dig up Currituck and have ponds
 19 everywhere, and I'd just like to know if the holding
 20 pond -- how the pollution would be checked. And
 21 that's all.

22 MR. DeWITT: Thank you for your comments.
 23 Other comments or questions? Yes, sir?

24 MR. GREGORY: I'm Gene Gregory, Currituck
 25 County Commissioner.

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1 I didn't know I was going to speak
 2 tonight but I did have some people here from Grandy
 3 and Currituck and I did want to say a word or two
 4 about the bridge.

5 Currituck commissioners have endorsed
 6 this bridge for the last 20 years. We've been on
 7 record in favor of this bridge. We desperately need
 8 this bridge for various reasons. We have to duplicate
 9 every service in Currituck County on the Outer Banks
 10 to date. We have the traffic -- as a matter of fact,
 11 I brought DOT down, about 10 years I got Don Connors
 12 to come down, I believe Mr. Jones was on that flight,
 13 too, but we flew over the traffic that particular
 14 Saturday. Traffic was backed up almost to Grandy.

15 We flew up here on the ridge where you
 16 turn north and south. Everything was clear south but
 17 it was bottled up, everything -- the northern traffic
 18 had everything blocked up to Grandy. If we had had
 19 that bridge that northern traffic would have been on
 20 the beach. We wouldn't have had that block up.

21 And I heard someone say a while ago it
 22 doesn't affect businesses in Currituck. It does
 23 affect businesses in Currituck. People on the
 24 weekends with some businesses are closing their
 25 businesses because they know people can't get out on

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1 the road to go to them, they can't get in traffic, get
2 out of traffic. It does affect those businesses out
3 there.

4 If we have a sheriff -- you know, if we
5 had a bridge -- the sheriff's deputies now take an
6 hour and a half, two hours to get around if they would
7 have an emergency. We have to duplicate all those
8 deputies. If we had a bridge a deputy could be there
9 in 10 minutes. There's just such a need for this
10 bridge in Currituck.

11 Before I sit down I would want to say to
12 these Aydlett people, we have endorsed a bridge for
13 over 20 years now that would not empty in this
14 community of Aydlett. We still endorse Option A. We
15 do not endorse Option B that messes up this community
16 of Aydlett.

17 MR. DEWITT: Yes, sir. Thank you very
18 much for your comments.

19 Anyone else want to speak? We won't keep
20 you here any longer than you want to be.

21 If there's no more comments, again,
22 you've got a form, we would love for you to fill it
23 out and provide us your feedback. And some of you I
24 hope we'll see the next couple days while we're here.
25 Thank you very much for coming out and sharing your

comments with us.

(The record was closed at 8:33 p.m.)

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Emily Clark for

Emily Clark, RMR
Registered Professional Reporter

The foregoing certification does not apply to any reproduction of the same by any means under the direct control and/or supervision of the certifying reporter.

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| 2 | NORTH CAROLINA TURNPIKE AUTHORITY | |
| 3 | STIP Project No. R-2576 | |
| 4 | | |
| 5 | PUBLIC HEARING | |
| 6 | | |
| 7 | Date: May 19, 2010, 7:00 p.m. | |
| 8 | | |
| 9 | Place: Outer Banks Center for | |
| 10 | Wildlife Education | |
| 11 | Currituck Heritage Park | |
| 12 | Corolla, North Carolina | |
| 13 | | |
| 14 | Moderator: Steven D. DeWitt, P.E. | |
| 15 | NC Turnpike Authority | |
| 16 | | |
| 17 | Presenter: John Page, AICP, CBP | |
| 18 | Parsons Brinckerhoff | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | TAYLOR ASSOCIATES, INC. | |
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(The record commenced at 6:55 p.m.)
MR. DEWITT: I'm Steve DeWitt. I'm the chief engineer for the Turnpike Authority and I'll be helping guide us through this tonight.

Again, this is a public hearing. This is your opportunity to talk to us about your feelings about the project, whether you like it, whether you don't. That's what we're here to talk about tonight.

Again, if you haven't had a chance to sign up, there's a sign, there's a table up front, there are some cards to fill out and we'll talk about the rules for that in just a minute. But we want to provide anybody who wants an opportunity to come up and talk about the project to do that.

So, this is a public hearing for State Transportation Improvement Project No. R-2576. That number doesn't mean much to you but it means a lot to us. This is the Mid-Currituck Bridge Study.

What we're going to do tonight is go through again a somewhat abbreviated version of what we did last night because of our time. We're going to talk about background issues of the project, funding, schedule and so on and so forth as you can read through this slide here.

The project area. I think all of you are

probably familiar with this project area and what this project is about. Important points north and south sort of all relate here to the project and the issues.

An important part of a project like this is called the purpose and need. This in essence defines the purpose, what is the purpose for a given transportation project, what is the need for that project. And the Environmental Impact Statement which we'll talk about here tonight and which is why we're here, really, goes through a process to prove one way or the other that some transportation solution, whatever it might be, is in fact the solution for the project.

This project basically has three points in that purpose and need definition. One is to improve traffic flow in the project area around NC 12/158 and so on; to reduce travel time for people between the Outer Banks and the mainland in Currituck County, and to substantially reduce hurricane evacuation time in the event that an evacuation from the area is necessary.

We have a variety of what we call detailed study alternatives. These have been screened down to the numbers, the routes that you see up here.

If you have haven't picked up a Citizen

1 Summary I would suggest that you do that. It's a very
 2 good snapshot of what this is all about. If you have
 3 it you'll see drawings and so on that may be a little
 4 bit easier to read than what's up here.

5 But basically ER2 is existing route.
 6 It's looking at widening existing 12, potential
 7 impacts and so forth for that.

8 MCB2 is Mid-Currituck Bridge 2 and MCB4,
 9 Mid-Currituck Bridge 4. Both of those different
 10 alternatives include a bridge across the Currituck
 11 Sound. They differ in the amount of widening and
 12 improvements that may be necessary on NC 12. And I'm
 13 not going to spend time on these. Again, these
 14 drawings are in your particular handouts.

15 We're going to talk about MCB4 tonight
 16 because this is our Recommended Alternative at this
 17 point. And again, it includes the bridge. The issue
 18 yet or issues yet to be talked about in terms of where
 19 we are and important input points for you tonight are
 20 the touchdown points on the Outer Banks side, C1
 21 northern points, C2 southern points, and other
 22 associated issues.

23 Project funding. This is to be a toll
 24 road. It is legislated that way. We're working in
 25 that direction. The toll debt that we would take on

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comes from a variety of things. The General Assembly
 has provided \$15 million a year for in essence 40
 years. The bond terms for these kinds of projects are
 40 years. Not too dissimilar to how you might borrow
 money for a house. It takes longer but you get the
 point of that.

There's other bits and pieces to this.

An important part of it is we do have a private
 developer that we're working with. It is not a done
 deal yet. We're going through a process with them to
 determine whether or not it makes sense for the State
 of North Carolina to engage this private developer to
 design this project, bid it, finance it, operate it
 and maintain it long term.

We are going to do what's best for the
 State of North Carolina. It may or may not include
 our private partners. We will get to that point as
 the summer unfolds through a variety of efforts that
 are going on with them.

People always want to know how much the
 tolls cost or will cost. It's premature at this point
 to say tolls are going to be X. You can see the
 numbers up there. A study we did about three years
 ago showed tolls are somewhere between the 6 and \$12
 range. It very likely will be a fluctuating toll, a

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1 higher toll on summer weekends for obvious reasons,
2 lower tolls when the bridge would be expected to be
3 used a little bit less.

4 Across the state we are developing
5 basically cashless, if you will, toll technology where
6 you have a transponder, sticker tag, EZPass, that same
7 kind of technology. It will ride on a gantry system.
8 You'll have a pre-set-up account, we'll debit your
9 account and you'll never slow down. I call it
10 invisible tolling.

11 On this project you may very well see
12 some cash lanes in the short term because of the wide
13 variety of states and different places where folks
14 come from that visit this area. So you may see some
15 cash lanes here. And if you have seen our EIS in the
16 handouts you'll see some footprints for those kinds of
17 things.

18 What is an EIS? EIS is an Environmental
19 Impact Statement as required by federal law. The
20 National Environmental Policy Act dictates everything
21 that we do here. It's a very technical process, it's
22 done by engineers and planners and it's got to be
23 defensible, it's got to be repeatable. If we get sued
24 we've got to stand up in front of a court of law and
25 defend what we've done. If we can't say that we've

done it in accordance with law we will lose and that's
not going to be very good.

What the EIS does, again, it defines why
the project's needed or the reasonable alternatives
that we've looked at; have we looked at every
reasonable alternative in this process to come up with
whatever solution the project EIS dictates to be done.
We've looked at impacts on wetlands, streams, how
property owners are impacted, is your home impacted,
is your business impacted, are there historical issues
or archaeological issues, any environmental issues
that you could think about, all of that are studied
under this in very detailed technical detail to come
up with the process that we use here.

And lastly and I think maybe equally or
most importantly is the public sentiment about a
particular project or a particular solution. That's
why we're here tonight. Your voice matters
tremendously in what we do in terms of moving this
project in one direction or another; where the
touchdown point is in one point or the other; if it's
a bridge, if it's not. There are issues in Aydlett.
Those are the kinds of things that these hearings this
week are to do. We will either through this process
have you affirm some of the decisions that we've made.

1 You will help us move forward with more important
 2 decisions one way or the other based on the input we
 3 get here from last night, tonight and tomorrow night.
 4 There are many people involved in this.
 5 The Turnpike Authority is a division of NCDOT. This
 6 actually is a document that is owned, so to speak, by
 7 the Federal Highway Administration. We do the bulk of
 8 the work for them but they in essence are the
 9 executor, if you will, of the document at the end of
 10 the day and they have to defend it, as we will.

11 Environmental agencies are with us every
 12 step of the way. They bring up concerns. We address
 13 those concerns. We have to be able to get permits at
 14 the end of all of this and we've got to be partners
 15 with them to ensure that whatever transportation
 16 solution we end up with here, that it's permissible
 17 and we can build it and move forward with it.

18 Who else is involved? All you folks.
 19 You all are stakeholders in this, your local elected
 20 officials. People that own property in the corridor.
 21 Whether you live in North Carolina or live somewhere
 22 else, if you're a property owner you have a voice. If
 23 you use this road, any roads in the area, you have a
 24 voice. If you're a business owner, you have a voice.
 25 If you're a life-long resident of this area certainly

1 you have a very important voice. All of this matters
 2 as we go through this.

3 First the selection process. We go
 4 through all these details, we get down to a certain
 5 number of alternatives which you see in your handout,
 6 and then we make a decision based on the details that
 7 we have to move forward one way or the other.

8 This is not a vote of the people. If a
 9 hundred percent of the people want a bridge in this
 10 particular location, that doesn't necessarily mean
 11 that's where it would go. There's a lot of other
 12 factors, the environmental issues, the environmental
 13 impacts, the historical issues. Some things are
 14 insurmountable. But your voice is a tremendously
 15 important part of what this is all about.

16 This is not a political decision. People
 17 tend to raise their eyebrows when I say that. It is a
 18 political decision that got gap funding for this
 19 project. It is not a political decision in terms of
 20 is it a bridge, is it widening NC 12, are we doing
 21 this, are we doing that. It is a technical detailed
 22 process based in federal law that we've got to defend
 23 in court. You cannot defend a political whim, if you
 24 will, in a court of law.

25 Our Recommended Alternative as you can

1 see here includes a bridge. We'll talk a little bit
 2 more in detail as John comes up here and gets into
 3 that, but it is a bridge alternative. The decision
 4 still is is it CI, being the northern touchdown point
 5 on the Outer Banks, is it the lower or southern
 6 touchdown point.

7 You see some work here in green on 158
 8 and down at the Wright Memorial Bridge. Those are for
 9 hurricane evacuation, and we can talk about those a
 10 little bit more, too.

11 We're not going to get into the detail
 12 about the right-of-way process. If you have questions
 13 about this we have some brochures outside or you can
 14 contact us individually and we would be more than
 15 happy to show you what potential impacts there may be
 16 by any of these decisions on property that you own and
 17 then explain to you what that process is as it moves
 18 forward.

19 Boating is certainly important given
 20 where we are. We need to know people's desires,
 21 preferences as it relates to use of the Sound itself.
 22 Currently we have envisioned the Mid-Currituck Bridge
 23 to look very similar to the Wright Memorial Bridge
 24 with a bump, if you will, in the middle of it roughly
 25 35 feet in height, but that is dependent on who uses

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1 the Sound and what the requirements are for ships --
 2 boats, rather, that would want to pass under the
 3 bridge.

4 What happens next? We take all the
 5 information we gathered this week, we go back, we look
 6 at all the technical details and we utilize your
 7 comments to make decisions to move forward. It is our
 8 expectation in August of this year that we'll make a
 9 decision on what the touchdown point is for that
 10 bridge and we'll make a decision on whatever elements
 11 there are that we have to decide in terms of the
 12 mainland issues, and there are some there that we need
 13 public input on.

14 In September we expect to be at our Final
 15 EIS. We're at the Draft EIS stage. We go to a Final
 16 EIS, and then we get to what is called the Record of
 17 Decision. That Record of Decision basically is the
 18 last federal action that lets us move forward with
 19 financing, permitting and construction of this
 20 project. We hope to have that Record of Decision in
 21 December of this year. Assuming all that happens and
 22 we get to the point that we're financing this either
 23 on our own as the State of North Carolina or with our
 24 private partners, we could expect to see right-of-way
 25 acquisition and those kinds of activities early next

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1 year.
 2 This is John Page. John Page is going to
 3 come up and give you some brief details about more
 4 specifics.

5 MR. PAGE: In the open house you saw five
 6 key maps. They show the five different basic
 7 alternatives. To reiterate quickly, ER2 is widening
 8 existing roads only. MCB2 is widening existing roads
 9 and building the bridge, and then MCB4 is focusing
 10 attention solely on building the bridge.

11 We're going to first focus our attention
 12 on the bridge. We're looking at two different options
 13 in this area, Option A and Option B. They differ in
 14 terms of -- they all have an interchange at 158. They
 15 differ in terms of where the toll plaza is. In the
 16 case of Option B (sic) the toll plaza is at US 158.

17 VOICE: Can you speak up, please?

18 MR. PAGE: I'm sorry, the mouse is not
 19 working right now.

20 This illustrates that there will be
 21 connections for existing businesses, and in the case
 22 of the east side of the road it connects to Waterlily
 23 Road.

24 That was the slide I was going to show at
 25 first.

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1 This is an illustration of the
 2 interchange showing the configuration of the
 3 interchange and the presence of the toll plaza. With
 4 Option A we cross Maple Swamp on a bridge in the
 5 community of Aydlett, perhaps through the community of
 6 Aydlett first on fill. There would be a bridge over
 7 Narrow Shore Road and there would be no change in the
 8 travel patterns either to or from Aydlett or within
 9 Aydlett.

10 This is an illustration of what the
 11 bridge might look like heading out over the Sound from
 12 the community of Aydlett.

13 With Option B, again, there's an
 14 interchange of 158 but the toll plaza is not -- the
 15 toll plaza is rather in Aydlett. A key difference
 16 here first is that Aydlett Road is removed and
 17 restored as a wetland, and traffic traveling to and
 18 from Aydlett would be on the approach road to the
 19 bridge.

20 Here's an illustration of that small
 21 interchange.

22 This particular alternative assumes that
 23 Maple Swamp is crossed on fill with wildlife passages.

24 In Aydlett there is change to the
 25 existing road system. As I indicated, there would

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1 be -- people would travel to Aydlett on the bridge.
2 There would be a ramp off before the toll plaza into
3 Aydlett. There would be a ramp back on.

4 There are some additional driveways that
5 are shown on that slide. Those are for toll facility
6 maintenance only.

7 The toll plaza as indicated would be in
8 Aydlett. That's so people going to and from Aydlett
9 do not have to pay the toll. It would be as shown
10 here, assumed here at grade, which means that Narrow
11 Shore Road is blocked and it is replaced by an
12 overpass over the toll plaza, so there is a lot of
13 change in the circulation system in Aydlett in
14 addition to the presence of the toll plaza. However,
15 in both cases, both Option A and Option B there is no
16 way to get on or off the bridge from Aydlett.

17 This photo simulation illustrates the
18 overpass replacement for Narrow Shore Road going over
19 the toll plaza and also shows the toll plaza.

20 When we cross Currituck Sound we divide
21 into two corridors. C1 is the northernmost end point
22 and C2 is the southernmost end point. The bridge is
23 two lanes. This typical section shows a typical
24 bridge in North Carolina, two 12-foot lanes with
25 10-foot shoulders and a bicycle-safe rail. Additional

bicycle amenities such as a separated bike path and
parking lots on either end for bicycle users are also
under consideration.

Across Currituck Sound, and we're going
to focus our attention on the northernmost terminus
which is at the southern end of the Corolla Bay
subdivision. Zooming in you can see here that the
travel to and from the bridge is given the priority.
Also, with all of these alternatives there is widening
of up to four lanes south of the bridge. In case it
would land in here it would go four miles down to an
area south of Currituck Clubhouse Drive. The four
lanes is necessary to keep summer weekend traffic from
backing up onto the bridge.

This is an illustration of what that
intersection might look like at the Corolla Bay
subdivision.

C2 would skirt the marsh islands that are
in that area, and we cross or bridge the coastal
marshland that is in that part of the island and we
come in at just south of TimBuck II. And in this
particular case the road, NC 12 will be widened for
two miles south.

The two miles north that we're not
widening is the distance between here and Corolla Bay.

1 And this is an illustration of looking
 2 towards the bridge, about what that might look like.
 3 All right. We've talked about the bridge
 4 area. Now we're going to briefly talk about widening
 5 along 158. If you do not build a bridge or you do the
 6 MCB2 alternative, which is the bridge plus widening,
 7 then the widening that we're going to talk about would
 8 occur over that full length of NC 12. MCB4 just
 9 includes that little bit of widening, the two to four
 10 miles that we talked about.

11 In Dare County and also in Currituck
 12 County where the right-of-way is only 60 feet, three
 13 lanes is proposed by these alternatives, not four
 14 lanes. This typical section illustrates that there
 15 would be three lanes with a center turn lane, and the
 16 multi-use paths that are along that area would be
 17 retained.

18 Also, as we know that NC 12 there's
 19 flooding problems and if you make this improvement
 20 these flooding problems would need to be addressed.
 21 What we assume in the EIS and how to address it is
 22 currently for the most part drainage from the road and
 23 from the surrounding subdivisions in the case of Dare
 24 County, the water goes away because it's absorbed into
 25 the soil. The challenge is sometimes while it's

1 waiting to be absorbed it's on the road or in
 2 driveways or in people's yards. And so what's
 3 proposed over the length of this is dry infiltration
 4 basins which directs that waterflow to a place where
 5 it can go while it's raining and then infiltrate or be
 6 absorbed into the soil after the rainfall ceases.

7 Down near Southern Shores, the southern
 8 end of Southern Shores where everything is draining to
 9 the road, those infiltration strips are quite wide, 12
 10 to 21 feet. Once you get further north then they can
 11 narrow down quite a bit, particularly in Currituck
 12 County where the subdivisions handle their own
 13 drainage and do not drain to the road.

14 This is an illustration that shows the
 15 narrower strips.

16 We're going to quickly run through the
 17 hearing maps. This is in Southern Shores. To the
 18 left is the intersection of NC 12 and 158 where the
 19 curve is where the wider infiltration strips would be
 20 in.

21 The wide band as we said represents the
 22 study area where we gathered environmental data. It
 23 not does not represent the extent of the impact. The
 24 primary impact in here is that the infiltration strips
 25 would be in permanent drainage easements, and we

1 purchase them surrounding the properties.
 2 Also, in downtown Duck where it's
 3 currently three lanes there would be no change made.
 4 In this area in general the road -- the
 5 narrow infiltration strips would drain to infiltration
 6 basins onto mostly vacant lots.

7 Here we're at the Currituck County line
 8 and we're moving into Pine Island, through Pine
 9 Island.
 10 This is the Hampton Inn area.
 11 And then in this area which is about the
 12 time the Currituck Club subdivision begins, the
 13 right-of-way widens out to 60 feet which will only fit
 14 three lanes, to a hundred feet which can fit four
 15 lanes. So from here north with the widening existing
 16 roads or the larger widening alternatives there would
 17 be four lanes, four 12-foot lanes with a median that
 18 would allow for left-hand turn lanes.

19 There is currently not -- in parts of
 20 this area there is not a multi-use path. We recognize
 21 that would be an important future amenity so the
 22 design assumes that there's space for it to be put in
 23 if at some time Currituck County decides it would like
 24 to do that.

25 Where you see the color turn from orange

1 to purple, that's the point where we just do the
 2 little bit of widening from two to four miles, that's
 3 where it would start to widen out from two to four
 4 lanes. So that unless we do the more extensive
 5 widening, there would be no change to NC 12 south of
 6 that purple.

7 And continuing north, we're back here in
 8 the TimBuck II area where alternative C2 ended. You
 9 can see TimBuck II on the upper left-hand corner. The
 10 widen-existing-roads alternative begins at Albacore
 11 Street. With the widen-existing-roads alternative
 12 there would be no widening north of Albacore Street
 13 other than to configure the intersection with
 14 left-turn lanes.

15 If C1, the more northern alternative is
 16 built, then the four lanes would continue beyond
 17 Albacore Street to Corolla Bay where the bridge would
 18 start.

19 The important thing here is with C1 there
 20 would be some restrictions on left turns in the Food
 21 Lion in the TimBuck II area, where C2 is only in the
 22 TimBuck II area in order to meet current NCDOT design
 23 criteria.

24 Okay. That's what we have on 12. We're
 25 going to take a look now at 158. These items would

1 only be done -- and for some reason this slide is
2 black so I will go on.

3 What is proposed here is widening to a
4 six-lane super street east of the Wright Memorial
5 Bridge between NC 12 and the Currituck Sound. What a
6 super street means is in order to get more cars
7 passing through you limit the ability of people to
8 turn left or pass through local intersections. What
9 they would do instead is they would turn right and
10 then they would move to an exclusive U-turn lane which
11 would have a signal in order to make that move. And
12 what that does is reduces the amount of red time that
13 through-traffic experiences and allows you to put more
14 cars through the area.

15 This alternative also includes an
16 interchange at NC 12 and 158. The primary
17 characteristic is there would be no change in your
18 ability to get to the Welcome Center and it would
19 facilitate people turning onto NC 12 and the
20 through-traffic would be able to pass over beyond
21 through the area without having to stop.

22 The primary impact of this is with all
23 our interchanges you cannot have driveways or streets
24 connecting directly to the ramps. So in terms of
25 businesses and homes that are right in the interchange

1 area, their access to 158 would be restricted and
2 alternate access would have to be -- would be
3 provided, or they would access NC 12. Finally, with
4 the MCB4 there is very little widening.

5 One of our goals is to improve hurricane
6 evacuation. One of the bottlenecks to hurricane
7 evacuation is this area between the Wright Memorial
8 Bridge and NC 12, and one solution to that would be to
9 add a third outbound lane that would only be used in
10 an evacuation, and this sheet reflects that. As you
11 can see, there is no interchange. The intersection of
12 NC 12 and 158 stays the same.

13 Finally we're going to take a look at --
14 the only thing that's going on on 158 that is also a
15 bottleneck for hurricane evacuation, it's what
16 keeps -- it's -- the only way to lower clearance times
17 is to make improvements. If you do not build a bridge
18 the improvements have to be made for the full 25 miles
19 from the Wright Memorial Bridge to 168.

20 If you do the bridge, because so much
21 traffic would be diverted to the Mid-Currituck Bridge
22 then hurricane evacuation improvements on 158 would
23 only be needed for five miles from roughly the
24 Intracoastal Waterway north.

25 There are two ways that you could

1 accomplish this. One is to add a third outbound lane
2 which is only used during an evacuation. This slide
3 illustrates that.

4 Another way might be to reverse the
5 center turn lane. However, because of the logistics
6 involved it is virtually impossible for 25 miles in
7 terms of police and cones and signs and so forth.
8 Reversing the center turn lane could only be done if
9 you were only improving for five miles.

10 And with that, Steve, you're ready to go.

11 MR. DEWITT: Thank you, John.

12 We're going to start our public comment
13 period and I'm going to call these names up directly
14 as I received them. There are 26 speakers, and as I
15 mentioned when we started we need to be out of here by
16 9:00, and I don't want to pressure anybody to do
17 anything more or less than you want to do. I would
18 ask that you keep to the three-minute timeline as
19 strictly as we can. We want to make sure that your
20 neighbors and community all have a chance to speak.

21 If you spoke last night, if you expect to
22 speak tomorrow night, if you speak three times, you
23 don't get three votes. It doesn't work that way.
24 Once we capture your comments, we've captured them.
25 Certainly you're welcome again to come up tonight, I

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1 just want to make sure you know that in case there's a
2 question there.

3 People are welcome to come in wherever
4 they can fit and I will get out of the way, I'll be
5 glad to do that.

6 VOICE: If any of you would like to, you
7 can come and sit on the edge of the stage. There's
8 people in the hallway that they're trying to listen
9 out in the hallway. So if there's an empty seat,
10 raise your hand so they know where the empty seat is.

11 (Discussion held off the record.)

12 MR. DEWITT: Our ground rules, please,
13 respect your neighbor. When they come up here and say
14 something, there are people in this room that many
15 don't agree with each other on certain issues, please
16 respect your neighbor, let them say what they want to
17 say and then you'll have your turn to disagree with
18 them. That's certainly part of this process.

19 I'm not going to debate with you. You
20 come here, you say what you want. If there's a
21 question very generally that I can answer, I will try
22 to answer that but I'm not going to get into a
23 back-and-forth dialogue with you. That's not what
24 this is about. We want to hear your comments and
25 that's really what we're going to do tonight, okay?

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1 If you have specific questions about a
 2 piece of property that's going to be impacted by this
 3 or what's the corner of that look like, that's not
 4 what tonight is about. You can contact us at any time
 5 as we move forward and we'll give you as much detail
 6 as you want as it relates to personal property issues
 7 and those kinds of related things. We're here tonight
 8 to look at the information that we shared with you,
 9 talk about the alignment, bridge, no bridge, widening
 10 NC 12, the Aydlett issues and so on and so forth, so
 11 that's why we're here today.

12 I've got a timekeeper. He's going to
 13 give you a signal when you've used two minutes and
 14 then you'll have one minute to conclude.

15 Yes, sir?

16 VOICE: Is tonight's presentation going
 17 to be made available?

18 MR. DEWITT: A very good point. We are
 19 recording absolutely everything that's being said
 20 tonight and that transcript is available to anybody
 21 who wants it.

22 VOICE: I meant the slide show.

23 MR. DEWITT: Sure. Is that on our
 24 website, folks? It will be by the end of the week, it
 25 will be on our website.

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1 VOICE: The meeting at the Currituck
 2 County courthouse today, is that going to be made in
 3 the public record?

4 MR. DEWITT: Sure. Yes. We have -- as
 5 part of the legal process we do what's called local
 6 officials' meetings that get sort of a preview -- it
 7 isn't sort of, it is a preview of what you've seen
 8 tonight, just in a more condensed version. So they're
 9 seeing the same thing that you're seeing.

10 Any other questions? We need to get
 11 started.

12 MS. LEARY-SMITH: Why is there a time
 13 limit that all of these people that might want to show
 14 their concern they couldn't do it if you have to end
 15 at 9:00?

16 MR. DEWITT: We've been told we have to
 17 be out of here by 9:00. That's not my rule. We have
 18 got 29 people that have signed up. I'll stay here as
 19 long as I can. We're not trying to run anybody out.
 20 The sooner we get to this, the sooner we can get
 21 through and see where we are. If you still want to
 22 make comment somehow we'll figure out a way to
 23 facilitate that. All I can tell you is the direction
 24 I've been given personally, they're going to lock the
 25 doors at 9:00. It's not my rule, okay?

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1 So, with that let's go ahead and get
 2 started. What I'm going to do is call up the name of
 3 the first speaker and I'm going the call the name of
 4 the second speaker so we can try and streamline this a
 5 little bit. So if you'll be prepared as the second
 6 speaker also to come up. There's two microphones. I
 7 think you can figure that part of it out.

8 John Grattan is first followed by Bob
 9 Schultz. And if you'll please state your name and who
 10 you represent, if you represent somebody.

11 MR. GRATAN: Good evening. Before we
 12 start here, I wonder, I prepared detailed page-by-page
 13 comments and I won't bore everyone with them, I guess,
 14 but what I'd like to do is make sure the stenographer
 15 gets a copy for the record.

16 MR. DEWITT: Sure. Anybody that does
 17 have written comments, if you would give those to us
 18 they become part of the project record and part of the
 19 consideration, so we appreciate that.

20 What can I do to help you?

21 MR. GRATAN: I also have copies here for
 22 anyone who might want them.

23 MR. DEWITT: All right. Let's go ahead
 24 and start.

25 MR. GRATAN: Don't all rush, My name's

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1 John Grattan. I live at 740 Mariner Drive in Corolla.
 2 I want to thank you for hosting the open house.

3 My wife and I moved here from California
 4 three years ago. In California I was an energy and
 5 environmental attorney. I also served in the state
 6 government as Assistant Secretary of the resources
 7 agency and Assistant Secretary to the business and
 8 transportation agency. I was also a State Coastal
 9 Commissioner and in those various capacities I either
 10 helped write, edited, provided legal adequacy review,
 11 challenged, or defended literally hundreds of EISEs.
 12 This is not my first rodeo, folks.

13 I want to say one thing here. I think
 14 the direct impacts are handled pretty well in this
 15 Draft EIS. That's about like saying for a fat person
 16 you don't sweat much. The real impacts here are the
 17 indirect impacts, and that's the indirect and
 18 cumulative impacts that -- the growth-inducing impacts
 19 that will be driven by the bridge. In that regard the
 20 Draft EIS is fatally flawed and legally insufficient.

21 Just to give you an idea of the total
 22 lack of focus on the most important issues associated
 23 with the proposed bridge, the Draft EIS and the
 24 all-important Chapter 3 spends 81 pages discussing the
 25 direct impacts of the bridge. It devotes basically 10

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1 pages to the indirect impacts on the Currituck County
2 Outer Banks. To use a Biblical expression, this DEIS
3 "strains at gnats, swallows camels."

4 Now, I've told you I've given a
5 page-by-page analysis of this aspect of the DEIS.
6 What I'll do is summarize here quickly.

7 The DEIS ignores as a significant
8 environmental impact the fact that the growth pattern
9 switched from Dare County to Currituck County. That
10 is a significant impact and has to be looked at. It
11 also ignores the total growth impact on both Dare and
12 Currituck counties. And finally, it ignores the day
13 trip impacts on both Currituck County Outer Banks and
14 the off-road area.

15 MR. WALSH: You're nearing three minutes,
16 sir.

17 MR. GRATTAN: Well, let's just let me
18 tell you now about the most important impacts, and
19 that's the impacts to the four-wheel area. We have
20 three significant resources there that need to be
21 protected. We have the wild horses, we have the dune
22 system, and we have the maritime forest. The effects
23 on these resources are not even mentioned. They say
24 that this is not going to encourage further trips out
25 there. It also says it's going to save 90 minutes to

1 get here. I think that's going to encourage greater
2 impacts. They say the reason is because there's equal
3 resources available and closer in Virginia, Virginia
4 Beach.

5 Well, I can say one thing. The person
6 that wrote that statement has never been to either
7 Virginia Beach or the Currituck County Outer Banks.
8 What we need to do, what they need to do is come here
9 this summer and spend one day out at the off-road area
10 and see what's going on there, particularly after the
11 erosion of the dunes with the two nor'easters and the
12 fact that Hatteras County has been shut off -- excuse
13 me -- Hatteras National Seashore has been shut off to
14 four-wheel drivers. Where does it go, folks? It goes
15 right here.

16 So, what I -- in conclusion, I'll rush
17 through to conclusion here. This Draft EIS is
18 inadequate from a legal perspective. What needs to be
19 done, it can't be corrected in the Final EIS, it needs
20 to be pulled back, it needs to be revised, it needs to
21 be reissued and re-circulated. Thank you very much.

22 MR. DEWITT: Thank you for your comments,
23 I appreciate it.

24 Mr. Bob Schultz, and the next person up
25 will be Kathy Schultz.

1 MR. SCHULTZ: Good evening. My name is
2 Bob Schultz. I'm a six-year resident here in Corolla
3 and President of the Homeowners Association of
4 Monterey Shores.

5 I moved here because I liked Corolla,
6 okay, the community. It's a community I've known
7 since the early 1990s. I'm active in the community.
8 And I think we need to protect Corolla from
9 overdevelopment. I didn't move here because there was
10 going to be a bridge built here, okay. When I built
11 my house here in the 1990s the wild horses still
12 roamed free here in Corolla, okay. They no longer do
13 that today. Things have changed, okay. And this
14 bridge will make more changes, okay.

15 Some of the things that they said they're
16 going to do with this bridge is first of all they're
17 going to make travel time easier for the tourist,
18 okay. This is 26 days, 26 weekend days, okay? Out of
19 365 days. 13 weeks out of 52 weeks a year, okay, that
20 we're going to propose to have this bridge, okay, to
21 make things easier for the tourists. Okay. They're
22 going to get here an hour earlier. Okay. What are
23 they going to do with that hour earlier? There is no
24 facilities here for them to do anything. We have no
25 beach houses. They can't get to the beach and parking

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is limited.

2 Okay. The mainland folks they said are
3 going to make it easier to get here because of the
4 bridge. The mainland folks aren't going to pay 20,
5 \$30, okay, to come over here to the Outer Banks, okay,
6 and go to the beach. Trust me, I know that.

7 The day trippers. The day trippers are
8 going to come down. They're going to be on the
9 four-wheel-drive beaches. Our four-wheel-drive
10 beaches are totally polluted right now with too many
11 day trippers, okay. The people from Virginia Beach
12 come down here all the time, from Hampton Roads area.
13 They don't spend any money here in North Carolina.
14 They don't buy anything in North Carolina. They are
15 not an asset to North Carolina. We don't need the day
16 trippers and we don't need any more people here with
17 them. Okay.

18 The other problem is people don't realize
19 that when the beaches here are red-flagged or we have
20 rainy days the people here are not going to cross that
21 bridge and pay another \$30 to go down to Dare County,
22 okay, so they can do community activities and
23 shopping, okay? They're going to go down Route 12,
24 okay. The people in Southern Shores and Duck are
25 going to have the same problems they're having this

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1 year. Okay. It's not going to solve those problems.

2 The highway will also divide communities.

3 It will divide Monterey Shores. I live in Monterey
4 Shores. Okay. I walk now from my house across 12 to
5 get my mail and to go to the clubhouse and to go to
6 our pool. Okay. And once the four-lane highway's
7 built I will not be able to do that anymore, okay. So
8 you are cutting off my route to my clubhouse and my
9 facilities that I pay yearly dues for. Okay.

10 MR. WALSH: That's three minutes.

11 MR. SCHULTZ: Okay, thank you.

12 MR. DEWITT: Thank you for your comments,
13 Kathy Schultz, followed by Craig, and I'm
14 having a hard time reading this.

15 MR. CIEROT: Ciekot.

16 MR. DEWITT: Ciekot, thank you.

17 MS. SCHULTZ: My name is Kathy Schultz.
18 I'm a resident of Corolla and live at 964 Sunset
19 Crescent, Monterey Shores subdivision.

20 My family has vacationed in the Currituck
21 Outer Banks since the late 1980s and my husband and I
22 purchased a lot in Monterey Shores in 1996 because we
23 liked the community and its amenities and chose our
24 lot because of the fact that it's close to the Sound
25 as well as close proximity to the ocean. We built a

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house on that lot in 1999, had the house on a rental
program for five years before selling our home in
Pennsylvania and relocating to Corolla in 2004.

My opinion regarding the need for a
Mid-Currituck County Bridge has changed over the years
from a favorable opinion to a negative one. The minor
convenience of a shorter commute to the Currituck
mainland that the bridge might provide is far
outweighed by the environmental damage to this fragile
area and the high cost of building and maintaining a
bridge. There are barely 500 permanent residents in
the Corolla area, surely not enough residents to
justify a bridge with a price tag of more than \$800
million.

The only true reason the bridge is being
proposed is to shorten the trip for tourists over the
13 in-season weekends. However, most tourists who
travel to this area on vacation have adapted to the
heavy traffic pattern.

I volunteer here at the Wildlife Center
weekly throughout the in season and speak with many
tourists. They travel through the night to arrive
early Saturday or Sunday morning, or drive halfway on
Friday and arrive in Corolla by early afternoon. When
our family and friends visit we always suggest that

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1 they travel here on a weekday. Vacationers continue
 2 to come to the Outer Banks year after year despite the
 3 traffic. They come here because of the remote
 4 location and wide, sandy, uncrowded beaches.

5 A bridge would result in overdevelopment
 6 of a very fragile barrier island and change the entire
 7 character of the northern Outer Banks. For this
 8 reason I'm against the bridge.

9 I'm also concerned about how the proposed
 10 bridge would affect Corolla, but I'm especially
 11 concerned about how it will affect my own community.
 12 A Mid-Currituck Bridge with a C1 terminus would
 13 negatively impact the Monterey Shores community and
 14 specifically our immediate neighborhood in the
 15 following ways:

16 It would severely limit our access to
 17 community amenities, and my husband has identified
 18 that problem completely. All right.

19 It also will lower property values. A
 20 bridge with a C1 terminus would lower property values
 21 for all on the oceanside section of Monterey Shores
 22 not only because it limits access to the amenities of
 23 our community but also because those homes on North
 24 Harbour View that back up to Route 12, would lose
 25 their easement and have a drainage ditch at the end of

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a four-lane highway in their back yard.

In addition, widening the road would
 eliminate the trees along the roadside that buffer the
 road noise resulting in increased noise from traffic.
 When our neighbors sit in their hot tub on their rear
 deck, instead of looking at the pine trees and live
 oaks that cover the dune behind their house they'll be
 able to watch the traffic line on NC 12.

Traffic hazards. There's also safety
 issues regarding that portion of Route 12 just north
 of North Harbor View intersection, and that curve in
 that section of the road has been the scene of many
 accidents because drivers take the curve too fast.
 The road curves dangerously in that area and, in fact,
 two motorcyclists were killed in an accident there in
 April of this year. With the C1 terminus the
 increased traffic on that section of Route 12 would
 only make a bad situation worse.

MR. WALSH: That's three minutes.

MS. SCHULTZ: I'm against building the
 bridge. The minor convenience of a shorter commute is
 far outweighed by the environmental damage to this
 fragile area. Thank you.

MR. DEWITT: Thank you for your comments.

Mr. Ciekot followed by Bernard Spirito.

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1 MR. CIEKOT: My name is Craig Ciekot.
 2 Thank you for this opportunity to speak. I'm one of
 3 the vacationers. I've been coming here for 12 years
 4 for a week around this time, sometimes fluctuating in
 5 season, out season. I have a degree in civil
 6 engineering and transportation planning and I work for
 7 a private equity smart growth real estate developer in
 8 the D.C. Metro area.
 9 Just a couple thoughts came to mind today
 10 as I heard of this hearing and looked at some of the
 11 alternatives that I thought might be worth sharing. I
 12 think one of the things to look at is to really
 13 consider looking outside the box and looking down and
 14 out 30 years for this area. I think the overall goal
 15 seems to be reducing the number of cars on Route 12,
 16 and a couple things to consider when looking at this
 17 and the necessity of a bridge might be to try running
 18 the Route 12 traffic calculations using person trips
 19 instead of vehicle trips and running them using person
 20 trips with a transportation alternative like adding a
 21 dedicated bus rapid transit lane up and down Route 12
 22 and trying to create more of a community with
 23 alternative transportation instead of relying solely
 24 on vehicles on Route 12.

25 Another idea would be to try implementing

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1 measures to encourage vacationers to leave one or two
 2 cars on the main shore. Similar to a lot of houses, I
 3 myself come down with friends, we have five cars in
 4 the driveway. We could easily coordinate meeting,
 5 parking, leaving cars in a lot and basically reducing
 6 down to three cars. Most of the cars sit parked in
 7 the driveway for the whole week without moving and so
 8 those are trip cars that wouldn't need to be driving
 9 up and down Saturday and Sunday on Route 12. And that
 10 could be done through providing parking lots. Maybe
 11 there's some sort of toll or tax that could be worked
 12 out through the council down here and through the
 13 attorneys, I don't know how that would work, to tax
 14 vacation vehicles on Route 12.

15 If the bridge does come I would encourage
 16 a high toll. I'm not sure what that range would be,
 17 maybe \$25 per passage, to encourage efficient use of
 18 the bridge and try to lower, again, car usage on
 19 Route 12.

20 I also strongly encourage any design that
 21 incorporates any biking and pedestrian lanes on the
 22 bridge. I think that is kind of the way of the future
 23 and the way we need to look for 30 years down the road
 24 as this becomes more densely populated.

25 So in summary just again looking mainly

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1 at vehicle trips on Route 12 as opposed to trying to
 2 accommodate the projected and current future demand,
 3 try and reduce the current demand. So thank you for
 4 your time.

5 MR. DEWITT: Thank you for your comments.
 6 Bernard Spirito, if I got that right,
 7 followed by Barry, it looks like Richman. I'm having
 8 a hard time with the writing. Barry Richman.

9 MR. SPIRITO: For the record I would just
 10 like to know what has changed over the past 20 years
 11 environmentally that allows us to build this bridge.
 12 I mean, quite frankly we couldn't even get a phone
 13 over here from the mainland. But environmentally
 14 there's no -- there's nothing in the text that says,
 15 you know, why we're allowing this. And why 20
 16 years we couldn't -- 20 years ago we could not do
 17 that.

18 Of course, the other comment is I believe
 19 that it will bring much more crime to the area. But
 20 again, that's a subjective objection.

21 MR. DEWITT: Thank you for your comments.
 22 Barry Richman followed by Tim Rary.

23 MR. RICHMAN: My name's Barry Richman. I
 24 serve as the Magistrate for Currituck County and
 25 Corolla and I'm also the President of Corolla Fire and

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1 Rescue so I see firsthand what effect day trippers
 2 have on Currituck County. Many of them pass through
 3 my office.

4 And Bob Schultz was absolutely right.
 5 They don't spend any money in Corolla. They bring
 6 their own food, they bring their own beer and they
 7 leave their trash on our beach. Anyway, it's full
 8 employment for me, so, and I still don't want them.

9 But over the last several decades I've
 10 had the opportunity to converse with literally
 11 thousands of residents of Corolla, of the Currituck
 12 Outer Banks, property owners, non-resident property
 13 owners and tourists, and after each conversation we've
 14 come away with one overriding comment: We're here, we
 15 live, we own, we visit the Currituck Outer Banks
 16 because of its remote, pristine nature and its quiet
 17 family environment, not in spite of it.

18 And I have been an opponent of the bridge
 19 for 25 years now. The reasons I'm such an opponent of
 20 it is, and I've been through this with the county,
 21 there are absolutely no existing plans for any
 22 substantial change in services. There's no plans for
 23 parking. There's no plans for bathrooms. There's no
 24 plans for change facilities. There's very limited
 25 plans for increase in fire, EMS, police, medical

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1 facilities, to accommodate this.

2 And the initial feeling and the reason

3 this bridge came on the radar in the first place was

4 the developers in the county are interested in

5 developing the 3,000 residential lots that have yet

6 had homes built on them.

7 And this bridge in my view will not solve

8 the hurricane evacuation because it will spur

9 development and, in fact, exacerbate getting out of

10 here during a hurricane.

11 And for those people in Southern Shores,

12 and Duck who think it's going to solve their traffic

13 problems on 12, where do half the people come from

14 that travel on 12? They're coming from this area to

15 go down to use the facilities in Dare County. They're

16 not going to go back across the bridge and down 158

17 and across the Wright Memorial to get there. They're

18 going to go down 12. So there is not going to be any

19 change.

20 Lastly, I'd like to say, and what a giant

21 slap in the face, a disgraceful slap in the face if we

22 awarded a project to a foreign company would be to the

23 American engineering and construction industries which

24 are in such dire straits now. If I were sitting -- if

25 I were Beverly Perdue I'd be re-advertising this thing

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1 till we got an American company in to build this

2 bridge.

3 MR. WALSH: That's three minutes.

4 MR. RICHMAN: And lastly, does it make

5 any sense whatever to commit to building a new bridge

6 of what I consider dubious utility when the state has

7 so many bridges in immediate need of major structural

8 repair. Thank you.

9 MR. DEWITT: Thank you, sir.

10 Tim Rary followed by Carla Gazzula.

11 MR. RARY: Carla and myself, we both

12 represent the TimBuck II Association. I'm going to

13 stand impartial as to whether we want the bridge or

14 not. There are proponents and opponents in the

15 TimBuck II development. Some want it, some don't want

16 it. I can see the business advantages. I can see the

17 opposite side of it, too. I believe the residents

18 here are speaking to make their case very clear.

19 I ask if you do bring the bridge in, the

20 association requests that you do use the CI

21 alternative. It will not box in our development so

22 much, it would not constrain us in our traffic

23 problems there. There's enough traffic problems there

24 now.

25 Also, if you do bring it in and it does

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1 come to realization that you bring in the C2 terminus
 2 there, can we alter the path of that somewhat so it
 3 doesn't affect our existing businesses? Where it
 4 comes in it would destroy two of our businesses --
 5 actually, three of them. The pier on the outside that
 6 Water Sports operates has been in business operating
 7 for 15 years. The putt-putt course will be affected
 8 and one of the premiere restaurants in the Corolla
 9 area, Mike Dianna's, is in that path.

10 Can we switch it over? Can we move it to
 11 where these businesses will not be affected? That's
 12 our request. About all I got to say about it. Thank
 13 you.

14 MR. DEWITT: Thank you for your comments.

15 MS. GAZZULA: My name is Carla Gazzula.
 16 I'm one of the owners of Good Vibes Video which has
 17 been in business on the beach since 1986 and in the
 18 Corolla area since 1993 and the TimBuck II area, and
 19 one of owners of the building where it is located, the
 20 MDC Building.

21 And to back up what Tim said, we have all
 22 been working very hard to keep our businesses going,
 23 mom and pop operations and so forth. And if the
 24 bridge does come in, as much as it might enhance what
 25 we make in our business, it will also hurt our

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1 businesses in terms of bringing in people that
 2 possibly our parking lots cannot handle. That has
 3 always been a problem.

4 And somebody said before having somebody
 5 come and spend a weekend watching the traffic
 6 patterns. Well, just come on one rainy day and watch
 7 the battling that goes on among tourists and
 8 homeowners and so forth for parking spots within
 9 complexes.

10 So I definitely think, you know, maybe
 11 it's just a matter of putting the bridge off for a
 12 period of time while you study bringing in all the
 13 concomitant things that are needed, such as bathrooms,
 14 such as bathhouses and all of these other things,
 15 instead of just simply deciding, okay, we have a
 16 traffic problem, we need a bridge, let's put the
 17 bridge in and then let's deal with all the other
 18 problems that might come about.

19 This is something that truly needs to be
 20 studied, and all of the things that have been brought
 21 up by different people need to be looked at, evaluated
 22 and dealt with. I think that would be the only way
 23 that it would be fair to everyone in this room who
 24 owns, who has a business, who has enjoyed the Outer
 25 Banks, to simply really look into it and evaluate it.

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1 This is not any kind of slam-dunk, you know, bang-bang
 2 kind of operation that you need. You really need to
 3 look at it very, very carefully before any decision is
 4 made about where it should go or if it should come in
 5 or whether the road should be widened or whatever.

6 MR. DEWITT: Thank you very much for your
 7 comments.

8 Nancy Baker followed by Kenneth Snider.

9 MS. BAKER: I'm Nancy Baker. I'm a
 10 resident here of Corolla and it has taken a lot of
 11 nerve for me to stand up here so bear with me, okay?

12 I want to thank you for letting me speak
 13 today. And I know that I spoke to a few of you
 14 earlier this evening and if I understand it, the
 15 reason for the bridge is for three concerns,
 16 addressing three concerns. One is for hurricanes, yet
 17 there is a hurricane evacuation proposal or plan in
 18 place to evacuate us. Yes, we can't evacuate in the
 19 18 hours that is, quote, unquote, preferred, but I
 20 feel if the state were that concerned about getting us
 21 out of here they would have put in place the bridge a
 22 long time ago. So is it really a need or a want?
 23 Also, because of the economy of today
 24 most of us are doing just at our own homes we're
 25 asking with our money that we do have are we spending

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1 money on needs or wants. I feel this is a need -- I
 2 mean, I feel this is a want and so, therefore, why
 3 spend it with the economy, with the taxpayers having
 4 to foot the bill for this, North Carolina taxpayers,
 5 not taxpayers coming in from other states.

6 Another problem is the traffic flow. Is
 7 there a traffic flow problem? Yes, in the summer
 8 only. Who does it affect? It affects us and it
 9 affects the tourists. However, North Carolina is
 10 going to pay \$15 million a year for 40 years to
 11 alleviate this traffic flow? Most of us I think have
 12 dealt with the traffic flow and know not to go out on
 13 Saturdays or Sundays so therefore I don't know about
 14 you but I don't want to pay \$600 million to correct
 15 the traffic flow.

16 Shorten the commute time? Why? Who is
 17 it going to help? Most of us are residents who have
 18 made the adjustments already for commute time. It
 19 will benefit the tourists. So the State of North
 20 Carolina is going to pay \$600 million again to help
 21 the tourists get to the rental houses that are owned
 22 mainly by out-of-state residents? I don't think so.

23 And in summary, is the bridge really a
 24 need or a want? I contend it is a want because of the
 25 word need, namely, because of safety, the bridge would

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1 have been built many, many years ago. The Bonner
2 Bridge is a need. We don't have a need, we have a
3 want.

4 Many of us speculate as to why the bridge
5 is really being built and who is really going to
6 benefit. Ask a resident, not the people who have
7 investment properties here or hope to buy more
8 investment properties if they were in favor of the
9 bridge. We are all taxpayers. We are the taxpayers,
10 not just homeowners here. We actually reside here.
11 We are the North Carolina residents who are going to
12 be paying these taxes.

13 MR. WALSH: That's three minutes.

14 MR. DEWITT: Thank you very much for your
15 comments.

16 Kenneth Snider followed by Matt Francis.

17 MR. SNIDER: Hi. My name's Kenneth
18 Snider and I'm going to get the mike out. I live at
19 971 North Harbour View.

20 And I apologize, my comments are more
21 tactful than they are strategic. I'm not a bridge
22 proponent. I'm actually, even though my wife and I,
23 we commute from Williamsburg almost weekly, and I can
24 see the advantage of this bridge, but having property
25 here, living here half the year, I see a lot of

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1 disadvantages. And I'm not going to say the same
2 things that have already been said so what I want to
3 talk about is if a bridge is actually constructed, C1
4 versus C2.

5 The street I live on, North Harbour View,
6 is the only street in Monterey Shores that is on the
7 east side of Route 12. Having said that, then for us
8 to use the Monterey Shores facilities then we have to
9 cross over purely by foot Route 12 to get to the
10 facilities.

11 If the C1 is constructed our ability to
12 cross the road would be impossible. Right now that
13 section that we cross has a double-blind curve so you
14 can't see the traffic coming either north or south
15 until you're right in the middle of the road. With
16 four lanes of traffic coming down with C1 it would be
17 impossible to cross the road, or it would be a death
18 wish if you did it.

19 So my comments are C1, if you live in
20 Monterey Shores or North Harbour View, is a real
21 problem. There are 36 properties on that street and
22 in the grand scheme of things it's not a big deal
23 unless you live there.

24 MR. DEWITT: Thank you for your comments.
25 Matt Francis followed by Cindy Francis.

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1 MR. FRANCIS: My name is Matt Francis.
 2 I, too, am a homeowner in Monterey Shores. Actually,
 3 a property owner in Monterey Shores, soon to be a
 4 home.

5 I want to let everybody know that I am
 6 opposed to the bridge option. The objectives of the
 7 bridge are only going to cause more problems to our
 8 already fragile community. The idea of actually
 9 having -- adding revenue and having need for access
 10 for tourists at the cost of losing one of our nation's
 11 last and natural estuaries doesn't make any sense at
 12 all. It would not solve traffic issues in Southern
 13 Shores, it will only add to them, especially during
 14 the construction of this bridge.

15 For those of you that do live in Southern
 16 Shores and in Duck, you're missing the point if you're
 17 supporting that bridge in so much as your revenue will
 18 be down -- will go down because of the less traffic
 19 going past your businesses. I understand the need for
 20 hurricane purposes, but what has been going on for the
 21 past 20-plus years here?

22 Here are the unaddressed issues that I
 23 want to bring up. Safety for my kids and others
 24 crossing the four-lane highway like was just announced
 25 to get to their clubhouse, and to get the mail, with

no consideration for the pedestrians whatsoever.

2 Safety for residents wanting to get to
 3 the beach from the Sound side. How is that going to
 4 be addressed? It's going to basically split Monterey
 5 Shores and the community right in half.

6 Crime. With easy access to Monterey
 7 Shores and to the Outer Banks crime will increase
 8 dramatically, and the need for police enforcement and
 9 other services will also increase causing much more
 10 money to be needed to support this plan. The crime
 11 will pass down into Duck and Southern Shores as well.

12 Pollution. Poison, poison, poison.

13 There is no way the EIS study can address the negative
 14 effects short term and long term of how pollution will
 15 affect the environment. All it takes is one truck or
 16 car to fall off that bridge and spill their
 17 contaminants into these fragile estuaries. Don't
 18 think it can't happen. I live in Maryland and I've
 19 seen a truck fall off the Key Bridge. Not good.

20 Run-off carries nitrogen, phosphorus,
 21 pollution, toxic metals like mercury, which degrade
 22 our waters and threaten many of the marine life and
 23 land animals. Sediment will only smother sea grass in
 24 the estuaries, causing algae buildup which is not
 25 good.

1 Health effects. This will impact all of
 2 us, all of us here, even those down in Duck and
 3 Southern Shores, your friends, your families.
 4 Everybody will be affected by air pollution and the
 5 increased noise pollution.

6 It will just be a matter of time before a
 7 child, grandchild, parent or other family member dies
 8 because of an auto accident trying to get across a
 9 road because of speed and other things. How are you
 10 all that are for this bridge and that understand the
 11 negative effects that are going to have -- that the
 12 bridge is going to bring to your home, how are you all
 13 going to live with yourselves if your family -- if
 14 this happens to your family?

15 People come down to this part of the
 16 Outer Banks for the beauty that it provides to us, the
 17 history it gives to our children, and the clear
 18 feeling of the -- the clear feeling of the ocean. The
 19 bridge will take away all this, take this all away and
 20 add a negative chapter to the history of this great
 21 and last barrier island in the country.

22 Don't take away people's dreams,
 23 livelihoods and passions to keep the area clean.

24 MR. WALSH: You have three minutes.

25 MR. FRANCIS: It will only be a matter of

1 time before our community looks like Ocean City,
 2 Maryland, Wildwood, New Jersey, and Virginia Beach.
 3 People come here to get away from that. I quote from
 4 one family member who lives in Somerville, New Jersey,
 5 that the people here are really friendly here. Up
 6 north we don't hear many people asking how is your
 7 day. It will all be gone if the bridge happens. How
 8 do you put a price on that or put that into an EIS
 9 study?

10 Don't ruin my dreams or anyone else's
 11 dreams just to get people to the island faster. Thank
 12 you.

13 MR. DeWITT: Thank you for your comments.
 14 Cindy Francis followed by George, and I'm
 15 sure I'm not going to get this name right, Grinnan.

16 MS. FRANCIS: I'm a mother of elementary
 17 school children and as I was bringing my daughter down
 18 last month for Easter break we were having a
 19 conversation in the car and I said to my daughter I
 20 wish that you were alive back when I was a little
 21 girl. I would be able to sit on my back porch in
 22 Corolla at my mom's house and be able to see the wild
 23 horses as they walked by as I was eating breakfast.
 24 And she said, oh, Mom, why isn't that still happening?
 25 What happened? I said, well, unfortunately because of

1 the speeding cars the horses are being hit and they
2 could no longer stay down here and they're now up
3 north.

4 With that thought in mind I wanted to
5 find out what she's going to be able to say to her
6 children. What's going to happen? What is she going
7 to say to her children in a couple more years?
8 Because of the fact that we were not able to keep the
9 wild horses down here, are we going to be able to now
10 cross our children across that street?

11 I'm concerned about the environment as
12 well. In Maryland as you know most of us pay taxes to
13 be able to support the pollution cleanup that we have
14 as a severe problem in Maryland, and that will also
15 happen here in North Carolina with the bridge going
16 through. We'll now have to pay taxes to do the
17 clean-ups as well as the crime. I'm really concerned
18 about the crime that will also come. Thank you.

19 MR. DEWITT: Thank you for your comments.
20 George, I won't try the last name again,
21 followed by Michael Meredith.

22 MR. GRINNAN: Thank you. I'm George
23 Grinnan. I'm from Duck, North Carolina.

24 The only current access or exit from the
25 Outer Banks is one bridge, and the need for another

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1 exit has been on the table for years and years and
2 years and it's finally coming to the point where we
3 hopefully will realize this future need.

4 All you have to do is -- I've been down
5 here for 24 years so I've watched the change and I've
6 watched the traffic build up in Duck and all the way
7 back into Pine Island trying to get out of here on
8 weekends as well as during rainy days and when an
9 evacuation has been ordered.

10 There are some positive things with the
11 bridge that occur when it's not tourist time. People
12 have children that live here on Corolla and they have
13 to be bussed to Dare County in order to get their
14 education. It costs them money, it costs the county
15 money, and that is a project that can go on into the
16 wintertime and goes on in the wintertime when the kids
17 need to go to school. It's a major hardship for the
18 families that live here, not the residents and the
19 tourists that are here as a retirement area.

20 The other thing is medical evacuation.
21 There's a long, long way to get into the hospital up
22 at Kill Devil Hills, or I guess that's in Nags Head,
23 and an access across this bridge for people that are
24 ill or have medical needs that need to be transported
25 would be much more rapid and efficient to go across a

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1 bridge rather than be transported up here. You think
 2 air evacuation by helicopter is going to take care of
 3 that? You can't pick your weather conditions, and so
 4 in a bad weather condition you can't expect a
 5 helicopter to evacuate you from this area like that.
 6 You need to have access on a bridge and a second
 7 access off this island.

8 Those are some important facts that I
 9 think need to be considered and taken into
 10 consideration as far as the need for this bridge.
 11 Thank you.

12 MR. DEWITT: Thank you for your comments.
 13 Michael Meredith followed by Lynne
 14 Wilson.

15 MR. M. MEREDITH: My name's Michael
 16 Meredith with Corolla Water Sports, Corolla Para Sail,
 17 the Golf Links and TimBuck II and Kitty Hawk Water
 18 Sports in Corolla. We own the mini golf and the water
 19 sports location pictured right there on the front of
 20 this handout.

21 And just for the record, I spoke last
 22 night in Kill Devil Hills or Nags Head and I just want
 23 to speak for Corolla, Corolla's behalf. I definitely
 24 support the no-bridge option. I think Corolla should
 25 just stay the way it is. People come here for the

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1 exclusiveness and the natural beauty. They don't come
 2 here because it's easy get to and because the bridge
 3 saved them 45 minutes for their commute. That's what
 4 separates Currituck Outer Banks from the rest of the
 5 majority of the East Coast and that's why people
 6 vacation here and that's why they live here.

7 Now, if you do decide to build the bridge
 8 I strongly suggest the C1 corridor for the Corolla
 9 side. It would be a straighter bridge, a shorter
 10 bridge and displace less wetlands. It would not
 11 displace any homes or businesses and is by far the
 12 most reasonable option in my opinion.

13 If you do choose C2 it will displace
 14 several businesses. I heard one engineer last night
 15 say that it would only be one business, but that's
 16 just not true. There are four businesses that are
 17 operated off of that pier that's going to be gone and
 18 several holes in the miniature golf course will be
 19 displaced. And according to the drawings I've seen,
 20 at least two major buildings in TimBuck II will close,
 21 four businesses will also be displaced. When I add
 22 all those up I come up with nine, nine businesses
 23 gone, established businesses.

24 C2 will also virtually destroy the entire
 25 TimBuck II complex comprising about 60 merchants,

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1 They may not be displaced but they will be affected,
2 guaranteed.

3 If you do have to build the C2 option,
4 just like Tim said earlier, just please come together
5 with myself and the other involved parties so that the
6 engineers could possibly move the bridge slightly
7 south so we could still operate and make a living. I
8 spoke with a few of the engineers who said this is a
9 very viable option.

10 I have mortgages on three business at
11 this location. I'm just asking for the opportunity to
12 continue to make a living in Corolla. That's it.

13 MR. DEWITT: Thank you for your comments.
14 Lynne Wilson followed by Bob Becker.

15 MS. WILSON: Good evening. My name is
16 Lynne Wilson. I'm a 10-year resident of the off-road
17 area of Currituck Outer Banks, currently living in
18 North Swan Beach. Thank you for allowing me the
19 opportunity to make these comments tonight.

20 In reading the Draft Environmental Impact
21 Statement it is clear that there are serious flaws in
22 the information regarding the indirect impacts to the
23 Currituck off-road beaches. I would like to make
24 reference to the statements made in the DEIS and
25 follow with a response.

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1 In DEIS Section 3.6.1.4, indirect and
2 cumulative impact, the potential for increase in the
3 number of day trips to the Outer Banks it states:
4 "Currently day visitors to the Currituck Outer Banks
5 comprise a small minority of the visitors. Only 5.6
6 percent of the respondents to a mail-in survey of
7 visitors conducted by the Currituck County Department
8 of Travel and Tourism indicated their business was a
9 day trip," unquote.

10 Day trippers typically do not stop at
11 tourist information centers, nor do they fill out
12 questionnaires. Day trippers typically go directly to
13 the beach. This practice clearly supports your next
14 statement that -- and this is the DEIS -- "there are
15 no data that indicates the preferred activity of day
16 visitors to the Currituck Outer Banks."

17 Well, I submit to you, come to the
18 Currituck off-road Outer Banks and talk to these
19 people, the many thousands of them. They will tell
20 you why they come here. They come here to drive on
21 the open beaches and spend the day without the need
22 for the amenities that they can find at the beaches
23 near their homes.

24 In reference to day trippers, the DEIS
25 states that: "With MCB2 and MCB4 there will be some

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1 potential for an increase over the no-build
2 alternative with the potential higher than a non-road
3 accessible area."

4 Clearly this is a huge understatement.
5 There will be a great deal more than some potential
6 for an increase. The reality is day trippers will
7 increase substantially. If you build it, they will
8 come.

9 With the bridge it is not reasonably
10 for -- this is the DEIS. "With the bridge it is not
11 reasonably foreseeable to expect a notable increase in
12 the number of day trips to the Currituck Outer Banks
13 because potential day visitors have closer and
14 comparable options in Virginia."

15 This is among the most misleading and
16 erroneous conclusions made in the DEIS in regard to
17 day trippers. There is nothing comparable in
18 Virginia. There is no resemblance of Currituck's
19 off-road beaches to those in Virginia Beach. That's
20 why they come here. With the bridge it is reasonably
21 foreseeable to expect a notable increase in the number
22 of day trips to the Currituck Outer Banks.

23 The DEIS further states that: "Combined
24 tolls would be a deterrent to day trips traveling on
25 the Mid-Currituck Bridge on the Chesapeake

Expressway."

1 Day trippers know a good deal when they
2 see one. The savings on gas and time alone more than
3 make up for the cost of the bridge toll. A full day
4 vacation of fishing at a top beach destination that
5 costs others up to \$24,000 a week? Tolls become a
6 trivial issue.

7 The DEIS claims: "Beach access, parking,
8 public facilities and service are important amenities
9 in attracting day visitors." Maybe so, but not here.
10 The Currituck off-road beachers have free parking.
11 Beach access is just a fun ride over the ramp and onto
12 the sand. The lack of public facilities is not a
13 problem for visitors. It is a problem faced by the
14 county. This problem will be accelerated by fast,
15 easy access to Currituck off-road beaches provided by
16 the Mid-Currituck Bridge.

17 The DEIS states that: "The
18 non-road-accessible northern Currituck Outer Banks is
19 a unique area that appeals to a niche market of day
20 trippers. There is no evidence that a significant
21 unrealized demand exists for this form of rustic
22 beach."

23 Oh, yes, there is.

24 MR. WALSH: You have three minutes.
25

1 MS. WILSON: I am at three minutes?
 2 Okay, thank you.
 3 MR. DEWITT: Thank you for your comments.
 4 Bob Becker followed by Jennifer Symonds.
 5 MR. BECKER: My name is Bob Becker. I
 6 live in Poplar Branch, and I want to go on record as
 7 being opposed to the bridge.
 8 The excuse for hurricane evacuation. The
 9 traffic backs up from Virginia. It isn't so much
 10 getting off the Outer Banks, it's getting up to
 11 Virginia. And I live in Grandy, or in Poplar Branch
 12 which is in Grandy. Last time we had an evacuation
 13 the traffic was stopped in Grandy all the way up to
 14 the Virginia line. And I don't think the bridge would
 15 help. It would just compound the problem because it
 16 will bring more people down here. Thank you.
 17 MR. DEWITT: Thank you.
 18 Jennifer Symonds followed by Allen Starr.
 19 MS. SYMONDS: I'm Jennifer Symonds. I'm
 20 here tonight representing www.NOMCB.com. I live in
 21 Aydlett, North Carolina.
 22 I'm going to be quoting directly out of
 23 DBIS and I will have some observations along with
 24 that.
 25 I'll start with while all the detailed

1 study alternatives are near existing roads or utility
 2 corridors and are under the influence of associated
 3 edge effects these alternatives would amplify those
 4 effects. This would especially be detrimental to
 5 maritime wildlife habitat on the Outer Banks where
 6 existing habitat is already extremely sparse and
 7 fragmented.
 8 MCB2 and MCB4 would introduce noise
 9 disturbance in the Maple Swamp. With ER2, the road
 10 widening portions of MCB2 and MCB4 and the Maple Swamp
 11 fill with mainland approach road Option B mammals,
 12 reptiles and amphibians and avian species would all
 13 continue to be road kill concerns. Because MCB2 and
 14 MCB4 include a new bridge structure across Maple Swamp
 15 and Currituck Sound, avian species will be a probable
 16 new road kill concern.
 17 Section 3.3.4, how would aquatic wildlife
 18 be affected. The DBIS answer: "Fill, pile placement,
 19 shading and clearing will result directly in the
 20 permanent loss or alteration of aquatic habitat and
 21 the wildlife that live there. Construction operations
 22 could result in temporary impacts. Aquatic impacts
 23 would be the greatest with MCB2 and MCB4 because they
 24 include the Mid-Currituck Bridge."
 25 Currituck Sound has long been recognized

1 as a nationally important area for freshwater
 2 recreational fishing. The decline of freshwater
 3 fisheries in the Currituck Sound has been attributed
 4 to the increase in salinity and decrease in SAV during
 5 the 1980s. SAV roles include stabilizing sediment,
 6 nutrient cycling, reducing wave energy and providing
 7 organic matter that supports complex food webs. For
 8 these reasons SAV communities are considered Habitat
 9 Areas of Particular Concern for several managed fish
 10 species.

11 Overall, ER2 and the widening component
 12 of the detailed study alternatives would result in
 13 minor impacts to aquatic habitat.

14 Section 3.3.6, what impacts would occur
 15 to the waters under the jurisdiction of the U.S. Army
 16 Corps of Engineers? "All detailed study alternatives
 17 would result in placing fill in waters under the
 18 jurisdiction of the USACE. Fill in jurisdictional
 19 areas would be the least for ER2. The largest area of
 20 fill in jurisdictional areas would be with MCB2/B and
 21 MCB4/B which include crossing Maple Swamp on fill.
 22 Clearing of jurisdictional areas would be greatest
 23 with MCB2 and MCB4 because of the Mid-Currituck
 24 Bridge."

25 ER2 would result in minimal impact. Less

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1 than one acre of impacts, on the CAMA resources.
 2 Shading associated with a Mid-Currituck Bridge would
 3 be the greatest impact to SAV and potential SAV. The
 4 greater impact to SAV would be with the C2 bridge
 5 corridor. Permanent loss or alteration of palustrine
 6 emergent and forested areas, SAV, intertidal flats,
 7 and the tidal freshwater aquatic beds would result
 8 directly from the shading and pile placement with the
 9 bridge structure associated with MCB2 and MCB4.

10 3.4.5 --

11 MR. WALSH: Three minutes.

12 MS. SYMONDS: All right, I will summarize
 13 quickly.

14 The proposed Mid-Currituck Bridge will
 15 not alleviate the traffic experienced on NC 12 during
 16 the weekday after the multitudes have arrived for
 17 their vacations, whereas ER2 and ER1 would give the
 18 most relief as vacationers sightsee on the Outer Banks
 19 and do not travel to the mainland once they arrive.
 20 In the DEIS it is stated that traffic occurs on 13
 21 summer weekends, 26 days total for the area west of
 22 the Wright Memorial Bridge. Traffic improvements are
 23 seldom designed to eliminate completely the worst
 24 hours of congestion.

25 Regarding the Bonner Bridge replacement,

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1 Dare County Commission Chairman Warren Judge was
 2 quoted in the Island Free Press as saying, quote:
 3 "The mid-county bridge in Currituck is a matter of
 4 providing an optional route for the convenience of
 5 visitors to Corolla, whereas we are concerned with
 6 maintaining the only safe transportation corridor for
 7 our residents' safety, health and welfare."

8 MR. DEWITT: Thank you for your comments.
 9 Allan Starr followed by Andrew Meredith,
 10 Jr.

11 MR. STARR: My name is Allan Starr. I
 12 live at 106 Gannet Cove in the Sanderling subdivision
 13 of Duck. I speak individually and also as President
 14 of the Board of Directors of the Sanderling Property
 15 Owners Association representing 190 properties in the
 16 Sanderling community.

17 I'll start out by saying we do support
 18 the Recommended Alternative MCB4. I've listened with
 19 interest to the opinions and I respect the opinions of
 20 those who oppose this project. I just respectfully
 21 disagree with your conclusions.

22 I've been coming to the Outer Banks since
 23 1970. We've owned property here since 1980. The
 24 development that we see the net effects of today
 25 started when the old guard house got taken down and

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1 the road got made public. That was this big bend that
 2 was there in the Currituck line. And we've gone
 3 everywhere from a little bit of building to the
 4 23-bedroom, 27-bath and hundred-room hotels in that
 5 time. Anybody who has lived through it can see that
 6 that has caused some problems, many of which have been
 7 articulated by you folks tonight, and I'm sure there
 8 are a lot of others that haven't been articulated.
 9 It's created a regional problem. It affects
 10 everything from upper and lower Currituck on the
 11 mainland side to Kitty Hawk, Southern Shores, Duck and
 12 up into Currituck Outer Banks.

13 And I think the problems demand a
 14 regional solution, not one that's going to benefit one
 15 section versus another. Unfortunately, every solution
 16 has a negative impact on some folks and has a positive
 17 one on others. But the reason we support MCB4 is
 18 because it does, in fact, in our opinion address the
 19 three purposes and need requirements as set forth in
 20 the document. You don't have to be an engineer, you
 21 don't have to even be smart to understand that if you
 22 have a bridge a lot of the traffic flowing down 158 is
 23 going to come across that bridge. It's not going to
 24 take the big loop down that we all take now to get --
 25 we live across from Jarvisburg. It's exactly where

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1 our house is. Well, you can go all the way down and
 2 all the way around and all the way up. If you're
 3 vacationing or visiting in the upper area the traffic
 4 is going to be funneled off.

5 If you happen to live in Currituck
 6 mainland and you work in the Currituck Outer Banks
 7 you're going to take that bridge. It's going to save
 8 time there.

9 If we want to go to the Coinjock Marina
 10 for lunch we're not going to have to do the big loop
 11 around, we're going to go up. If we have to go to
 12 Tidewater area to do things that we can't do down
 13 here, that happens as well.

14 They do cause problems, no dispute about
 15 it. But I do think on balance what these folks have
 16 shown through the data in the documents is that the
 17 benefits outweigh the negatives.

18 When it comes to hurricane evacuation
 19 I'll just give you one quick example. 1986, Hurricane
 20 Charlie before this area really got wide open, you
 21 buzzed in and out of here when you wanted to evacuate
 22 without a problem. Fast-forward to Hurricane Isabel.
 23 It took my son who was working at the Sanderling Inn
 24 at the time one hour to get his car from Sanderling
 25 Inn to our home that's less than a mile away.

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1 If you've ever been involved in that and
 2 watched the guys play golf at the side of the road
 3 while they sit in the backup, you'll see what the
 4 problem is.

5 We're well above the projected time for
 6 evacuation. MCB4 cuts that dramatically. And I think
 7 that while we say, well, we've been lucky so far, we
 8 haven't been evacuated in seven years or so, we've
 9 been very lucky. But the first time people get
 10 trapped and some tragedy happens where the road gets
 11 washed out further south and you have no way of
 12 getting out, you're going to have a lot of people
 13 jumping and screaming just like they're jumping and
 14 screaming with other kind of disasters.

15 And I really do think that while there
 16 are a lot of negatives and I truly respect what
 17 everyone has said here tonight, our opinion is that
 18 the benefits to this project outweigh the negatives.
 19 Thank you.

20 MR. DEWITT: Thank you for your comments.
 21 Andrew Meredith, Jr. followed by Geri
 22 Sullivan,

23 MR. A. MEREDITH: My name is Andrew
 24 Meredith. I'm partners with my brother Michael
 25 Meredith in the Water Sports in TimBuck II.

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1 He pretty much covered all the points
 2 that I wanted to cover. I just wanted to say that I
 3 want to be on the record as being opposed to this
 4 bridge in general, and I'm saying that as far as the
 5 environmental impact on the area here is the
 6 environment here is going to be changed for the worst
 7 forever. It's never going to have the character and
 8 charm that it has now and I think you shouldn't build
 9 it.

10 MR. DEWITT: Thank you for your comments.
 11 Geri Sullivan followed by David, and I'm
 12 having a hard time, K-N-O-C something?

13 MR. KNOCH: Knoch.

14 MR. SULLIVAN: Geri Sullivan, 31 10th
 15 Avenue in Southern Shores.

16 I'm a proponent of the bridge. I'm not
 17 going to take up your time repeating what Allan said
 18 but I do think that the benefits outweigh the
 19 negatives, and I would make two other comments.

20 I know that one of the proposals over in
 21 Aydlett is to put the terminal over on the Sound
 22 versus near the road. I think those people are
 23 opposed to having it on the Sound where they're going
 24 to have to look at it and I think you should listen to
 25 what that community wants.

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1 The other thing is we're hearing a term
 2 called infiltration strips. I pass the infiltration
 3 strips driving up to Norfolk all the time and there's
 4 these wide ditches full of water and pollution and
 5 these big deep weeds grow in there, and I would hope
 6 that if you build the road that you reconsider the
 7 infiltration strips and not take down all the
 8 vegetation.

9 MR. DEWITT: Thank you.

10 David Knoch followed by Karen Pierce.

11 MR. KNOCH: My name's Dave Knoch. I'm a
 12 resident here in Corolla for 12 years and have owned
 13 property for 32 years in the area.

14 We'll try not to repeat everything that's
 15 been said but certain points I'd make to you is that
 16 if the widening of Highway 12, the bridge is built, it
 17 will hurt a lot of our neighbors. They don't need to
 18 have a highway, a big four-lane highway right in your
 19 front yard.

20 As for the evacuation reasons, I've lived
 21 here 12 years and have never had a problem getting off
 22 the Outer Banks. Okay? 12 years, through hurricanes.
 23 You leave early or you leave late but I've never had a
 24 problem, so.

25 And then what concerns me are the fees

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1 that may be charged. I think the slide shows 6 to
 2 \$12. Well, when you give it to someone else to
 3 determine it could be 25, it could be 35, it could be
 4 \$40, and they have not even talked about any local
 5 fees for any of us residents. So I'm against the
 6 bridge. Thank you.

7 MR. DeWITT: Thank you.

8 Karen Piece followed by Wendy Grattan.

9 MS. QUIDLEY-PIERCE: My name is Karen
 10 Quidley-Pierce. I live on the corner of US 158 and
 11 Aydlett Road, at the exact place where the Turnpike
 12 Authority plans to put the toll booth.

13 I live in the house that my mother and my
 14 grandparents -- I'm the third generation that lives in
 15 that house. And my farm and billboards are located on
 16 the north side, east and west of the toll booth and
 17 the Turnpike Authority plans to take all of it. In
 18 any of the plans that you look at there you see my
 19 house.

20 I've been fighting this for 25 years.
 21 And tonight they told me to make it personal because
 22 I'm going to be directly affected this time. But we
 23 have been fighting it all along whether I was -- for
 24 25 years. And I'm 50-plus years old -- really, 55 --
 25 and I don't know of any other life. The Turnpike

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1 Authority would be taking away my ability to support
 2 myself and my family. My house and farm are shown on
 3 all the maps.

4 And some of the things I want to point
 5 out that I really didn't write down is I have a
 6 pasture right close to my house that more people know
 7 me by my horse's name because they stop by there all
 8 the time. And they tell me that they want to stop by
 9 and feed my horse because, you know, you just don't
 10 see a place like that anymore. And we'll be getting
 11 rid of that.

12 And this way has been, you know, it's
 13 been in the process for 25 years and they said it
 14 could be considered psychological terrorism that I've
 15 been going through.

16 And one more point I want to say is I'm
 17 so glad to be part of the group that loves Currituck
 18 for what it is and not what this Mid-Currituck Bridge
 19 is going to make it and exploit our heritage and
 20 tranquility. These are qualities that money can't
 21 buy.

22 MR. DeWITT: Thank you very much.

23 Edward McCarthy followed by Don
 24 Huffnagle, if I pronounced that correctly.

25 MR. MCCARTHY: I'm Edward McCarthy. I

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1 live at 1216 Coral Lane in Corolla.
 2 We heard a lot tonight about the
 3 technical reasons and legal reasons and so I'm going
 4 to change that a little bit. I'm just going to go
 5 plain person. My wife and I retired here 12 years ago
 6 and we came here because we had a lifestyle that was
 7 relaxed and was something really worth doing. So we
 8 came here to try and live that lifestyle and try to
 9 maintain it. I'm afraid that the bridge itself is
 10 going to be the death knell to that particular
 11 lifestyle.
 12 One of the avowed reasons for the bridge
 13 itself is the evacuation. Well, we've been here for
 14 12 years, we've had a few hurricanes and as far as I
 15 can remember we've had absolutely no problem getting
 16 off of the Corolla area and getting further west.
 17 My last concern merely is the funding for
 18 the bridge. If and when the bridge is built
 19 supposedly in 2012 we'll have a nice big bridge that
 20 is across the Sound but when you look at the road
 21 construction that has to go along with the bridge,
 22 very doubtful if that is ever going to be done by
 23 2014.
 24 Now, there's all kinds of proposals to
 25 fund the proposed bridge but when you consider that

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1 what is going on in the world about the financial
 2 crisis not only in our country, not only in my own
 3 pocket but throughout all of Europe, is funding going
 4 to be guaranteed that we will have funding in 2018,
 5 2020, to finish the road? Or are we just going to end
 6 up with a big bridge sitting in the middle that is
 7 going to do nothing except make a bigger and better
 8 bottleneck? Thank you.
 9 MR. DEWITT: Thank you for your comments.
 10 Don Huffnagle? Is that correct?
 11 MR. HUFFNAGLE: Huffnagle. I am not as
 12 prepared as most of you are here because I heard about
 13 this meeting on my way home today from work. I live
 14 at 403 Brandt Road in Coral Beach and we moved down
 15 here three years ago. Been visiting the Outer Banks
 16 for 15 years.
 17 I sat here tonight and I've listened, but
 18 I work from Corolla all the way up to Avon and we
 19 worry about the growth of this area. This area prior
 20 to Corolla Beach is about as much growth as you're
 21 going to get. There is just not a lot more places to
 22 build homes.
 23 I've tried to come down that road on 12
 24 in Southern Shores and Duck on Saturdays and Sundays
 25 from work and it is impossible. There are times that

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1 I've actually stayed out to work till 5 o'clock at
 2 night to not sit in that traffic. So I can really
 3 understand the problems that the people in Southern
 4 Shores and Duck face.

5 If you look at a bridge, the purpose of
 6 the bridge is to move the flow of traffic. And what
 7 happens when that traffic builds up on 158 all the way
 8 down to Moyock and it starts breaking loose at the
 9 light and comes down through Southern Shores and Duck,
 10 that's why you get so much traffic. This bridge is
 11 going to release that traffic to where it's just
 12 not -- and you're talking about passing all these cars
 13 on the highway.

14 And I do hope that we do studies to
 15 address the concerns of the people where the roads go
 16 that affect their businesses and things like that.

17 This area needs to grow, and I know a lot
 18 of people don't want to hear that. Let me finish. I
 19 mean in the sense to where to support you and the
 20 people and the business owners that are here. I go
 21 out here and I run my route doing my job and every
 22 year 10, 12, 15 businesses close. A new person in the
 23 next year. 10, 12, 15 businesses close. Some of you
 24 in this room have probably had businesses that have
 25 had to close or had failed.

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1 I live on Corova Beach and I have a fear
 2 of the growth there more so than beyond because
 3 there's just not that much left out here. But where I
 4 live there is a huge fear of development there. But I
 5 think the bridge -- because I've had to evacuate and I
 6 had to go through the back through Virginia, the back
 7 way, through the swamp and everything else, about six
 8 years ago to get out of here.

9 My wife has a lot of medical conditions.
 10 She's had to be flown twice because of not being able
 11 to get out.

12 So there's a lot of positive with having
 13 that bridge. There is negatives but they didn't just
 14 decide to build this bridge. They've been studying
 15 this bridge for 25 years to try to make it better for
 16 us. I think it would alleviate a lot of the buildup
 17 and the backup in the traffic. I think it would make
 18 it smoother.

19 Corova Beach needs to go through our
 20 legislature and we need to address things that will
 21 stop the growth.

22 As far as day trippers go, where that
 23 hard surface ends we need to get a proposal that we
 24 put a gate up there to where these day trippers, these
 25 day trippers that are -- you're laughing but these day

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1 trippers that come down here, if you want to eliminate
 2 the day tripper make them pay \$50, Delaware,
 3 everywhere else to get access to the beach. Make them
 4 pay to get on the beach.

5 MR. WALSH: That's three minutes.

6 MR. HUFFNAGLE: Thank you.

7 MR. DEWITT: Thank you for your comments.

8 We do have time for others that would
 9 like to come up. If you have not signed up, that's
 10 fine. If you will come up to the microphone, form a
 11 line or lines if there's others that wish to speak and
 12 just follow the same protocol. I won't keep you here
 13 any longer than you wish to. If you want to come up,
 14 come on up.

15 MR. DAVIS: My name is Wally Davis. I'm
 16 from Aydlett, 143 Sandy Lane in Aydlett, North
 17 Carolina.

18 The reason I held off speaking is I want
 19 to make sure everybody here in Corolla had the
 20 opportunity to say their peace because your comments
 21 tonight have done a lot for my soul, to be honest with
 22 you.

23 I'm here tonight to express my concern
 24 regarding the choice of the mid-county bridge
 25 alternate 4 as the alternative for the recommendation

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1 of the North Carolina Turnpike Authority. It is my
 2 belief that the Federal Highway Administration has
 3 made an ill-advised decision to sign off on the Draft
 4 Environmental Impact Statement being discussed at the
 5 public hearing. This is based on the number of
 6 incorrect conclusions which resulted from improper
 7 and/or slanted analysis of backup reports, use of old
 8 and dated information, dismissing or ignoring key
 9 issues and impacts, and allowing blatant distortions
 10 of biased interpretation of favorable comments toward
 11 the building of the mid-county bridge.

12 In the Purpose and Need section of the
 13 document, pages 7 and 8 states that the project will
 14 be analyzed based on the ability to meet the following
 15 needs: To substantially improve traffic flow on the
 16 project area's thoroughfares; to substantially reduce
 17 travel time for persons traveling between the
 18 Currituck County mainland and the Currituck Outer
 19 Banks; to substantially reduce hurricane clearance
 20 time for residents and visitors that use 168 and 158
 21 during coastal evacuation.

22 I contend that the conclusion of the DEIS
 23 fails to adequately achieve any of these three stated
 24 needs. The improvement of the traffic flow of the
 25 project area's thoroughfares fails to meet the DEIS

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1 and the backup documents analysis.

2 Regarding this item, Tables 1, 2 and 3 of
3 the 2030 Traffic Alternative Report pages 10, 13 and
4 14 measure vehicle-per-day traffic volumes including
5 actual I presume 2006 versus 2035 without the bridge,
6 and with MCB4 with two and three lanes on Route 12.
7 These tables represent that traffic south of Corolla
8 will actually get worse if a bridge is built.

9 Related to this it's my belief that
10 estimates of the 2006 traffic data and future volumes
11 are routinely inflated at an abnormal rate in order to
12 better justify the bridge. I base this on my actual
13 observation of traffic at random times and adjusting
14 for the rate of increase expected in the DEIS for
15 seasonality and probable traffic which will not
16 utilize the bridge due to origination in the Dare
17 County area. In other words, most of the service
18 vehicles coming back and forth on a daily basis, not
19 coming in and staying and going back.

20 I also come to the conclusion that the
21 NCTA Alternatives Screening Report which states on
22 pages 4 and 5 under the heading Assumptions, "widening
23 US 158 in Currituck County was not considered because
24 congestion is not forecast to occur on US 158 in
25 Currituck County on summer week days in 2030 but only

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1 in summer weekends." So there is no congestion issue
2 during summer week days, according to this.

3 In the 2030 Traffic Alternatives Report
4 6.1.2 on page 77 concludes, "on US 158 north of the
5 new bridge traffic volumes are the same with or
6 without the bridge."

7 It says: "The two-mile section of 158
8 between Wright Memorial Bridge will have extreme
9 congestion by 2035 if the" bridge is not widened --
10 excuse me -- if the "road is not widened. If a new
11 bridge is constructed this roadway would require a
12 combination of six to eight lanes. The intersection
13 of NC 12 and US 158 should be upgraded to an
14 interchange or similar improvement." On NC 12 and
15 Dare widening to four lanes would resolve congestion
16 problems with or without a new bridge.

17 The conclusion would be obvious.

18 Widening Route 12, create a fly-over on Route 12 and
19 158, widen and limit the access on 158 south of Wright
20 Memorial Bridge, and reconsider your recommendation
21 and choose a no-build solution. Thank you.

22 MR. DEWITT: Thank you for your comments.

23 MS. POWERS: My name is Sandra Powers and
24 I live in Monterey Shores.

25 First of all, I wasn't planning on

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1 speaking tonight but I just want to go on record that
 2 I oppose the building of the bridge. And when I came
 3 here I knew there was no bridge and I chose to move
 4 here knowing that I would have to travel long
 5 distances in order to do certain things. I travel 50
 6 miles one way each week just to go to church. That's
 7 my choice. Would it be easier with the bridge? It
 8 probably would be, but I believe that building the
 9 bridge would destroy the environment and just the
 10 whole area.

11 Thank you. That's all I have to say.

12 MR. DEWITT: Thank you for your comments.

13 MR. DIANNA: Hi, folks. I'm Mike Dianna
 14 and I've got a restaurant in the TimBuck II shopping
 15 village. I've been there even before that when it was
 16 JT's restaurant starting in 1999. I'm also a property
 17 owner and a resident of Southern Shores.

18 The bridge project's been something
 19 people have been asking me about. I wish I had a
 20 nickel for every time somebody has asked me about the
 21 project, and I've never really been able to form a
 22 really strong opinion one way or the other. I can see
 23 pros, I see cons, I see, you know, how it's going to
 24 hurt some folks, how it's going to, you know, possibly
 25 help others.

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1 My biggest challenge as a business owner
 2 up here always has been what to do with the, you know,
 3 the short season that we have. And I've always
 4 thought, well, maybe, you know, a bridge is going to
 5 bring more people here in the off season. And I still
 6 don't know if that's going to be the case or not but
 7 today I got information showing that the possible
 8 bridge is going to come in right on top of my
 9 restaurant, and that was kind of alarming to me.

10 So I moved here 15 years ago and met my
 11 wife here, we've had two beautiful children. And I've
 12 never really been able to as I said before form a
 13 proper opinion on how I feel about the whole
 14 situation. I don't understand how when you have a
 15 bridge at Oregon Inlet that's falling into the water
 16 and could possibly isolate a whole community, many
 17 communities down there, Hatteras, Ocracoke and
 18 everything else, how this bridge could possibly take
 19 precedence over that one.

20 MR. DEWITT: Thank you.

21 MS. RIGGS-DABNEY: Okay, I'm Jan Riggs
 22 Dabney.

23 And first of all, if you think that
 24 everybody's not going to go up on the four-wheel-drive
 25 area you're wrong, because everybody's going to say

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1 that they are staying at one of those rental houses.
 2 Everybody wants to go to the four-wheel-drive area.
 3 And you can't keep 20 cars from going to one house up
 4 there, to go to every house up there. So they're
 5 going to go up in the four-wheel-drive off-road.

6 And also, if you're in Southern Shores
 7 and you're in Duck you think that you're not going to
 8 get the traffic going down there just because they
 9 come across that bridge and come to Corolla. They'll
 10 still want to go down to Kitty Hawk and Kill Devil
 11 Hills and see what's down there, too. And they're
 12 going to do it every single trip. Every rainy day for
 13 sure.

14 And also, the people do come here because
 15 it is pristine and remote. That's why they come here.
 16 If they wanted to get here quicker and come on a
 17 bridge they would stay in Jersey or they'd go to
 18 Virginia Beach. And we're going to look just like
 19 Virginia Beach where there's not a place to put a
 20 blanket on the beach anymore.

21 MR. DEWITT: Thank you.

22 MS. McDONALD: Good evening. My name is
 23 Alicia McDonald. I live at 965 Sunset Crescent in
 24 Corolla. I've been a resident down here for 11 years.
 25 I bought my first piece of property down

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1 here in 1978 when there were no roads. We first built
 2 in 1987. And from that 1987 to 2010 there's been talk
 3 of a bridge, but that was 23 years ago. We still
 4 don't have a bridge, and the reason we don't have a
 5 bridge is because people, they can't decide whether
 6 they should widen roads, put a bridge across.

7 And we hear that the bridge is all for
 8 the tourists. It was just a recent study in Currituck
 9 County that the occupancy tax and occupancy rate is
 10 above 2009 for 2010. So the theory of build it and
 11 they will come is a fallacy. They are going to come
 12 whether we have a bridge or not. And the reason
 13 they're going to come is the same reason that I chose
 14 to move down here 11 years ago knowing that I would
 15 have to drive 25 miles one way to Holy Redeemer
 16 Church. I knew they didn't have a hospital. I am
 17 cognizant of the traffic. I do not move -- locals do
 18 not do much driving from Memorial Day to Labor Day,
 19 but we chose that. We chose to stay here for what's
 20 here. We've made a cognizant decision. We know where
 21 the doctors are. We know that maybe this isn't going
 22 to be the place for us in another 20 years. Remember,
 23 65 is now the new 55. So we've got time, we've got 10
 24 more years on us. And so this has been an ongoing
 25 thing.

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1 And actually, what it is, it's Dare
 2 County versus Currituck County. And it's a Dare
 3 County problem down in the intersection of 158 and
 4 NC 12. It's a Dare County problem going through Duck.
 5 It's a Currituck County problem for a business aspect
 6 over on the mainland. So we are caught between Dare
 7 County and Currituck County. And if it's for the
 8 tourists that that bridge is being built -- I didn't
 9 leave here when it was Hurricane Isabel, I stayed. I
 10 had no problem. People who left couldn't get back
 11 because they couldn't get through Dare County. So
 12 many of these problems are Dare County problems, not
 13 Currituck County problems.

14 And I think the best solution is to
 15 study, study, study. If we have waited 23 years to
 16 get a bridge we can wait another 23 years. Thank you.

17 MR. PIERCE: My name is Mack Pierce and I
 18 live at 5067 Currituck Highway in Coinjock.

19 And I first made a trip down to Corolla
 20 in probably 1967. Me and my wife used to come down
 21 every weekend, go to Kill Devil Hills. So I know what
 22 progress is. I look around the room and see a lot of
 23 faces that wasn't here then.

24 And so I'm for no bridge at this time.
 25 Leave Corolla alone and let it develop at a slow pace

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1 and let nature lovers come here that love the area. I
 2 mean, Lord forbid if everybody from Corolla to
 3 Ocracoke, they would really freak out thinking how
 4 long it would take them to get to a hospital.

5 But anyway, I don't believe that all the
 6 alternatives here has been looked at on the impact of
 7 how they can build a bridge to come to Corolla. I
 8 believe a bridge if it is built should be built south
 9 of Grandy, about one mile south of Grandy, and that
 10 would be right there where the trash dumps is. They
 11 don't have to go through any 404 wetlands. They can
 12 come across and come to the Dare-Currituck line. That
 13 way people that want to go north, they can go north,
 14 they can go south.

15 When you look at the map we're on an
 16 island. When you come over into Currituck, 158 is an
 17 island because we're surrounded by water, by canals.
 18 The Knapp Bridge is the only way that you can get out
 19 of that area. If we have a chemical spill, if we have
 20 anything that happens, there's no other corridor.

21 The tourists are really going to be in a
 22 problem if they're trying to get out in a hurricane
 23 and there's an accident on Coinjock Bridge. They'd
 24 bring out all the EMRs and they'd block the highway.
 25 I mean, cars, trucks and everything else.

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1 But if we build a bridge in Coinjock, I
 2 mean Grandy -- if I get my facts here -- if we build
 3 it in Grandy looking down the road in 25 years, if we
 4 need a bridge and it goes in Grandy we have another
 5 corridor that they can go over the Northwest River and
 6 they can go up to 343. That would take you up to
 7 Highway 17. That would give Currituck another escape
 8 route. The bridge could be down to where it relieves
 9 the traffic where the traffic flows.

10 I go down the highway on a John Deere
 11 tractor in Coinjock, it don't bother me, I get used to
 12 it. And they're only coming down, like, 26 days for
 13 the summer vacation. So I have the rest of the year
 14 that I've got a five-lane highway to run them down.

15 I would like to see if we would have down
 16 the road -- Grandy has a much wider area. It's higher
 17 ground. Where we're at, I'm right there with the
 18 bridge at Aydlett and there's only, like, a thousand
 19 foot fill there and I'd hate to see the wetlands
 20 destroyed, the wildlife we have if they do the
 21 proposal where they're putting it on the ground.

22 You go to Aydlett Road, it's a curvy
 23 road, people slow down. That's why you got curves.
 24 Up here you got curves and it keeps the people slow.
 25 But if we put a straight road through there and they

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1 put it on a mound going through all the wildlife is
 2 going to get run over. And it's gotten to a point, we
 3 had a bear killed on January the 2nd. Nobody even
 4 come picked it up. It just laid there. I mean, it
 5 was there right by the rest area.

6 So, I'm just for no bridge. But like I
 7 say, in looking at the alternative, if they would
 8 consider other alternatives if they could be found,
 9 Thank you.

10 MR. DEWITT: Thank you.

11 MR. RILEY: My name is Pat Riley. I live
 12 here in Corolla.

13 I'd like to make one observation
 14 regarding the evacuation. If a major catastrophic
 15 storm is bearing down on this area Virginia's going to
 16 have major evacuation problems, too, and in all
 17 likelihood 158 is going to be -- 168 is going to be
 18 limited or closed so all the traffic leaving here will
 19 be forced up 158 to Elizabeth City. So I don't see
 20 how that's going to in any way improve your
 21 evacuation.

22 MR. DEWITT: Thank you.

23 If anyone else would like to come
 24 forward, you certainly may. If you've made comments
 25 earlier and you didn't quite finish them you're

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1 welcome to come back up. All right.

2 MS. SCHULTZ: To back up, the DEIS says
3 that "the non-road-accessible northern Currituck
4 County Outer Banks is a unique area that would appeal
5 to a niche market of day trippers." "There is no
6 evidence that a significant unrealized demand exists
7 for this form of rustic beach trip."

8 Oh, yes, there is. This is a complete
9 fallacy based on speculation and erroneous
10 information, certainly not based on reality. A survey
11 conducted in the summer of 2009 shows clearly where
12 such a demand does exist and one day, a one-day
13 off-season count conducted then showed slightly less
14 than 1,000 cars entered the off-road beach off-season.
15 Another survey indicated that 56 percent of the cars
16 would come from the Tidewater area.

17 On growth and development, the DEIS
18 claims that for the non-road-accessible Outer Banks
19 there would be no reasonably foreseeable change in the
20 location rate nor type of development. Lack of
21 accessibility both makes it attractive and helps limit
22 the development.

23 So since it is now going to be accessible
24 and will no longer be attractive is the reasoning then
25 since it's so easy to get there now I won't bother

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1 driving, let's not bother looking at real estate up
2 here in this untouched area unlike any other along the
3 Atlantic coastline because this bridge will change it
4 or because it's too easy to get here? Does this
5 argument also hold for it being an unlikely tourist
6 destination that its remoteness is now compromised,
7 that the accessibility to the area will make it an
8 undesirable destination? Do the authors of this
9 survey separate real estate companies on this list?
10 What will really happen? Historically
11 development of an undeveloped area occurs when access
12 is facilitated. Does anyone really believe that the
13 area will remain relatively undeveloped simply because
14 it is relatively undeveloped?

15 The DEIS claims numerous government
16 policy constraints related to development render
17 unlikely both a change in the rates and
18 characteristics of development from the current trend.
19 All new subdivisions in the non-road accessible area
20 have minimum three-acre-lot sizes. Smaller
21 grandfathered lots exist but may not have acceptable
22 septic conditions.

23 In response to this let it suffice to say
24 that only a small percentage of the grandfathered lots
25 have septic issues and there are ways to work round

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1 these problems. The fact is there are over 2,000
2 undeveloped lots in the off-road, over 2,000. A major
3 factor in keeping them undeveloped is the time and
4 difficulty getting there. The mid-county bridge would
5 change that. If you build it, they will come and they
6 will build.

7 The DEIS in November of 2008 said that
8 Currituck County commissioners turned down a request
9 to allow a commercial development in this area that
10 was not in keeping with their land use plan's policy
11 and emphasis for this area.

12 Other property owners in the area also
13 oppose the project, a very wise and judicious move on
14 the part of the Board of Commissioners. But I fail to
15 see how support of land use plans and policies on
16 limiting commercial development in the off-road area
17 would stand in the way of rapid growth from
18 residential development that is fully supported in the
19 land use plan and permitted in the UDO.

20 Serious concerns and commitment to
21 protecting and preserving Currituck's off-road area
22 has compelled me to serve on the Northern Currituck
23 Beach Task Force, chair COAST, which stands for
24 Counteraction, Save Tomorrow, to current President of
25 North Swan Beach Property Owners Association. I'm

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1 serving on the Planning Board and I'm on the advisory
2 committee of the North Carolina Coastal Federation. I
3 am not speaking as a representative or on behalf of
4 any of these groups tonight. I hope I have done them
5 some justice but I am drawing from what I have learned
6 from them.

7 I thank you very much, and in conclusion
8 the DEIS findings on indirect impact to the off-road
9 beaches consists of much misleading misinformation and
10 lacks scientific basis. Short of a no-build option,
11 further study in the form of a new DEIS and removal of
12 the current DEIS needs to happen.

13 And I have one request that someone asked
14 me tonight and didn't have time was a show of hands of
15 North Carolina residents who are opposed to the bridge
16 and show of hands of North Carolina residents who are
17 for the bridge. Thank you.

18 MR. DEWITT: Thank you.

19 Any other comments? Yes, sir?

20 MR. GRATAN: I'll be out of here in 90
21 seconds, I promise. I couldn't have said it better.

22 I just wanted to add a couple things.

23 One of the two of the underlying tenets of the DEIS's
24 conclusion that the bridge won't induce growth are,
25 one, that the existing area is built out. I think you

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1 could tell on your ride down here that it's not built
2 out. Myrtle Beach is built out. We're not built out.
3 We're going to be built out if this bridge comes
4 through.

5 Next, the next reason was that the local
6 jurisdictions are religiously implementing their land
7 use plans and controls. Well, just this Monday night
8 the Currituck County Board of Commissioners approved a
9 12.75 (acre) development composed of 32 condominium
10 units, a hotel, a restaurant and retail. This is an
11 oceanside property which has been designated Natural
12 Heritage. This was approved despite the not quite
13 unanimous recommendations of the County Planning
14 Commission against it, Planning Board against it, and
15 despite the fact it contravened the Land Use Plan and
16 as a result contravened the Uniform Development
17 Ordinance. So much for the constraints on growth.

18 MR. DEWITT: Thank you, sir.

19 MS. LEARY-SMITH: My name is Penny
20 Leary-Smith and I understand my vote don't count but
21 one time but I would like to repeat what I read last
22 night. One of the things that -- I'm a property owner
23 in Currituck County in the community of Aydlett.

24 I do not want to lose the quality of life
25 that this community now offers, just as you don't in

1 Corolla. If you place the tolls in Aydlett and it is
2 the last exit before crossing the bridge, the
3 mid-county bridge, most of these travelers will
4 continue on through Aydlett and Poplar Branch to
5 continue to the Outer Banks, joining 158 at Grandy,
6 not wanting to pay the toll, which will give the same
7 situation as you have now at Kitty Hawk. You leave
8 your toll booth on Highway 158 if this bridge has to
9 be built.

10 And we are more than willing to travel
11 the Swamp Road to get to the bridge to travel back
12 over to Corolla. The Swamp Road has never flooded and
13 it offers no damage to the environment or the
14 floodplain.

15 Currituck County is very fortunate to
16 have this northern beach which supports the largest
17 tax base for the entire county. Because of the
18 quality of life this beach offered its guests that's
19 why they choose to vacation here, and the residents
20 want that same quality of life just like the
21 approximately 500 permanent residents who so choose to
22 pay taxes and live in Corolla of Currituck County.

23 Why would you want to destroy the goose
24 that has given you the golden egg? Each of you know
25 that the easier it is to get somewhere, the more

1 people will definitely come to your area. You now
 2 have the highest clientele, and you want to open this
 3 area to day trippers which only increase your daily
 4 population, causing additional costs for law
 5 enforcement to meet the demands of this diverse
 6 clientele. And it's detrimental to the serene
 7 beautiful vacationer's paradise. This is a vacation
 8 destination, this is why they come here.

9 The bridge cannot be self supporting and
 10 will gobble up state funds, your taxpayers' money.
 11 Let's support a much needed bridge by replacing the
 12 Bonner Bridge. Put your toll facilities to the best
 13 candidate, it being the Bonner Bridge.

14 Let us maintain the same quality of life,
 15 not disturbing the primary nursery area for various
 16 species of fish and wildlife and taking care of our
 17 natural resources.

18 Where a tourist spends his time he spends
 19 his money. You have this now. Please let it continue
 20 and remain the same for its residents, its taxpayers,
 21 and its vacationers.

22 I appreciate, too, all of you-all coming
 23 before the North Carolina Turnpike Authority, and
 24 they're the ones that have to hear from the residents.
 25 And I probably misjudged and am making a very bad

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1 comment when I say this, but I understand that your
 2 commissioners want what your people want, your
 3 residents want. And I might be wrong, but I don't
 4 think there's one here tonight to hear what anybody
 5 has had to say.

6 Thank you very much.

7 MR. PIERCE: I'd like to add one thing on
 8 to -- my name is Mack Pierce. I've been duck hunting
 9 since 1972 and if you build this bridge north of the
 10 narrows there it's going to cause the ducks to leave
 11 the narrows. If you put it south of the narrows they
 12 will still come, but the ducks do not like lights.

13 The more -- I've hunted over here, I hunt in North
 14 River and the more lights you get over here the more
 15 migratory birds are going over to the North River.
 16 So, it's a choice that has to be made. Thank you.

17 MS. SYMONDS: I just want to quickly
 18 finish my -- Jennifer Symonds.

19 Section 3.5 in the DEIS, Construction
 20 Impacts. There would be no construction impacts with
 21 a no-build alternative.

22 As a direct impact the interchange
 23 associated with MCB2 and MCB4 would be a substantial
 24 change for an area defined in the visual impacts
 25 assessment as having high visual quality. The

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1 introduction of businesses into the interchange area
2 would have a similar impact.

3 Since plans do not include the widening
4 of the Intracoastal Waterway bridge to Coinjock due to
5 cost it is a choke point that would slow the traffic
6 trying to exit to the newly proposed bridge, backing
7 traffic to Barco and points north.

8 Option B goes directly against the land
9 use plan for Aydlett, Policy TR13: To protect the
10 character of the communities near the bridge, e.g.,
11 Aydlett, Churches Island, Poplar Branch, the road
12 leading to the bridge shall have no access points
13 before its intersection with US 158.

14 With regard to hurricane evacuation, this
15 is from the DEIS: "The construction of the third
16 parallel lane on US 158 would offer the greatest
17 reduction in hurricane evacuation clearance times with
18 any alternative." The first Draft EIS done in January
19 1998 was rescinded as hurricane evacuation was a major
20 obstacle in reaching an agreement on the purpose and
21 need in the DEIS. This current DEIS reaffirms that
22 conclusion.

23 North Carolina has a total of 18,307
24 bridges with 5,476 that are structurally and
25 functionally deficient. That is 30 percent of North

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1 Carolina's bridges are in need of replacement or
2 repair, including the Bonner Bridge serving the
3 Hatteras Island and the Yadkin River Bridge. This
4 bridge will take much needed money, \$15 million a
5 year, when North Carolina now faces a \$9.4 billion
6 true debt burden, away from fixing these failing
7 bridges. North Carolina cannot afford this bridge and
8 nor can we.

9 MR. DEWITT: Thank you. Is there anyone
10 else that would like to speak? We're almost at 9
11 o'clock. I would ask anybody else if you want to come
12 up, please do so now. Yes, sir.

13 MR. RICHMAN: I would just like to make a
14 comment.

15 MR. DEWITT: State your name.

16 MR. RICHMAN: Barry Richman. There was
17 something in this statement from the Turnpike
18 Authority that said -- talked about there wouldn't be
19 an increase in day trippers because they have similar
20 facilities up in the Tidewater area. Well, our day
21 trippers that come to the four-wheel-drive area don't
22 stop at Kill Devil Hills, and that's 25 miles closer,
23 50 miles round trip. Why don't they? Because like in
24 Virginia, Virginia Beach and in other places in
25 Tidewater, they cannot drive on the beach. They're

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1 here to drive on the beach. So it doesn't make any
 2 difference if they have facilities closer. They don't
 3 have the facilities closer because Virginia Beach saw
 4 the light and saw what kind of damage was being done
 5 to their beaches. They built a parallel road and
 6 banned them from the beaches so that is why they're
 7 doing that.

8 MS. RIGGS-DABNEY: Real quick, I'm Jan
 9 Riggs-Dabney.

10 And I just wanted to say who's been
 11 fighting for this bridge all along has been Mark
 12 Basnight and Dare County. And you might as well face
 13 it, our commissioners are not doing what we wanted,
 14 because we've been saying we haven't wanted this
 15 bridge for 25 years. And just like if you don't
 16 believe it, look what happened last night, what they
 17 approved of last night. We said we didn't want that,
 18 but they're out to get the -- they want to kill the
 19 goose so they can get all the eggs out now. We need
 20 to get rid of these commissioners.

21 MR. DEWITT: Thank you.

22 Unless there's someone else that wants to
 23 speak I'm going to draw this to a close. We really do
 24 appreciate your comments tonight and your
 25 participation has been tremendously valuable to us.

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1 Thank you for your time.

2 (The record was closed at 9:02 p.m.)
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I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me on the within proceedings, and that that copy is a correct transcript of the same.

Emily Clark

Emily Clark, RMR

Registered Professional Reporter

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MID-CURRITUCK BRIDGE STUDY
 NORTH CAROLINA TURNPIKE AUTHORITY
 STIP Project No. R-2576
 PUBLIC HEARING
 Date: May 20, 2010, 7:00 p.m.
 Place: Currituck County Center
 120 Community Way
 Barco, North Carolina
 Moderator: Jennifer Harris, P.E.
 NC Turnpike Authority
 Presenter: John Page, AICP, CEP
 Parsons Brinckerhoff

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(The record commenced at 7:05 p.m.)

MS. HARRIS: Okay, everybody, I appreciate you-all coming out tonight. We're here for the third in a series of three public hearings for the Mid-Currituck Bridge Study. My name is Jennifer Harris and I'm with the North Carolina Turnpike Authority.

Can everybody in the back hear me all right? Great.

What we plan to do tonight is give a general project overview, discuss briefly the project purpose and need, describe the detailed study alternatives that we evaluated in the Draft Environmental Impact Statement, touch on project funding that we anticipate to use to build the project, also discuss the Draft EIS and the Recommended Alternative among those that we evaluated in the document, discuss the right-of-way relocation process for properties that would need to be acquired for the project, and also discuss boating and other related issues for anyone that boats in Currituck Sound.

I think you're all familiar with the project area around Currituck Sound, the road surrounding it, US 158 and NC 12. The purpose and

need for the project is covered in these three bullets. The first one is substantially improve traffic flow on the project area thoroughfares which include US 158 and NC 12 in the project area; to substantially reduce travel time for persons traveling between the Currituck mainland and the Currituck Outer Banks, as well as to substantially reduce hurricane evacuation clearance times.

In the Draft Environmental Impact Statement that was approved at the end of March of this year we studied in detail three different alternative concepts. ER2, which means existing roads 2, includes no bridge, no Mid-Currituck bridge, but it does include substantial improvements to the existing roads in the study area. Along the length of US 158 that's highlighted if you can see it on the screen or in your project handout there will be improvements for hurricane evacuation. There would also be improvements after you would travel across the Wright Memorial Bridge for hurricane evacuation. And then the length of NC 12 with the exception of the portion in Duck would be improved to either a three- or a four-lane road. And again, this ER2, existing roads 2, option does not include a Mid-Currituck Bridge.

MCB2, it does include a Mid-Currituck

1 Bridge. There are two different bridge corridors that
 2 we evaluated, C1 and C2 that you see by the red
 3 highlighted area. The difference between those is
 4 just where it would tie into NC 12 on the Outer Banks.
 5 It includes the widening for the length of NC 12 with
 6 the exception of the portion in Duck that is already
 7 three lanes, and it includes some hurricane evacuation
 8 improvements north of the Mid-Currituck Bridge on
 9 US 158 in the area highlighted on the picture.

10 And last, MCB4, again, Mid-Currituck
 11 Bridge, it does include a bridge with the two
 12 different bridge corridors, C1 and C2. And on NC 12
 13 it would include either two to four miles of widening
 14 to four lanes. There would also be some hurricane
 15 evacuation improvements down near the Wright Memorial
 16 Bridge in addition to hurricane improvements on 158
 17 north of the Mid-Currituck Bridge on the mainland.

18 The project is expected to be funded from
 19 several sources. First we expect to sell revenue
 20 bonds that would be repaid with the toll revenues that
 21 would be collected for those that use the project.
 22 Also, a TIFIA loan which is a loan from the federal
 23 government. The state has also appropriated money on
 24 an annual basis, \$15 million a year if a bridge is to
 25 be built and built as a toll project. And also, we

1 expect some funding may come from a public-private
 2 partnership.

3 If a bridge is built it will be tolled
 4 and the toll based on the 2007 study was expected to
 5 be in the range of 6 to \$12. Toll rates have not been
 6 set. They will be set when an investment grade
 7 traffic and revenue study is conducted so it may or
 8 may not be in the 6 to \$12 range but that is what the
 9 current study we have indicated. And all the toll
 10 revenue that is collected would be used to finance,
 11 construct, operate and maintain the bridge. And when
 12 that debt is repaid tolls would be removed.

13 We expect if a bridge is built that toll
 14 collection would be collected with both electronic
 15 toll collection where you would have the opportunity
 16 to place a transponder in your windshield and we also
 17 expect there would be cash collection available on the
 18 project, toll booths in the early years of the
 19 project.

20 Again, we're here because we recently
 21 received approval on a Draft Environmental Impact
 22 Statement. It's an environmental document that
 23 explains why is the project needed, what are the
 24 different alternatives that were evaluated to meet
 25 that need, what are the impacts of those various

1 options and how could they be mitigated, and also
2 discusses and summarizes the public and agency
3 coordination we've conducted to date.

4 There are a lot of people involved in the
5 study process, including the Federal Highway
6 Administration, the Turnpike Authority, which is a
7 division of the North Carolina DOT, and many
8 environmental resource and regulatory agencies that we
9 coordinate with on a regular basis, as well as you,
10 residents, property owners, traveling public, local
11 government and elected officials.

12 Again, among the alternatives that we
13 studied we have made a recommendation in the Draft
14 EIS, and that may or may not be substantiated by the
15 comments that we get this week and through the comment
16 period, which is June 7th. But we're here to hear
17 your comments. We want to know what you think of the
18 different options and answer your questions about the
19 project.

20 Again, it's not a vote. While we do want
21 to hear your comments, we don't tally up how many
22 people vote for this option or that option and then
23 that's the result. What we do is we'll take the
24 public comment, we'll evaluate that along with the
25 impact and cost information among the alternatives and

1 have discussions among the study team and with
2 resource agencies and hopefully determine an
3 alternative that meets the purpose and need and we can
4 ultimately get permits for.

5 And this is not a political decision. It
6 is based on technical evaluations of different
7 resources including the natural environment, physical
8 environment and human environment.

9 Again, the Recommended Alternative is
10 MCB4. We have not made a recommendation on the bridge
11 termini nor the approach to the bridge across the
12 Sound. There are two different options for that.

13 We also are available to discuss the
14 right-of-way acquisition process and relocation
15 assistance process. We have people here tonight.
16 Hopefully you had a chance to speak with them before
17 the public hearing. If not, I believe they're still
18 available. And we have some brochures that explain
19 those processes that are also on our website.

20 We also want to hear from anyone that
21 uses Currituck Sound for boating. Right now we're
22 trying to evaluate if we need to provide additional
23 clearance under the bridge for boaters.

24 You can participate tonight by speaking
25 or writing your comments. If you don't have time

1 back up those findings are all at these eight public
2 review locations and will be there until June 7th when
3 the comment period ends.

4 You see in the back of the room we had
5 five key maps that show the different alternatives.
6 Once again, ER2 is widening existing roads only; MCB2
7 which has the two -- also has the two bridge corridor
8 options, C1 and C2 is widening existing roads and
9 building the Mid-Currituck Bridge.

10 MCB4 focuses attention on building the
11 Mid-Currituck Bridge with a limited amount of widening
12 on 12 and some hurricane evacuation improvements north
13 of the bridge on 158.

14 Also on the hearing maps, all hearing
15 maps there is a legend to help you read the map. I
16 think of most interest to you that shows property
17 acquisition that would be required by whether it be
18 complete right-of-way acquisition or a permanent
19 drainage easement purchase or a temporary construction
20 easement.

21 Also you will see color bands on those
22 hearing maps. That is the extent of our study area
23 where we gathered data in order to analyze. It's not
24 the extent of the impacts. Look at the right-of-way
25 line for that.

1 tonight to turn in your comments you still can send
2 them through mail, through e-mail, give us a phone
3 call. We're asking for comments by June 7th so that
4 we can compile those and use those to evaluate the
5 public comment on the different alternatives that were
6 considered.

7 After we do that we expect to identify a
8 Preferred Alternative in the August time frame of this
9 year and complete the environmental study process with
10 a Record of Decision by the end of the year. And then
11 after the first of the Year assuming the financing can
12 be put in place by then, we would begin the
13 construction, right-of-way acquisition processes and
14 the project would be open to traffic by late 2014.

15 Now John Page is going to review the
16 hearing maps.

17 MR. PAGE: I've been asked by the
18 Turnpike Authority to briefly review the public
19 hearing maps. The public hearing maps were on display
20 for several hours this afternoon. They are also all
21 on the website of the Turnpike Authority if you want
22 to look at them there. And also they are located in
23 our eight public review locations in the area. The
24 public hearing maps along with the Draft Environmental
25 Impact Statement and all of the technical reports that

1 We're going to take these hearing maps
 2 one section at a time. We'll use our key maps to help
 3 keep us all oriented to where we are and we're going
 4 to begin with the bridge. First we'll begin on
 5 mainland which I'm sure is of interest to many of you.

6 On the mainland approach we are one
 7 corridor but we have two design options. They differ
 8 in their characteristics in terms of where the top is
 9 located, whether or not we bridge Maple Swamp or put
 10 the road to -- the approach road to Maple on fill or
 11 dirt. And it also varies in terms of our effects on
 12 the local road system and the way one gets between 158
 13 and Aydlett, and we'll discuss each of those
 14 individually.

15 We'll begin with Option A. Both options
 16 have an interchange on US 158. In the case of
 17 Option A the toll plaza for both directions of travel
 18 are in this interchange at 158. The red lines that
 19 you see around the interchange represent control of
 20 access. You cannot have driveways and streets hooking
 21 up to the ramps of an interchange because it's not
 22 safe.

23 You also if you look at the bottom part
 24 below the interchange and above you can see that
 25 there's at the end of Aydlett Road is relocated

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1 slightly and also to the north you'll see that there
 2 is an access road for homes and businesses that are
 3 not displaced by the interchange so that they can keep
 4 access to -- maintain their access but it would be
 5 through a service road that would connect to Waterlily
 6 Road.

7 And this simulation gives you a 3-D view
 8 of what this interchange might look like with the toll
 9 plaza.

10 This particular option includes a bridge
 11 across Maple Swamp. In the community of Aydlett there
 12 would be a fill section that would pass through where
 13 there's woods off the Narrow Shore Road. The bridge
 14 would begin just before Narrow Shore Road so those who
 15 are traveling north and south on Narrow Shore Road
 16 would pass under the bridge. As a result there would
 17 be no changes in the circulation system in Aydlett
 18 with this alternative. You would travel just the way
 19 you do today between 158 and Aydlett and around
 20 Aydlett.

21 In this photo simulation which is in your
 22 handout that you got tonight illustrates what the
 23 bridge might look like as it leaves the community of
 24 Aydlett and goes out into the Sound with Option A.
 25 Option B also has an interchange in 158

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1 but there is no toll plaza. The toll plaza is in
2 Aydlett. And the other primary difference here is
3 that this option assumes Aydlett Road is closed. We
4 would turn it back into a wetland and the people
5 traveling between 158 and Aydlett use the same road as
6 the toll traffic.

7 I wanted to also mention on these that
8 the different -- environmental impact process after we
9 hear public comments, it is possible to think about it
10 and mix things up a little bit. For example, the
11 primary reason for proposing fill across Maple Swamp
12 is there is a substantial cost savings. That cost
13 savings could also be achieved by sticking with
14 Option A, not closing Aydlett Road and putting fill
15 across Maple Swamp and a bridge. And those are the
16 types of things that we always consider in terms of
17 refinements to alternatives after we hear public
18 comment so I wanted to give you that example.

19 But Option B as shown here crosses Maple
20 Swamp. Here's the smaller interchange without the
21 toll plazas, across the Maple Swamp again on fill.
22 And there are wildlife crossings provided for wildlife
23 passage or large mammals and also smaller amphibians
24 and reptiles. Because Aydlett Road is closed and
25 Aydlett traffic is using -- sharing the road with the

1 toll traffic in this particular case there is a lot of
2 change to the circulation system in Aydlett.

3 What you're seeing here is there is a --
4 you can see on this drawing there is an exit ramp from
5 the approach road that gets you into Aydlett and there
6 is a ramp taking you out. With neither option is
7 there a way to get on or off the bridge in Aydlett.
8 Those ramps are only to get Aydlett traffic to and
9 from US 158.

10 There's a couple of other road looking
11 like things up there that are south of the toll
12 plazas. Those are service roads for use only by the
13 Turnpike's operators to help maintain and operate
14 their toll plaza. Those would not be used by any
15 public traffic.

16 The toll plaza shown here is at grade and
17 as a result it crosses Narrow Shore Road at grade
18 which means Narrow Shore Road would be closed and it
19 would be replaced by an overpass, a ramp system. And
20 you can see an overpass that is on top of the toll
21 plaza.

22 And this photo simulation which is also
23 in your handout illustrates what the grade separation
24 to replace the Narrow Shore Road passage and the toll
25 plaza and the associated lanes would look like.

1 We'll leave Aydlett now. As we
 2 indicated, there is only one corridor that we're
 3 considering although we do have two design options in
 4 Aydlett. But we do have end points we're considering
 5 and evaluating on the Outer Banks. And so when we get
 6 into Currituck Sound we split into two corridors.

7 The bridge that is proposed is two lanes.
 8 This is a typical bridge section that is used in North
 9 Carolina. It's showing two 12-foot lanes and two
 10 10-foot shoulders and bicycle-safe rails. The 10-foot
 11 shoulder is adequate distance so that if someone is
 12 bicycling along the shoulder they are outside the
 13 effect of the breeze that you get when cars pass you.

14 Also included in the cost estimates in
 15 discussing the EIS are some additional possible
 16 provisions that are being considered for bicycles, and
 17 that would be an independent bicycle path perhaps made
 18 out of recycled plastic lumber. Costs include the
 19 possibility of lighting it and the lighting would be
 20 powered by solar panels.

21 And also, costs are included in
 22 discussion in the EIS of an option of putting a
 23 parking lot at either end of the bridge using
 24 permeable pavement where pedestrians or bicyclists
 25 could park their cars while they enjoy riding or

1 biking across the bridge.

2 Also, as Jennifer mentioned, boating is
 3 an important thing. It's likely there might need to
 4 be one navigation span for taller boats. It would
 5 most likely be here on the west side closer to the
 6 mainland where the water is deeper.

7 We'll now move across the Sound to one of
 8 our two end points. This is the northern end point.
 9 It is called alternative C1 and it ends at the south
 10 end of the Corolla Bay subdivision.

11 Zooming in here you can see that we give
 12 priority to the bridge traffic in terms of coming off
 13 the bridge and heading south on NC 12. And there is a
 14 traffic signal and left turn lanes at that
 15 intersection. And this is a photo simulation that is
 16 also in your handout that illustrates what this
 17 intersection might look like.

18 The other alternative which is the more
 19 southern one called C2 wraps around avoiding the
 20 marshlands. It also bridges the coastal marshlands
 21 that are at the end of the bridge.

22 This alternative is just south of the
 23 commercial business called TimBuck II. And again, it
 24 would include a traffic signal and left turn lanes.
 25 There also would be some limitations on turning

1 movements along on the two streets in one of the
2 TimBuck II driveways that are in that area. Left
3 turns would be prohibited in order to keep through
4 traffic flowing.

5 In both these cases in order to keep
6 traffic from backing up on the bridge NC 12 is
7 proposed to be widened to four lanes down into the
8 Currituck Club area. So with the northernmost
9 alternative that widening would be about four miles
10 long. And with this more southern road route it would
11 be about two miles long of widening to four lanes on
12 NC 12. And here is a photo simulation that is looking
13 towards the bridge that illustrates how this
14 intersection might appear.

15 Looking now at the bridge and the
16 alternatives in Aydlett and on the mainland are a
17 widening-existing-roads alternative and an alternative
18 that widens a lot of roads as well as building the
19 bridge. We're now going to take a brief look at what
20 would be done on NC 12 with these alternatives.

21 For these three alternatives the widening
22 occurs all the way from US 158 up into the end points
23 of the bridge. Again, in the case of MCB4 where we're
24 only building the bridge it would only be two to four
25 miles long.

1 In Dare County in the southern end of
2 Currituck where the right-of-way generally is only 60
3 feet wide a three-lane road is proposed, two through
4 lanes and a center turn lane. There is adequate
5 space, maybe 60 feet to do this right-of-way plus
6 maintain the existing multi-use paths that are through
7 that area.

8 Part of the designs we have evaluated in
9 the Environmental Impact Statement also addressed the
10 drainage problems on NC 12, and the solution that is
11 included in our design is the use of infiltration
12 strips and basins, which basically what that means is
13 that rather than the water going wherever it wants,
14 you provide low spots on the side of the road where
15 the rain water can go. When it stops raining it can
16 be infiltrated into the soil. So it's exactly the way
17 what happens to the water along NC 12 today except
18 it's controlled. It goes to a place that is not
19 inconvenient. It goes to the side of the road instead
20 of the middle of the road.

21 At the south end of Southern Shores,
22 which is the upper section, you see the infiltration
23 strips are quite wide, and that's because everything
24 drains to the road. All the developments drain to the
25 road so there's a lot of water to handle. When you

1 get further north then the infiltration strips get
2 fairly narrow.

3 We'll take a quick look at the hearing
4 maps. Along here to the left of this sheet is the
5 intersection of NC 12 and 158. We will be going
6 north. Again, the yellow band is the extent of our
7 study area, not our impact area.

8 The primary impact of this widening is
9 that the infiltration strips would be outside the
10 existing right-of-way in a permanent drainage
11 easement. Very little displacement occurs as a result
12 of that.

13 As Jennifer said, when we get to Duck
14 where the existing road is already three lanes there
15 would be no change.

16 Through a lot of this area in addition to
17 the narrow infiltration strips there would be grading
18 to infiltration basins which take up roughly an area
19 of a vacant lot.

20 This is the Currituck-Dare County line.
21 This is Pine Island that we're passing through.

22 This is the Hampton Inn area.

23 Now, when you get to roughly the end of
24 the southern point of the Currituck Club subdivision
25 the right-of-way of NC 12 widens to a hundred feet

1 which provides room for a four-lane road, and this is
2 what it would look like: Four 12-foot lanes with a
3 median, left turn lanes at major intersections, and a
4 space for a multi-use path, and then again the
5 infiltration strips that would be in a permanent
6 drainage easement.

7 Where you see the color change from
8 orange to purple, that's the point where the widening
9 that would be associated even with MCB4, the
10 bridge-only alternative, would start to begin there
11 where it would widen out from two lanes to four lanes
12 where that purple begins.

13 Now we're back into the TimBuck II area
14 where we were before when we were talking about the
15 bridge alternatives. TimBuck II is in the upper
16 left-hand corner and C2 would be coming into the left
17 of that. If you're widening only existing roads, the
18 project would end about Albacore Street. There would
19 be no widening further north than that.

20 The green that you see is the four-lane
21 road continuing on the extra two miles to the
22 northernmost terminus.

23 In the commercial area which includes
24 TimBuck II and the Food Lion there would be limits on
25 left turns through the median in this area with the

1 four lanes.

2 That's what the hearing map shows us for

3 NC 12. We're now going to move to the south end and

4 we're going to take a look at what would be done on

5 158 with these particular alternatives.

6 The widening of 158 between NC 12 and

7 Wright Memorial Bridge is shown in our design, our

8 designs that we're evaluating in the EIS as a super

9 street. What that means is in order to add additional

10 capacity so you -- in terms of moving a lot of through

11 trips through you limit the ability of people to turn

12 left from local side streets onto 158 and you also

13 limit their ability to cross from one side to the

14 other. Instead, if you wanted to cross to one side or

15 the other or turn left you would turn right and go to

16 your own break in the median where there would be a

17 traffic signal where a U-turn could be made. And this

18 hearing map illustrates that.

19 Also, with the ER2 and MCB2 an

20 interchange at US 158 is proposed. Full access would

21 be maintained at the Welcome Center. People would be

22 able to go up 12 without stopping with the 158

23 traffic, they would go over on a bridge.

24 The big change in this area would be

25 that, again, we cannot have driveways and local

streets connecting to interchange ramps so that many

of the properties, particularly on the east side,

would have their access limited to NC 12.

The last thing that we're going to talk

about briefly is the hurricane evacuation

improvements. 158 is the -- based on the work that

our hurricane evacuation consultants said the

bottleneck today is 158 between NC 12 and 168. If

there was additional capacity or a third outbound lane

that would reduce clearance times during hurricane

evacuations substantially.

With MCB4 where we're only building the

bridge you would need to do some hurricane evacuation

improvements down here since you're not widening the

road. As you see, there's no interchange with this

alternative.

If we do not build the bridge you would

need about 25 -- you would need to increase the

capacity of the road to provide a third outbound lane

for 25 miles all the way from the Wright Memorial

Bridge up to 168. If you build the bridge you'd have

a lot of traffic diverted to the Mid-Currituck Bridge

and so those improvements would only need to be the

northern five miles.

There are two alternatives that are

1 looked at in the EIS. The primary one is a third
 2 outbound lane that would be essentially a wide, paved
 3 shoulder marked for emergency use only. And this
 4 photo simulation illustrates that in one of the curbed
 5 areas.

6 Another way to do it would be to reverse
 7 the center turn lane. That would only be effective --
 8 only be able to be done with the Mid-Currituck Bridge
 9 when only five miles of problem remains. It's
 10 logistically impossible to reverse the center turn
 11 lane for 25 miles on an unlimited access road.

12 Jennifer, that's what I have to say so
 13 we're ready to move on to the next part.

14 MS. HARRIS: Thank you, John.

15 I just wanted to add another comment
 16 about the Option B approach to the bridge across the
 17 Sound. We've heard from many of you since the October
 18 time frame and this week and that is that you-all have
 19 concerns about the removal of Aydlett Road in addition
 20 to the prospects of a toll plaza potentially being in
 21 the Aydlett community. This is another opportunity
 22 for you to provide official comments that will be part
 23 of the record, but I did want to acknowledge that we
 24 have been getting comments over the past several
 25 months about that option already but now that we have

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the Draft Environmental Impact Statement approved
 these comments are still important to hear and I'm
 sure we'll be hearing them tonight again.

Before we start receiving your comments I
 want to thank you for being patient and sitting and
 listening to our presentation, giving you an overview
 of the project. We are here to listen and hear your
 comments. However, it is not a debate. Also, please
 be courteous to your neighbors and letting them speak,
 If you have differing views please give them their
 opportunity to speak.

We are going to be limiting you to a
 three-minute time limit for your comments. If at the
 end of everyone's speaking if you choose to speak
 again you will be able to do so.

We are recording your comments. This
 lady up here is feverishly trying to record everything
 that's said so please state your name when you
 approach the microphone when it's your turn and speak
 clearly so that we can get your comments down and
 recorded. And if you have a written statement that
 you're reading from that you can leave with us that
 will also be helpful.

The first speaker that has signed up is
 Tom Wood, and if Butch Petrey could be prepared after

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1 Mr. Wood speaks that would be great.

2 MR. WOOD: Good evening, everyone. I'm
3 Tom Wood from 295 Waterlily Road.

4 I along with I think about a hundred of
5 my neighbors on Waterlily Road would really like to
6 know what's going on at 158. It impacts us all and we
7 don't see any really answers yet other than the Jersey
8 wall may have been taken down but we still don't know
9 whether we're going left or right or we're just going
10 to be dead-ending at the 158.

11 MS. HARRIS: What we're showing now on
12 the mabs that we have here tonight about the
13 intersection of Waterlily Road at US 158, we have
14 removed the barrier that was previously shown. At
15 this time we are showing a full movement intersection
16 at that location.

17 We are still going through a process to
18 evaluate if that is going to handle the traffic and if
19 that will be a safe intersection in the future, but
20 that's what we're currently showing and it would
21 remain as it is today.

22 MR. PETREY: My name is Butch Petrey. I
23 live at 104 Savannah Avenue in Grandy.

24 I'm here tonight with an open mind as far
25 as the bridge goes. I know there's pros and I know

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1 there's cons and all the points are valid. I'm
2 finding that the pros are the people that aren't
3 affected, that it's not in their back yard. The cons
4 are if it's in your back yard, then you're affected.
5 I know that lifestyles are affected. People moved
6 here for a quality of life.

7 And my concern -- You just said that we
8 want to hear your comments. Well, hearing comments
9 are one thing. Acting on those comments is something
10 else. It's just like the gentleman just came up right
11 here. He has no idea what's going on. And I
12 encourage your people to have a better line of
13 communication, because when people are afraid and they
14 don't know what's going on there are rumors and then
15 that gets people nervous, and you can see the people
16 here tonight and people's lives are affected and they
17 don't know what's going on.

18 Another thing that I'd like to encourage
19 you to do, this gentleman here spoke about other
20 options. I really encourage you to look at other
21 options. I know that there's things that you can
22 change around and do whatever where lives aren't as
23 affected, moving this, tweaking this, doing that. So
24 I encourage you to do that, but I also encourage you
25 to make sure that you listen to these people tonight.

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1 Okay.

2 MS. HARRIS: Thank you for your comments.
3 Next is Mike Doxey, and following him is
4 Lisa Ray, if you can be prepared after Mr. Doxey.

5 MR. DOXEY: Yes. Mike Doxey, a resident
6 of Aydlett.

7 I'm here tonight for obvious reasons, to,
8 you know, protest the mid-county bridge entirely. I
9 don't know of anybody that lives in Aydlett that
10 would, you know, that welcomes the mid-county bridge.

11 But mostly I'm here tonight to protest
12 and speak strongly against Option B. You mentioned it
13 a while ago. Option B's got several detrimental
14 effects to me and my property and my livelihood. And
15 for one is I live on Narrow Shore Road, and if Aydlett
16 Road is taken out then all the traffic from Grandy
17 north that don't go outboard (sic) or Macedonia Church
18 Road at Poplar Branch, all the traffic coming north
19 has got to go right by my house to get up to the toll
20 plaza to get on the bridge. And I don't think that us
21 people and in Aydlett and Poplar Branch on the Grandy
22 side should have to go up Narrow Shore Road to get on
23 the bridge and mangle (sic) with that traffic to get
24 over to 158. It just don't even make sense. That's
25 one reason.

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1 Another reason is I own property on

2 Aydlett Swamp Road about somewhere around a thousand
3 feet or so. If Aydlett Swamp Road is taken out I lose
4 all access to my property. Now, Jennifer has said
5 that, you know, well, yes, but they may buy it because
6 they wouldn't be able to provide access to my
7 property. Well, I don't want to sell my property on
8 Aydlett Swamp Road. So, you know, just because
9 they're putting a new bridge in that don't make me
10 want to sell, you know, property. So I'm strongly
11 against Option B.

12 The main reason for me -- another main
13 reason for me to be totally against the bridge going
14 across Currituck Sound, and it hasn't been mentioned
15 to my knowledge so far, is the duck blinds that are in
16 the corridor of the mid-county bridge. Now, the
17 mid-county bridge corridor is going to take out about
18 probably somewhere between 20 and 30 duck blinds, or
19 at least be close enough to them to make them really
20 useless. Well, the duck hunting is bad enough but
21 when you go putting a bridge out there, I don't know
22 of any duck blind within a mile or two of either way
23 of that that's going to be worth anything at all.

24 Now, to you-all people in Raleigh and
25 yonder, you-all don't understand the importance of

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1 duck blinds. It's tradition in Currituck, it's
 2 heritage, and if they are taken out then my family --
 3 we have three duck blinds. I've got one, my brother's
 4 got one and my son's got one. One of them's in C2
 5 corridor, right over it, almost. One is in C1 and one
 6 is in C1 and C2 combined where they come across the
 7 Sound. So it will take out all three of my family's
 8 duck blinds. And I'm upset over that particularly --
 9 and since the Commissioners are here and some
 10 Commissioners-wanna-be, I want to ask them and tell
 11 them that I want you-all to support us people in
 12 Aydlett, to keep Aydlett Swamp Road and do away with
 13 Option B. Thank you.

14 MS. HARRIS: Thank you. Lisa Ray is
 15 next. Following Lisa will be Brian Innes.

16 MS. RAY: My name is Lisa Ray and I'm
 17 with Ray Commercial.

18 I just want to speak really in general to
 19 the mid-county bridge. I'm in favor of that. I also
 20 sit on the government relations committee for the
 21 Currituck Chamber. And in having the mid-county
 22 bridge it will provide direction for orderly future
 23 growth for the county. In addition to that there
 24 would be some positive retail growth in proper areas
 25 with controlled growth, and that's so important to

1 this county.

2 And here on the mainland we can -- I
 3 think we'd realize more jobs, more business and
 4 industry that would come to Currituck mainland and
 5 support our people here with good jobs so we don't
 6 have to go outside the county for those types of
 7 employments.

8 And also, it would allow us to connect
 9 more with the Currituck Outer Banks, those of us that
 10 live on the mainland, and to enjoy that.

11 Emergency evacuation is also important
 12 and this would also provide the evacuation for the
 13 Currituck Outer Banks. And I look forward to the
 14 bridge coming about.

15 I used to live very close to the bridge
 16 down in Manteo, within half a mile of it, and I really
 17 was not -- did not find the traffic objectionable at
 18 all. Thank you very much.

19 MS. HARRIS: Thank you.

20 The next speaker is Brian Innes.

21 Following him will be MeLeen Webb.

22 MR. INNES: Good evening. My name is
 23 Brian Innes. I live at Barco, very close to where the
 24 bridge is projected to be built.

25 There are two brief comments that I'd

1 Like to make and they are general comments, first
 2 being in terms of the safety of the evacuation. A few
 3 years ago I witnessed one mandatory evacuation of the
 4 Outer Banks and it was not very impressive.

5 Understandably it was slow, it was deliberate, as I'm
 6 sure it was very stressful for those who were involved
 7 in it. If the bridge in any way expedites the process
 8 which is inevitably going to be necessary in the
 9 future then I heartily endorse the bridge.

10 The second point is that as we all know,
 11 we are right now in the middle of an almost
 12 unprecedented economic mess. Prospects for the
 13 short-term economic improvements are at best
 14 uncertain. Just look at what happened on Wall Street
 15 this week. Prospects for the long term are probably
 16 even less predictable. Therefore, Currituck County
 17 which is so largely dependent on the tourist industry
 18 I suggest will need all the help that we can get.

19 Businesses and the prosperity that follows businesses
 20 can only locate where there is infrastructure. The
 21 bridge I believe will become a major component of this
 22 county's infrastructure. For that reason we need the
 23 bridge sooner rather than later. I would hope that
 24 tonight the project will receive a solid and assured
 25 support. I thank you.

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MS. HARRIS: Thank you, Mr. Innés.

Meleen Webb followed by Jennifer Symonds.

MS. WEBB: My name's Meleen Webb, a
 property owner in Coinjock.

I'm against the bridge. I'm for the
 no-build.

Some of the things in the Environmental
 Impact Statement that you-all have been referring to
 tonight, you talk about the permanent loss or
 alteration of the aquatic habitat. This is going to
 happen now, but what's the environmental impact going
 to be in 20 years and 30 years? Who knows what the
 long-term effects on the Sound will be? What will the
 rippling effects be on aquatic life?

By not building the bridge we don't even
 have to answer these questions because the Sound's not
 going to be disturbed.

The mid-county at present is a beautiful
 place to live. Putting in this bridge will destroy
 the view on the Sound, will destroy our night skies.
 Five years ago I laid out in the grass, laid right out
 there, watched the most phenomenal meteor shower I
 have ever seen, about 70 meteors a minute. You put in
 this toll booth, you take out that -- that whole
 experience will never be able -- we will never be able

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1 to have that again in our area.
 2 The Currituck Outer Banks is unique in
 3 its remoteness. One visitor to our area told me he
 4 thought the bridge was ridiculous. The reason he
 5 travels here is because of the remote beauty of our
 6 area. It's worth the drive. We're going to destroy
 7 everything that makes our area special. Even here on
 8 the mainland right in the middle of the county we're
 9 going to have this concrete monster that belongs in a
 10 city, not rural Currituck County.

11 One oversight I perceived in the
 12 environmental impact study is that it doesn't mention
 13 the decrease in the tourism traffic south of the
 14 bridge. You're going to impact a lot of businesses.
 15 I didn't take the time to count them all. Some of
 16 them rely directly on tourism. You've got Grandy
 17 Farmhouse, I don't know how many little farm markets.
 18 We refer to it as the season when our traffic flows,
 19 you know, it picks up because our revenues go up. And
 20 you're going to hurt people down south.

21 And then as far as the evacuation, let's
 22 see. One thing is I've looked at it and we're doing
 23 this for about what I'd say is 13 days. We have 13
 24 weekends of the traffic flows heavy. Only Saturday is
 25 there a problem. So we're really putting in this

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bridge for 13 days.

1 And then you keep talking about the
 2 hurricane evacuation and how it will help with that,
 3 but in your own study that's been approved it states:
 4 The construction of a third outbound lane on US 158
 5 would offer the greatest reduction in hurricane
 6 evacuation clearance times. So we don't need the
 7 bridge for that. Thank you.

8 MS. HARRIS: The next speaker is Jennifer
 9 Symonds, followed by David Baldwin.

10 MS. SYMONDS: Hi, I'm Jennifer Symonds.
 11 I'm here representing www.NOMCB.com and I live in
 12 Aydlett.

13 I wanted first to formally request full
 14 financial disclosure on this project showing the
 15 breakdowns for money spent on engineering, i.e.,
 16 Parsons Brinckerhoff, attorneys' fees, all studies as
 17 well as all costs for workshops, hearings, et cetera,
 18 and you get my drift.

19 I've sent six e-mails beginning March
 20 2nd, 2010 and have not received an adequate response
 21 regarding a financial disclosure. I'd like these
 22 documents e-mailed to me so that I may review these
 23 documents prior to the June 7th comment deadline.

Regarding political influence on this

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1 project, while this project is not decided by
 2 politicians, in July 19, 2009 in the Daily Advance
 3 they wrote an article, "DOT to Take Over Turnpike
 4 Authority." In their article they state, "Basnight is
 5 a chief proponent to giving the Turnpike Authority
 6 control of the long-delayed mid-county bridge project.
 7 Johnson, the Basnight spokesman said, the
 8 Mid-Currituck Bridge is one of his top priorities." I
 9 feel this is the reason this project is listed as high
 10 priority. Other projects are much more worthy of our
 11 tax dollars.

12 Why is MCB4 the Recommended Alternatives
 13 when it's not clearly the best candidate to solve the
 14 issues brought forth for purposes and need of this
 15 project? Adding a third outbound lane for hurricane
 16 evacuation was determined to be the most effective way
 17 to deal with this life safety issue. It has been
 18 stated in the DEIS that if the Currituck-Dare County
 19 line flooded the Mid-Currituck Bridge would provide
 20 the only way out because the Currituck OBX is an
 21 island. Who knew? This is a false statement. It is
 22 not surrounded by water, whereas the southern mainland
 23 by all definitions is an island. If that were to
 24 happen, then bridge that area.
 25 Hurricane evacuees are allowed to travel

through the False Cape and Back Bay Wildlife Refuge if
 necessary. This option does not address the backups
 due to the poor interchange design at US 158 and
 NC 12. This option also does nothing to increase the
 road-carrying capacity on NC 12 and the project area
 thus alleviating none of the traffic after the masses
 arrive.

Multiple studies and recommendations have
 been made, including rotating or spreading out the
 days the vacationers arrive, adjusting the timing of
 the traffic signals, and addressing the poor design of
 the area east of the Wright Memorial Bridge on US 158
 as well as trolley service. Little effort has been
 made to address the recommendations of these previous
 studies.

Section 3.1.11 in your DEIS, could crime
 rates increase? Your answer: "Crime rates are not
 anticipated to increase with any of the detailed study
 alternatives, including the MCB2 and MCB4 which
 provide a direct connection between the mainland and
 the Currituck Outer Banks."

I find that assumption erroneous. What
 the assertion fails to note is that the bridge will
 bring additional key components aiding in the
 commission of crimes: One, access; two, availability;

1 three, convenience; four, opportunity; five, ease, as
 2 the majority of homes at Corolla are empty during the
 3 off-season and property crime has been a problem.

4 The DEIS compares Kitty Hawk to Corolla
 5 with regards to drive times from Norfolk, Virginia,
 6 with the bridge. The problem is that the homes in
 7 Kitty Hawk are not comparable to Corolla homes.

8 The bridge options will affect the high
 9 environmental quality we enjoy, the quality of life,
 10 increase crime, allow irreversible damage to the
 11 environment and wildlife in an environmentally
 12 sensitive area, create construction noise for the
 13 duration of the project as well as decreasing property
 14 values for the homes near the bridge.

15 ER2 is the only option and should be
 16 considered as it is the most effective way to increase
 17 road-carrying capacity on NC 12, deal with the
 18 US 158/NC 12 interchange, and creates no permanent
 19 damage to the environment. ER2 will also have no
 20 quality of life changes for those in the project area.
 21 For the record, I oppose any option that
 22 includes a bridge.

23 MS. HARRIS: Thank you.

24 David Baldwin? Followed by Wallace
 25 Davis.

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1 MR. BALDWIN: Good evening. I'm David
 2 Baldwin of Precision Auto and the Stuff Store. We own
 3 probably 15 acres of land you plan on taking out.

4 I guess our concern is the bridge is not
 5 something I can stop or ask you not to do, or I can
 6 ask you but you'll do what you want. Our concerns are
 7 as business owners, the effect you're doing on our
 8 business now, the mental anguish that you're driving
 9 us totally insane with. Your time frames have changed
 10 from the last time I talked to you till now, and they
 11 change drastically as you go.

12 You have more than my business. There's
 13 a business across the street, there's one up the
 14 street. It's hard. They're all automotive
 15 businesses. In fact, I didn't count the automotive
 16 businesses in Currituck County but I know there's
 17 three of the main ones, and you haven't even addressed
 18 us personally to come to us and say, listen, this is
 19 what we want to do, this is our timeline.

20 I think you-all have wasted piles and
 21 piles of money and a lot of time studying something
 22 that you're going to do what you want, anyways, and
 23 won't tell us as business owners anything, just leave
 24 us hanging there.

25 I really -- I called you, I've talked to

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1 you, I've talked to some other gentlemen and I get the
 2 same answer. One tells me, oh, you won't be here next
 3 year, and the other tells me, oh, that's not true,
 4 we're not sure what we're doing. I think before you
 5 come back and ask us anymore what we think, I really
 6 feel you should have a real plan of what you want us
 7 to look at. Your options are a pile of maps that half
 8 of us couldn't read and half of us don't even know
 9 what you want to do with them. You've got so many
 10 options and no decision on what you're going to do.

11 Timeline is my life, too. I'm 53. The
 12 man across the street's 50. I heard you say we'll
 13 take care of you. 53 is a long ways of my life to
 14 start over, and that's what you're going to ask me to
 15 do. All your options take me out except don't build
 16 the bridge. You need to make a decision soon, please.

17 MS. HARRIS: Wallace Davis followed by
 18 C.A. Howard.

19 MR. DAVIS: Hi, I'm Wally Davis, I live
 20 at 143 Sandy Lane in Aydlett.

21 The Purpose and Need section of the DEIS
 22 states that the project will be analyzed based on the
 23 ability to meet several needs, one of which is to
 24 improve the traffic flow.

25 The traffic according to the Traffic

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1 Alternatives Report portion of the DEIS says that the
 2 traffic on Route 12 south of Corolla will actually get
 3 worse if a bridge is built. The widening -- these are
 4 all either detailed items or statements in the DEIS --
 5 widening US 158 in Currituck was not considered
 6 because congestion is not forecasted through 2030 on
 7 summer weekdays but only on summer weekends. On
 8 US 158 north of the new bridge traffic volumes are the
 9 same with or without a bridge. The two-mile section
 10 of US 158 between Wright Memorial Bridge and Route 12
 11 will have extreme congestion by 2035 if the bridge is
 12 not widened. If the bridge is constructed this
 13 roadway would require a combination of six to eight
 14 lanes.

15 The intersection of NC 12 and 158 should
 16 be upgraded by an interchange or similar improvement.
 17 On North Carolina 12 in Dare widening to
 18 four lanes would resolve congestion problems with or
 19 without a bridge.

20 The DEIS fails to address the traffic
 21 issues resulting from acceleration of a buildout of
 22 the remaining unimproved lots on the Currituck Outer
 23 Banks.

24 Conclusion. This fails to substantially
 25 improve traffic flow, fails to solve the Dare County

1 Route 12 traffic problem, worsens Corolla traffic, has
 2 no impact on US 158 in Currituck or Dare's traffic on
 3 158. They are the same with or without the bridge.

4 The second item which is substantially
 5 reducing travel time to the mainland of Currituck, I
 6 drove from Aydlett to US 158 on the Currituck-Dare
 7 line on Tuesday at or below the speed limit of 45
 8 miles an hour in 45-and-a-half minutes. Thursday it
 9 took me -- or Wednesday it took me 56 minutes to drive
 10 from my home in Aydlett to Corolla to the Wildlife
 11 Museum to make my comments. My times were improved by
 12 the fact that my wife wasn't along and I didn't have
 13 to stop at any roadside stands or markets along the
 14 way. I did have to stop for one stoplight on both
 15 trips.

16 At Route 12 and Duck Pier there was a
 17 radar sign on that Tuesday and it was clear and dry at
 18 the time. I was at the end of nine cars that were
 19 driving north at 30 miles an hour in a 35-mile-an-hour
 20 speed zone, and I don't have any suggestion for the
 21 DEIS how they should analyze this problem.

22 The DEIS bases many conclusions on summer
 23 traffic volumes. Summer weekends represent 26 days.
 24 That's 7 percent of the days in a year. For summer
 25 weekends included, only 24.9 (percent) of the total

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1 traffic days are included. 13 weekend problems a
 2 year.

3 The cost of a bridge is undetermined
 4 until the design is completed but estimated to be
 5 upwards of as high as possibly \$760 million. North
 6 Carolina has committed to spending \$15 million per
 7 year for 40 years for the shortfall of any tolls. I'm
 8 not confident in the accuracy of these estimates. It
 9 is not worth the expenditure of 685 to \$760 million or
 10 even \$15 million a year for the next 40 years to help
 11 traffic for 26 days. Thank you very much.

12 MS. HARRIS: C.A. Howard followed by Mack
 13 Pierce.

14 MR. HOWARD: Yes, ma'am. My name is C.A.
 15 Howard.

16 I am in favor of the bridge. I'm in
 17 favor of Option A for several reasons, first of which
 18 I know that people are going to be affected. People
 19 were affected when the highway was widened when
 20 property in Moyock was taken and when property down
 21 the county was taken for the widening of the highway.
 22 There was several businesses -- I actually was hired
 23 by the state to do appraisal work down there and there
 24 were several businesses that actually went bankrupt
 25 because of the construction work that was underway.

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1 And I also believe that if you widen the
2 road going to the bridge, the Wright Memorial Bridge,
3 and you do not allow ingress-egress to the different
4 properties and businesses up and down that corridor
5 that you're going to totally wipe them out.

6 I do think it's wrong to mess up the road
7 at Narrow Shores. I see no need -- I'm not an
8 engineer but I see no need to hurt what is there now.
9 You know, I think the simplest would be the Option A,
10 to bring it through and just take it right straight
11 across. Growth is inevitable, it's going to happen.
12 If you don't believe it, ask the Scarboroughs in Duck,
13 ask the people in Moyock, Jarvisburg, up and down the
14 highway, it's going to come. The best thing I think
15 we can do is to try to control it and make the best of
16 it and try to hurt as few people as possible. Thank
17 you.

18 MS. HARRIS: Thank you.

19 Mack Pierce followed by Karen
20 Quidley-Pierce.

21 MR. PIERCE: My name is Mack Pierce. I
22 live at 5067 Currituck Highway.

23 And it really -- I like the super street
24 that you put up there tonight. We've been trying to
25 get an overpass put there on NC 12 for 20 years.

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1 Nobody in Dare County seems to want to put an overpass
2 going to NC 12 and you-all can do it with a super
3 street. That's a good deal.

4 And I've got some alternative plans here.
5 Dare County stoplights is the main problem here. The
6 first stoplight goes to Martin's Point. That's no
7 problem.

8 The second stoplight is Kitty Hawk
9 School, Duck Woods, Kitty Hawk Woods. The owners in
10 the Kitty Hawk Woods and Duck Woods, they don't want
11 you traveling through their neighborhood. Close off
12 the Duck Woods, just block it. They can come in from
13 the back way. They don't have the through traffic
14 going to them.

15 Same thing with the Kitty Hawk Woods.

16 They have another inlet out. Take them off the
17 corridor there where they're not in the same corridor.

18 And as far as the school, you can take
19 the light and take it, shut it down when they don't
20 have school days and during summer months you don't
21 need the light if you shut these two roads off.

22 Then you move on down, you're at the
23 light at the ABC store, Walmart, McDonald's, Home
24 Depot, shopping center. Well, then you can put a
25 feeder road coming back -- they already have a feeder

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1 road that goes across to the Home Depot and the
 2 Walmart, and then you could come back up to the liquor
 3 store. So bring that in right at the one stoplight
 4 you have at NC 12, have it where it can come back up
 5 and do just like they do in Virginia Beach with feeder
 6 roads.

7 And this could happen the same thing over
 8 on the other side going back up onto this shopping
 9 center, the Food Lion. Just have a feeder road coming
 10 from that one stoplight where people can egress onto
 11 and then when they get down, nobody has any problem
 12 coming from Martin's Point if they want to get on to
 13 the highway. That's why they cut through Duck Woods
 14 to start with.

15 So none of traffic that we have in this
 16 situation here seems to bother the people in --
 17 stoplights down here in Grandy, which seems to bottle
 18 up when you get to Point Harbor.

19 So I'm for the no-bridge. I'd like to
 20 see Corolla grow at its own pace. And Corolla
 21 attracts the friendly, nature-loving people, people
 22 that want to get away from the mainstream or the rat
 23 race.

24 The future bridge when it comes the time
 25 that it's needed, I'd like to see a bridge built

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1 south. Give the bridge to the people at the south end
 2 of Currituck County and Southern Shores. Put the
 3 bridge down one mile from Grandy right where the trash
 4 collection spot is. You will take in less 404
 5 wetlands. If you go there and look at the site, it's
 6 high ground, you don't have to go through a swamp to
 7 get to the water. You can carry the people right over
 8 to the county line. Half of them can go to the south,
 9 half of them can go to the north. You don't have to
 10 widen both roads to accommodate them. The people that
 11 want to go north, they want to be there.

12 And then as far as getting on down, but
 13 the one bridge that we have going to the south of
 14 Grandy, you don't have to cross no secondary roads.
 15 There's fewer houses there, you won't have to take
 16 that many businesses out, and when you get to the
 17 other side it's the Audubon. They're already started
 18 developing the Audubon on the north end. They need
 19 the money. All you got to do is approach them.

20 The bikers, the bikers are going to come
 21 and go. I've already had one meeting I went to this
 22 week where they said there would be a thousand bikers
 23 a week. Well, they're going to come over, you're
 24 going to have a service ramp. That don't mean nothing
 25 at 2 o'clock in the morning. They're going to cross

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MS. HARRIS: Absolutely.

MS. QUIDLEY-PIERCE: Okay, I just wasn't sure about that.

Okay. This bridge is for convenience. The Bonner Bridge is necessary, and many others in the state that need the funds. 50 million a year that is going for this project, the Bonner Bridge would create the same jobs for the same people and construction.

Okay, about the bridge. You were talking about the toll plaza. Well, the tolls would be collected electronically. Well, I got talking to Mack about it and he says, well, how are you going to collect when the kids take mom and dad's car and put duct tape over the license and then they get their picture taken? If you do find them they are all on welfare and you can't get blood out of a turnip.

Don't take this scenario as only going to happen once. More than likely they will be day trippers which Corolla is going to be full of. The non-road accessible northern beaches is a unique area that would appeal to a unique market of day trippers, beach drivers, sport fishermen and surfers. This experience would require a four-wheel drive and would provide no bathroom or other facilities.

And Highway 12 is not the only way off of

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over and go into somebody's neighborhood and be in your back yards.

So I think you need to look at the combinations you've got here in putting lights for people to come over, and you have nothing there for them to come to. But if you put it in Grandy you already have the Food Lion, you already have the restaurants, you already have the businesses down there that would welcome the people to come over on bicycles.

And then again you talked to us about the hunting blinds. I agree. The bridge will ruin the hunting in that area. The lights, the lights will scare the ducks off. You go south of Currituck Bridge, the ducks are not there. It's not that many blinds south of Currituck Bridge. The narrows needs to have the bridge beyond that, south, so the ducks can land in the narrows. Thank you.

MS. HARRIS: Thank you for your comments. Karen Quidley-Pierce followed by Fannie Newbern.

MS. QUIDLEY-PIERCE: Okay. I've just got one question. We were at the meeting last night. When I speak here I'll still be able to submit comments, won't I?

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1 Corolla during a hurricane evacuation. Passage
 2 through the False Cape Back Bay Wildlife Reserve has
 3 been used in the past when necessary during a
 4 hurricane evacuation.

5 And I am in favor of ER2. The first
 6 thing is if anybody knows me in this room, I live on
 7 the corner of 158 and Aydlett Road. It's that place
 8 where the Turnpike Authority plans to put the toll
 9 booth. I am the third generation to live in my home.
 10 My farm and my billboards are located north, east,
 11 south and west of the toll booths. Any of the choices
 12 will impact me directly.

13 I've been fighting this fight for 25
 14 years. It's been around me, it's been around me all
 15 that time and now it's on top of me. I was against it
 16 then and still am. I am 50-plus years old and I don't
 17 know another life. The Turnpike Authority would be
 18 taking away my ability to support myself and my
 19 family. My house and farm are shown on all the maps.

20 The way this has been approached for the
 21 last 25 years has been psychological terrorism.
 22 And number 2 would be fill in less
 23 wetlands. The ridge I live on is about 2,500 feet
 24 wide. The rest is swamp land. Less impact on
 25 endangered species and ones that are candidate

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1 species, and it would be no change to the visual
 2 quality in the project area and it would not involve
 3 significant encroachment on the hundred-year
 4 floodplain.

5 Okay. Many improvements need to be done
 6 in the intersection of 158 and Highway 12 in Kitty
 7 Hawk. I think that's it.

8 Oh. And also, I know that you have a
 9 limit of to send our comments to you by June 7th. But
 10 also, comments need to be sent to the Corps of
 11 Engineers by June 4th, and I don't know, maybe we can
 12 find out an address for them. Comments do need to be
 13 sent to them.

14 MS. HARRIS: Okay. Fannie Newbern
 15 followed by Joy Davis.

16 MS. NEWBERN: I'm Fannie Newbern. I live
 17 at Powells Point and I do favor the mid-county bridge
 18 but only with Option A where it does less disruption
 19 to Aydlett.

20 MS. HARRIS: Thank you for your comment.
 21 Joy Davis and followed by her would be
 22 Travis Morris.

23 MS. DAVIS: I am Joy Davis. I live at
 24 143 Sandy Lane in Aydlett.

25 I'm opposed to the mid-county bridge

1 mainly because the Currituck Sound is a very important
 2 water system. It's very sensitive and it's the
 3 livelihood of many, has been for many years, fishing,
 4 crabbing and hunting, and a lot of people make their
 5 living with that. And also, we all may have to go
 6 back to living off the land with the way things are
 7 going.

8 So if you don't think this bridge affects
 9 it with the run-off, the Environmental Impact
 10 Statement says, "choosing a two-lane bridge because a
 11 four-lane bridge is the worst case for environmental
 12 impact," I'd say any lanes across the Currituck Sound
 13 is the worst case for air quality, water quality, and
 14 sound quality. And I don't think that it would
 15 improve any quality of Currituck with the mid-county
 16 bridge.

17 It's been suggested that the bridge will
 18 help traffic flow. However, it does not help traffic
 19 flow on the mainland, and it's making it worse for us.
 20 And it just seems like a bridge would bring more day
 21 trippers and year 'round traffic so we would have
 22 traffic not only just four months out of the year but
 23 year 'round. I'm surprised that Moyock and Barco and
 24 Coinjock haven't spoke up more about the traffic that
 25 they would have year 'round because of people going

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1 daily. And not only that, I believe that people will
 2 move over there from Chesapeake area and they would be
 3 traveling those roads twice a day every day. So I
 4 believe traffic would be -- I believe the traffic
 5 would be worse.

6 I can't imagine how many cars would get
 7 off a four-lane road to cross a two-lane bridge and
 8 pay \$30 for that. And I believe it will back up --
 9 the tolls would back up the traffic on into Coinjock
 10 just trying to get over a bridge if as many cars are
 11 planned to go over there as you-all suggest.

12 And it's been suggested that a bridge
 13 would increase business and that Currituck wants
 14 mainland businesses to grow. However, they're cutting
 15 off southern county businesses. Those south of Grandy
 16 won't be -- the cars won't stop there to go to the
 17 businesses. And the bridge, the Wright Memorial
 18 Bridge has been there for years and years and years
 19 and hasn't brought any business over to the mainland
 20 of Currituck yet other than a few like the topless
 21 bar, which I don't appreciate riding by that,
 22 actually.

23 So anyway, the expense of the bridge
 24 seems frivolous. If a hurricane wipes out the bridge
 25 are we going to have to bail it out like we've had to

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1 bail out -- we're bailing out everything else in this
2 country?

3 And someone just said about the
4 evacuation. Evacuation -- when a hurricane comes the
5 cars are backed up way south of Grandy. So if a
6 bridge is coming into Coinjock and the traffic is
7 already backed up south of Grandy, they can't even get
8 off the bridge. They're going to be sitting there
9 waiting to get onto the road to leave.

10 And someone had mentioned that the pros,
11 most of the ones have the pros for the bridge are
12 people that are not affected and the cons are from
13 those who are affected. But I would say that
14 everybody in this county is going to be affected with
15 that bridge. 15 years ago the county sent out a
16 letter to the residents asking what kind of county
17 they wanted and overwhelmingly it was the sense that
18 this county -- the people in the county wanted a rural
19 flavor. And this bridge definitely contradicts what
20 the people in this county had asked for.

21 So I'm against the mid-county bridge.
22 Thank you.

23 MS. HARRIS: Thank you for your comments.
24 Travis Morris followed by Mike Barclay.
25 MR. MORRIS: I'm Travis Morris. I live

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1 in Maple, born and raised and have a business in
2 Coinjock.

3 I'm in favor of the bridge. I can
4 appreciate the people from Aydlett's position that --
5 the people that live there, but I kind of -- I compare
6 this to the road up the beach in Corolla. I've been
7 going to Corolla since I was eight years old and I
8 enjoyed going to the beach, taking my family over
9 there when I can look up and down the beach and see
10 nothing as far as you could see from one end to the
11 other where you could -- besides then you could see
12 Pointers Hill Station till the hippies burnt it down,
13 but then there wasn't nothing.

14 But I knew that that road was necessary.
15 It was absolutely necessary. And I had a business
16 over there. I helped build up Corolla Village, not
17 for myself but for some other people. And I knew when
18 they had a road up there that would do away with me
19 because as it was before I carried the people across
20 the Sound on a boat and I was the only ship over
21 there. And when they put the road, why, the real
22 estate agents came in like fleas on a dog's back,
23 which I knew, and that did away with me. But I knew
24 it was inevitable and I was in favor of it, and it's
25 the same thing for this bridge.

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1 Now, I've been in the real estate
 2 business 40 years in Currituck and I've heard people
 3 say the values will go down. I don't believe that,
 4 the values in Aydlett. As a matter of fact, Newt
 5 Hampton who has the mail contract from Coinjock to
 6 Point Harbor, I was talking to him, I see him every
 7 morning at 6:30 in the Currituck Sports, and he said
 8 that the Aydlett post office has been (sic) more
 9 growth in Aydlett than anywhere on the route.
 10 And that's -- anyway. I have some notes
 11 in my hand like Sarah Palin and the sweat's running
 12 out, so...

13 MS. HARRIS: Thank you for your comments.
 14 Mike Barclay followed by Sam Taylor.
 15 MR. BARCLAY: My name's Mike Barclay. I
 16 live at 110 Lighthouse View in Aydlett with my wife
 17 and two children.
 18 I just am adamantly opposed to this
 19 bridge and what it's going to bring to this county and
 20 Aydlett. What I'm afraid of and I think everybody
 21 that lives in Aydlett right now is in our gut feeling
 22 is that we're going to become collateral damage in
 23 this whole process by no fault of our own.
 24 One thing I want to point out, there's a
 25 letter that was written April 23rd, 2010 by the

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1 Southern Environmental Law Center and it was regarding
 2 a TIFIA funding for the mid-county bridge project, and
 3 what that stands for is the Transportation
 4 Infrastructure Finance and Innovation Act. It was
 5 sent to Duane Callender, who is the director of the
 6 TIFIA joint program office with the U.S. Department of
 7 Transportation in Washington, D.C., and it was also
 8 forwarded to Mr. Conti, Gene Conti, the head of the
 9 North Carolina Department of Transportation, David
 10 Joyner, who is the head of the North Carolina Turnpike
 11 Authority, also.
 12 I would encourage you, every one of you
 13 in this room, if you can get ahold of this letter to
 14 read it because it talks about the funding and
 15 everything else that's being done with this bridge and
 16 who's going to end up picking up the bill for it.
 17 I'm going to read one little paragraph in
 18 here and this covers part of it: "At a cost of over
 19 \$700 million the mid-county bridge project would span
 20 seven miles of wetlands and coastal sound to access a
 21 barrier island that measures less than a mile across
 22 for most of its length. The primary purpose of the
 23 bridge would be to shorten tourist trips to the
 24 Currituck Outer Banks and the Town of Corolla, an
 25 unincorporated community with 500 permanent residents,

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1 and only 30 public beach access parking spaces. The
 2 project would encourage investment in real estate and
 3 infrastructure that would be highly vulnerable to
 4 hurricanes and sea level rise. It would significantly
 5 impact a fragile coastal eco-system and drain
 6 transportation resources away from sorely needed
 7 maintenance and repair projects in the immediate
 8 vicinity of the project."

9 I think the key word here is at a cost of
 10 over \$700 million, possibly \$750 million, which is
 11 three-quarters of a billion dollars.

12 My wife is a not a school teacher, she's
 13 a substitute school teacher. She also tutors kids.
 14 Today what we're looking at with these teachers, we've
 15 got teachers' cuts in this state, we've got projects
 16 in this state that aren't getting funded because of
 17 this bridge and what they want to do in this county.
 18 You sit there and every one of you in here with your
 19 grandchildren, your children, and that money's going
 20 away because of teachers' cuts and they can't put
 21 supplies or whatever in the schools. It's ridiculous.
 22 It's ludicrous. And every one of you in here ought to
 23 be concerned about it, every one of you.

24 The other thing, and I'll stop with this,
 25 and this is off their own website. This is the North

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1 Carolina Turnpike Authority Board of Directors, and as
 2 I mentioned last fall, and one of those gentlemen
 3 isn't on the North Carolina Turnpike Authority is
 4 Mr. Lanny Wilson who got into a little bit of hot
 5 water. Mr. Wilson, like I've said before, he
 6 previously served for four years on the North Carolina
 7 Real Estate Commission.

8 We got Mr. Sing Hamilton. Hamilton
 9 currently serves as a member of the North Carolina
 10 Real Estate Commission.

11 Mr. Lackey, he served for seven years on
 12 the North Carolina Real Estate Commission and
 13 currently serves on the North Carolina Housing Finance
 14 board of directors. Mr. Lackey was president of the
 15 Charlotte Regional Realty Association in 1996 that was
 16 named that organization's realtor of the year in 2000.
 17 Bill currently serves on the board of governors of the
 18 real estate and building industry, having chaired the
 19 organization in 1998.

20 And then we got Mr. Teer. And these are
 21 all board of directors on the North Carolina Turnpike
 22 Authority and I'm reading right from their website,
 23 people. He is a president of Teer Associates, a
 24 Durham-based real estate development, construction and
 25 property management leasing company.

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1 All I can say is that those are the
 2 people who have been chosen by four members of the
 3 board, or appointed by the governor. Two members are
 4 appointed by President Pro Tem, i.e., Mr. Basnight,
 5 and two by the Speaker of the House. That's your
 6 North Carolina Turnpike Authority, people, that you
 7 pay money and their salaries in this county and in the
 8 state to support, and this is one of their projects
 9 that's getting ready to get rammed up your rear end.

10 MS. HARRIS: Sam Taylor followed by Gwenn
 11 Cruickshank.

12 MR. TAYLOR: My name is Sam Taylor.

13 I strongly support the construction of a
 14 Mid-Currituck County Bridge. At the same time as I'm
 15 quite sympathetic with all of us who are affected by
 16 change, and we have had change. In the last decade
 17 the northern Outer Banks have become a major
 18 metropolitan resort area that is effectively isolated
 19 from the mainland. The MCB4 alternative that's been
 20 proposed alleviates this problem significantly simply
 21 by reducing the travel distance by up to 36 miles
 22 while providing an alternative northern link that
 23 could prove vital in the event of the need for an
 24 in-season evacuation.

25 I noticed that there's been some concern

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1 about day trippers evidenced here in this meeting and
 2 other places, and it seemed to me that most of the day
 3 trippers will be the other 99 percent of Currituck
 4 County residents who don't live on the northern Outer
 5 Banks. They include workers who provide commercial
 6 services, county employees who provide public
 7 services, school children who might actually enjoy the
 8 benefit from a field trip to the magnificent wildlife
 9 museum, and even some parents and grandparents who
 10 might like to bring their children to enjoy one of the
 11 most beautiful beaches on the east coast.

12 Who knows what the bridge, it might even
 13 be possible for families and children to live on the
 14 Currituck County Outer Banks and still enjoy the
 15 benefits of a public education. Times have changed
 16 and I think it's time to build it.

17 MS. HARRIS: Thank you for your comments.
 18 Gwenn Cruickshanks followed by Shannon
 19 Kinser.

20 Ms. CRUICKSHANKS: My name is Gwenn
 21 Cruickshanks. I live at Point Harbor where I have
 22 lived for the last 31 years.

23 I find it difficult to understand the
 24 negative position the folks in Aydlett have about the
 25 bridge because in Point Harbor we have not one bridge

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1 span but two bridge spans and it has not adversely
2 affected our property values or our aesthetic quality
3 of life.

4 There are times when it is necessary to
5 make sacrifices for the greater good and this is one
6 of those times.

7 I would not like to have all the
8 inevitable deaths which would result from people being
9 trapped by a hurricane and unable to leave the area on
10 my conscience and all for the sake of a pretty view.

11 Some may scoff at our tourists but may I
12 remind you that they are the fuel which powers our
13 engine and keeps our taxes so wondrously low and have
14 enabled us to build our Currituck government complex,
15 and consequently the tourists have rights, too.

16 As president of Build the Bridge,
17 Preserve Our Roads I can state categorically that we
18 have over 22,000 signatures on our petition supporting
19 the bridge. We have approximately 20 resolutions of
20 support from every municipality in Dare and Currituck
21 Counties as well as the Dare and Currituck Boards of
22 Commissioners. Indeed, the Currituck County Board of
23 Commissioners have passed resolutions of support for
24 the bridge each year for the last 10 years.

25 I've lost a page. There have been four

1 studies made and on the missing page it lists them and
2 I will provide that to you, and every one of those
3 support the bridge, not one was in opposition. This
4 included Currituck residents as well as Currituck
5 property owners in Dare as well. No matter how the
6 questions were phrased on these surveys or by whom
7 they were asked they all unanimously -- well, they all
8 in the majority were in favor of the bridge. This is
9 an overwhelming endorsement of support for the
10 Mid-Currituck Sound Bridge, not the minority voices of
11 a few which we have heard. On our petition we have
12 signatures of people both from Aydlett and Corolla.

13 Hurricane evacuation is a primary
14 consideration for the construction of the mid-county
15 sound bridge. I wonder how many here have been caught
16 in the gridlock that occurs when there is a hurricane
17 evacuation. I have, and it's not pretty. Contrary to
18 all the planning in the world, people will not leave
19 the area unless they believe the hurricane is going to
20 impact them. Hence, the inevitable gridlock.

21 I would like to thank the North Carolina
22 Turnpike Authority personally and on behalf of BBPR
23 for their diligence and efforts and in particular
24 thanks to Jennifer Harris. Your work is much
25 appreciated, as is the opportunity to speak to you

1 tonight. Thank you.

2 MS. HARRIS: Shannon Kinser followed by

3 Phil Kratzer.

4 MS. KINSER: Hi, my name's Shannon Kinser

5 and I'm president of the Currituck Chamber of

6 Commerce.

7 Before I speak on behalf of the Chamber I

8 wanted to speak as a 32-year resident of Currituck. I

9 grew up in Moyock. I grew up in Moyock, I worked in

10 Corolla during high school. I drove three hours

11 'round trip every day. I'm not sure, I think it was

12 just to get away from my parents for a little while.

13 But I was caught in an evacuation in Corolla and it

14 took me 12 hours to get from my business to my home in

15 Moyock, so it's not pretty. I think more than one

16 exit off of the beach cannot be a bad thing.

17 To speak to some of the comments that a

18 couple people made earlier as far as businesses at the

19 lower end of the county, they're not getting any

20 traffic now because everybody is stopped right in

21 front of their businesses. They're not getting off

22 the road because they know they're not going to be

23 able to get back on. A lot of them don't even open on

24 the weekend because, one, their employees can't get to

25 work and, two, people aren't stopping to frequent

1 their business. So I just wanted to touch on that a

2 little bit.

3 And now on behalf of the Currituck

4 Chamber of Commerce I wanted to read our resolution

5 supporting the Mid-Currituck Bridge that was adopted

6 in November of 2008.

7 "Whereas, the North Carolina General

8 Assembly has authorized the North Carolina Turnpike

9 Authority to seek proposals for the development of the

10 Mid-Currituck Bridge project;

11 "And whereas, Senator Mark Basnight

12 supports the Mid-Currituck Bridge with a filtered

13 drainage system as a vital transportation improvement

14 to our area and Representative Bill Owens also

15 believes the Mid-Currituck Bridge would offer greater

16 public safety and evacuation options;

17 "And whereas, the Chambers of the

18 Northeast has listed Mid-Currituck Bridge as one the

19 legislative priorities for transportation in

20 northeastern North Carolina;

21 "Whereas, Currituck County is divided by

22 water between its mainland and Outerbanks communities

23 with only one access corridor to our beaches, which is

24 to travel through another county;

25 "And whereas, the Mid-Currituck Bridge

1 would substantially improve traffic flow on NC 12 and
2 US 158 roadways;

3 "and whereas, the Mid-Currituck Bridge
4 would substantially reduce travel time for, one,
5 emergency medical services, two, working residents and
6 finally visitors traveling between Currituck County
7 mainland and the Currituck County Outer Banks;

8 "and whereas, the Mid-Currituck Bridge
9 would provide the safest and most efficient method for
10 hurricane evacuation for residents and visitors in
11 Currituck and Dare County;

12 "And whereas, alternatives to the
13 Mid-Currituck Bridge such as road widening and ferry
14 system are inadequate for the long-term solution for
15 traffic needs in Northeastern North Carolina,

16 "therefore, be it resolved that the
17 Currituck Chamber of Commerce voted to adopt this
18 resolution supporting the North Carolina Department of
19 Transportation's and the North Carolina Turnpike
20 Authority's proposal to construct the Mid-Currituck
21 Bridge.

22 "Be it further resolved that the
23 Currituck Chamber of Commerce opposes significant
24 widening of NC 12 and US 158 through Corolla, Duck,
25 Southern Shores and mainland Currituck County."

1 And again, that was adopted the 19th day
2 of November 2008 and our Government Affairs Committee
3 and Board of Directors would like to reaffirm that
4 resolution supporting the bridge at this time as well.
5 Thank you.

6 MS. HARRIS: Thank you for your comments.
7 Phil Kratzer followed by Nancy Sneed.

8 MR. KRATZER: I'm Phil Kratzer. I live
9 on Aydlett Road. I've lived there since 1984.

10 I was on the Citizens Advisory Committee
11 to the Land Use Plan when it was last done and I've
12 kept up with this bridge thing ever since I've been
13 here and every time we had a presentation there was no
14 Option B. Now all of a sudden when the bridge,
15 everybody knows it's going to be built -- and I'm
16 against it, by the way -- but now that it's going to
17 be built this Option B has been sprung on everybody.
18 And the only thing, advantage to it that I can see is
19 it saves somebody \$60 million or something like that.

20 It's going to impact me not directly
21 because I live about four miles from Aydlett, but the
22 traffic that is going to be generated up and down
23 Aydlett and Poplar Branch Road is going to be
24 horrendous. It's already bad enough. Just come down
25 our road and see how many potholes are in it from

1 this. You're going to have people coming down here
 2 maybe to go to the Outer Banks but they're going to
 3 come and say, well, let's go over there and they're
 4 just going to wander around our area at no advantage
 5 for anybody that lives there.

6 And when I was on the Committee I
 7 received e-mails about the bridge and all of them
 8 supported the bridge but they were all from somebody
 9 who owned land over there but they lived up in New
 10 York or Raleigh or somewhere else. I got no e-mails
 11 from anybody that lived over there that wants that
 12 bridge.

13 What's going to happen, it's too bad
 14 because the real driver on this whole thing is the
 15 development of the Outer Banks which is just based on
 16 greed. The idea that it's going to improve the
 17 evacuation is ludicrous, because when they changed the
 18 mandatory evacuations from a 12-hour window to a
 19 24-hour window -- and that's the complaint that I got
 20 from most of those carpetbagging landowners there, was
 21 that they were losing their rentals and that was their
 22 problem with it. If they shorten this to say, okay,
 23 we've got this bridge now, we can go back to 12-hour,
 24 I will bet that the people trying to get on -- come
 25 across the Sound and get out on that highway are going

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1 to be backed up. And oh, by the way, when it gets
 2 really bad Virginia closes Interstate 64. So I don't
 3 know where all those people are going to go in the
 4 last minute. Maybe through Ahoskie or Edenton or
 5 something like that.

6 The woman that said something about going
 7 to create more jobs, it would just be low-paying jobs
 8 that's not going to do any -- benefit anybody really
 9 in the county. \$8 an hour doing retail is not a good
 10 job.

11 The environmental impact is a moot point
 12 because when you build the bridge, whatever wildlife
 13 is left up there since they've done a lot of logging
 14 up there is going to be gone. So, you know, the only
 15 mammals that are going to be affected are the people.

16 So I'm totally against the bridge but
 17 it's going to be built. But I am really against this
 18 plan B and that's just -- You know, it's just a
 19 rip-off.

20 MS. HARRIS: Thank you for your comments.
 21 Nancy Sneed?

22 MS. SNEAD: The main thing that I'd like
 23 to ask is -- where is Karen Quidley? How many years
 24 has this been going on with the bridge?

25 MS. QUIDLEY-PIERCE: 25 years.

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1 MS. SNEAD: Okay. How come it wasn't
 2 done 25 years ago and it could have saved us a
 3 fortune? That's probably because somebody's
 4 pocketbook wants to be feathered in the real estate
 5 industry.
 6 And then God reminded me, brought me back
 7 to a scripture in Deuteronomy, 19:14 where it says,
 8 "do not remove the ancient boundary markers of your
 9 neighbor's property." We all sit around in Currituck
 10 acting like we own everything we sit on. The American
 11 Indian owns it. That's the way I see it.
 12 And the only reason that bridge probably
 13 needed to go through 25 years ago was to save
 14 somebody's life from a hurricane, and everybody knew
 15 that. So I don't see why you're trying to shove it
 16 down people's throats now for a fortune. It's only
 17 like you said, for greed. God bless you-all.
 18 MS. HARRIS: Thank you for your comments.
 19 Now, that is the end of the people that
 20 registered ahead of time to speak. If there are other
 21 people that wish to speak, please approach the
 22 microphone. There still will be a three-minute time
 23 limit because we want to make sure that everyone that
 24 wants to speak has an opportunity to speak, and please
 25 announce your name when you get to the microphone.

1 MS. SMITH: Thank you, Jennifer. My name
 2 is Penny Leary Smith and I've spoken this is three
 3 nights in a row so I don't know where I'll be with you
 4 tomorrow night.
 5 But approximately 26 to 30 years ago I
 6 had the great opportunity to know the CEO in Dominion
 7 Power. He shared the blueprints from Dominion where
 8 the bridge would be built if it was ever built. We
 9 have spent at least 26 years on this project and we
 10 still do not have a bridge whether it's needed or not.
 11 What tremendous amount of taxpayers' money has already
 12 been spent plus the other obligation for the next 40
 13 years of the state plus other monies.
 14 Then and now the cheapest method is ER2
 15 and this was recognized by Dominion Power. It still
 16 is. And if you look on your handout on page 13 you'll
 17 see this.
 18 As far as hurricane evacuation, the same
 19 potential is in place that Chesapeake will close 168
 20 at Barco and all the traffic will still have the same
 21 backup whether there is a bridge or not.
 22 I'm the director of Dismal Swamp Welcome
 23 Center and I am a witness and know the issues of
 24 hurricane evacuation and have worked many, many
 25 midnight hours when we did have a hurricane. DOT and

1 both Currituck and Dare are very much aware of this
 2 issue. With this job that they do with the emergency
 3 management is involved with the travelers to evacuate
 4 I can assure you there is enough time for satisfactory
 5 and sufficient time to evacuate.

6 But also, as a property owner in
 7 Currituck County in the community of Aydlett I do not
 8 want to lose the quality of life this community now
 9 offers. If you place the tolls in Aydlett and it is
 10 to be the last exit before crossing the mid-county
 11 bridge most of those travelers will continue through
 12 Aydlett and Poplar Branch continuing to the Outer
 13 Banks joining 158 at Grandy, not wanting to pay the
 14 toll.

15 Leave your toll booths on 158 if you're
 16 so determined to build this bridge and we are more
 17 than willing to travel the old Swamp Road to get to
 18 the bridge to go to Corolla. The old Swamp Road has
 19 never flooded. It offers no damage to the environment
 20 or floodplain.

21 Currituck County is very fortunate to
 22 have these northern beaches which supports the largest
 23 tax base for the entire county. Because of the
 24 quality of life this beach offers to its guests as a
 25 destination this is why they so choose to vacation

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1 there, and the same thing for those 500 permanent
 2 residents who live and pay taxes in Currituck County.

3 Why do you want to destroy the goose that
 4 has given you the golden eggs? Each of you know it is
 5 easier to get somewhere the more -- easier to get
 6 somewhere and that more people will be definitely
 7 coming to this area. You have the highest clientele
 8 and you want to open this area to day trippers which
 9 will only increase your daily population causing
 10 additional costs for law enforcement to meet the
 11 demands of this diverse audience and to mess up the
 12 serene, beautiful vacation paradise destination.

13 The bridge cannot and will not be self
 14 supporting and will gobble up state fundings. Let's
 15 support a much needed bridge by replacing the Bonner
 16 Bridge. Pay your toll facilities to the best
 17 candidate, that being the Bonner Bridge. Let us
 18 maintain the same quality of life in Currituck County,
 19 not disturbing a primary nursery for various species
 20 of fish and wildlife and taking care of our natural
 21 resources.

22 I can assure you being in the tourist
 23 business that where a tourist spends his time he
 24 spends his money. You have that now so please let it
 25 continue and remain the same for its residents, its

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1 taxpayers and its vacationers.

2 MS. HARRIS: Thank you. Are there other
3 people that wish to speak? If so, please come up to
4 the microphone and state your name.

5 Is there anyone that's already spoken
6 that wishes to speak again?

7 MR. DAVIS: Yeah. I'm Wally Davis. I
8 had a few more comments and they had to do with the
9 final item regarding the mid-county bridge.

10 The third need that was to be helped by
11 this bridge was to substantially reduce hurricane
12 clearance time for residents and visitors who use 168
13 and US 158 during hurricane evacuation. The
14 Alternatives Screening Report states: "Without
15 improvement in the outbound capacity of this portion
16 of US 158," which is North Carolina 168 to Route 12,
17 "future hurricane evacuation clearance times would not
18 decrease even if North Carolina 12 was widened or the
19 mid-county bridge was built."

20 The Draft Environmental Impact Statement
21 doesn't analyze the impact of the current widening of
22 the improvement to US 158 from Belcross to Camden and
23 on to Route 17, which is project 3443.3. Therefore,
24 clearance time is likely overstated in the DEIS.

25 Mr. Page has described in the Dare

1 meeting this past Tuesday that use of a third lane
2 along US 158 is impractical because of it being
3 uncontrolled for 26 miles as a solution to the
4 hurricane evacuation. Yet, this is an integral part
5 of the plan that is being presented to us to help
6 evacuate, and quite honestly, it's been done before.
7 The problem of it being done before not working
8 properly before was that Chesapeake shut off access to
9 the route north on 168 and the road improvements along
10 158 going to Elizabeth City had not yet been
11 completed. So with those being done I think you'll
12 see better improvement.

13 Even if the bridge was built, however,
14 the vast majority of the hurricane evacuation traffic
15 leaving the Outer Banks is leaving northern Dare
16 County and traveling up 158 rather than using a
17 mid-county bridge. Given the greater population in
18 the proximity to the Wright Memorial Bridge the need
19 to improve US 158 rather than to build a bridge would
20 be the highest priority, or should be the highest
21 priority.

22 Merging outbound traffic from a
23 mid-county bridge will lead to a bottleneck south of
24 the J.P. Knapp Bridge. These scenarios presume
25 there's a backup at Barco. If there is no backup then

1 no mid-county bridge is needed. If there is a backup
2 the mid-county bridge will likely exacerbate the
3 problem. The bridge will likely encourage tourists
4 and some residents to wait until the very last minute
5 to evacuate in order to avoid losing part of their
6 vacation. It's been done before.

7 The conclusion that the mid-county or
8 MCB4 substantially improves hurricane evacuation is
9 premature and illogical. A bridge has little positive
10 impact to the identified need.

11 Additional shortcomings of the Draft
12 Environmental Impact Statement are that the toll plaza
13 analysis in Option B has not been included in that and
14 either from a cost standpoint or from a water quality,
15 air quality, community impact or noise pollution
16 aspects of it. There's biased commentary related to
17 where the public commenters in previous meetings lived
18 and should be removed.

19 The Alternatives Screening Report on page
20 66 under the Public Comments section says, "many of
21 the comments of these alternatives came from persons
22 who would be personally affected by the particular
23 corridor as well as people concerned about potential
24 impacts on their community in general." And those in
25 favor of the bridge aren't personally already affected

1 by this? This statement marginalizes the opinion of
2 those who object to the bridge.

3 As far as an illogical analysis, the fact
4 that the DEIS says, "a four-lane bridge was assumed as
5 a potential worst case scenario when considering
6 potential environmental impact of a bridge," and a
7 two-lane bridge is substantially better
8 environmentally? That's on table 2 of the
9 alternatives report.

10 The air quality report was dated January
11 of 2010 but no analysis of the impact of day trippers
12 encouraged by the bridge were included. This
13 adversely widens the area impacted by the air
14 pollution. The Federal Highway Safety -- or Highway
15 Administration included the disclaimer that the impact
16 of this on air quality of a bridge is -- on the air
17 quality is undetermined. It emits -- the North
18 Carolina Turnpike Authority analysis it emits
19 increases in MSATs in populated areas at the bridge.
20 Populated or not, air pollution will occur. And it
21 states that Currituck County has no zoning regulations
22 and does not mention burning permits required in
23 Currituck. I'm presuming this was probably based on
24 old information and hasn't been updated in January of
25 2010.

1 Under the community impact report dated
 2 11/09 it states no access to or from the mid-county
 3 bridge into Aydlett. Now, this was just six months
 4 ago and after the meeting had been held to talk about
 5 Option B. And a potential for Option B was not
 6 recognized or discussed in the Draft Environmental
 7 Impact Statement or the community impact report.
 8 The Draft Environmental Impact Statement
 9 does not resolve the issue of accelerated growth
 10 because of the addition of the bridge as far as
 11 additional housing.

12 So that's the end of my comments. Thank
 13 you.

14 MS. HARRIS: Thank you.

15 Yes, sir.

16 MR. DOXEY: Again, Mike Doxey, resident
 17 of Aydlett.

18 I'd like to speak on your environmental
 19 statements for just about a minute. The Turnpike
 20 Authority has in their Option B to take out
 21 the Aydlett Swamp Road because it causes a damming
 22 effect. And I've been in Aydlett all my life. I'm
 23 54. The only time Aydlett Swamp Road has caused a
 24 damming effect is about four times. It has flooded
 25 once. I seen it go all the way across the road during

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1 Tropical Storm Ernesto in September of 2006. It ran
 2 across the Aydlett Road for about five or six hundred
 3 yards long for about three hours. That's the only
 4 time. And every time the damming effect, like I say,
 5 four times in my life, has been caused by excessive
 6 rainfalls.

7 There's culverts in there. DOT as we
 8 speak are putting in new culverts and upgrading that.
 9 And in my opinion, I've lived there all my life, it
 10 does not -- if it does cause a damming effect it's
 11 very short lived and short term and the south side of
 12 the swamp is exactly eco-system-wise as the north side
 13 of the swamp. It does not cause any detrimental
 14 effect to either side of the swamp from that damming
 15 effect.

16 MS. HARRIS: Thank you.

17 MS. JORDAN: I said I wasn't going to
 18 talk but I do have some questions. I'm Sophie Jordan.
 19 I live in Aydlett and I am against the bridge.

20 But I do have a concern about the toll.
 21 If we can come across this bridge and it's there,
 22 we're talking \$20 to go back and forth, so the school
 23 would -- would a parent pay that much to bring your
 24 child to school? Will the government employees pay
 25 that much each day to go back and forth? I feel like

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1 the realtors will have a packet in their rentals so
2 that the toll is paid through them.

3 So my curiosity is how is this toll going
4 to be used? How long will it be on the bridge, and is
5 it going to be the same for everyone, county
6 residents, tourists, so forth?

7 MS. HARRIS: There is a possibility that
8 either there is some sort of discount for frequent
9 users that has not been determined at this time. It's
10 also anticipated that the toll rate could be different
11 in the off-peak compared to the peak periods. I don't
12 have the details right now but those sorts of things
13 have been discussed and will be evaluated as we move
14 forward if the bridge is selected to be implemented.

15 Does that answer your question? Okay.

16 MS. WEBB: I'm Meleen Webb again.

17 I wanted to almost like a redirect, I
18 guess. The woman from the Chamber of Commerce
19 commented about some businesses that actually just
20 shut down or weren't open on the weekends, you know,
21 south where the bridge is going to go in, all the
22 impact that, you know, the economic impact. I'm sure
23 that Mr. Grandy of Grandy Farm Market, I can tell you
24 he is packed on the weekends. He has a very high
25 volume from the tourism industry. You've got the gas

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1 stations, the restaurants, you know, from the
2 simple -- the new McDonald's -- McDonald's thinks it's
3 a good idea to go in there, they're going to see a lot
4 of traffic on the weekends -- to 7-Eleven. I mean, I
5 wish in hindsight I had named our -- you know,
6 counted, I wouldn't have named them all for you,
7 counted all of the businesses in the south end of our
8 county that are going to be directly impacted if this
9 bridge goes in. Thank you.

10 MS. HARRIS: Is there anyone else that
11 wishes to speak? If not, we thank you for your time
12 and for your comments, and please submit additional
13 comments in writing if you can by June 7th, we would
14 greatly appreciate it. Have a good evening.

15 (The record was closed at 8:51 p.m.)

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I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me on the within proceedings, and that this copy is a correct transcript of the same.

Emily Clark

Emily Clark, RMR

Registered Professional Reporter

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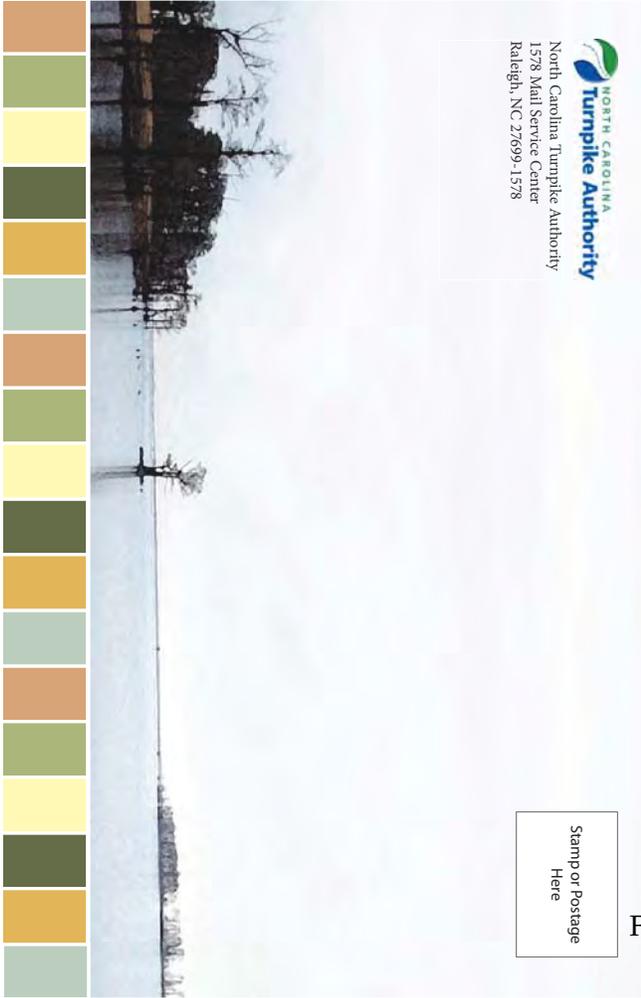
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Appendix F

**Public Hearing-Related
Materials**

F. Public Hearing-Related Materials

| | |
|--|-------------|
| PUBLIC HEARING FLYER | F-2 |
| CITIZENS SUMMARY | F-3 |
| PUBLIC HEARING SPEAKER’S REQUEST CARD | F-11 |
| PUBLIC COMMENT FORM FOR OPEN HOUSE AND PUBLIC HEARING | F-11 |
| OPEN HOUSE AND PUBLIC HEARING DISPLAY BOARDS..... | F-12 |
| LOCAL OFFICIALS MEETING PRESENTATION SLIDE SHOW | F-19 |
| PRE-HEARING OPEN HOUSE PRESENTATION SLIDE SHOW | F-25 |
| PUBLIC HEARING PRESENTATION SLIDE SHOW | F-34 |



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F-2

Mid-Currituck Bridge Draft Environmental Impact Statement Released

April 2010

The Mid-Currituck Bridge Draft Environmental Impact Statement (EIS) has been published by the North Carolina Turnpike Authority in conjunction with the Federal Highway Administration (FHWA). The Draft EIS and associated technical reports, as well as preliminary designs of the project alternatives, are available for review on the project web site at <https://www.ncdot.gov/projects/mid-currituck-bridge>. Copies of all the documents are available for review at the following locations:

- Currituck County Courthouse, Currituck
- Currituck County Public Library, Barco
- Corolla Public Library, Corolla
- Dare County Public Library, Kill Devil Hills
- Town of Duck Administrative Building, Duck
- Kitty Hawk Town Hall, Kitty Hawk
- NCDOT Maintenance Yard Office, Maple
- Southern Shores Town Hall, Southern Shores

Open Houses and Public Hearings Scheduled

The Turnpike Authority will hold pre-public hearing open houses and combined corridor/design public hearings to accept public comments on this project. The open houses provide an informal opportunity to ask questions and discuss issues with project representatives, while the formal hearings allow individuals to make oral comments regarding the project. Comments at the hearings and all written comments will be recorded and considered. **The open houses will be held from 3:30-6:30 PM and the hearings will start at 7:00 PM for the following dates and locations:**

- Dare County Outer Banks - May 18, 2010**
Ramada Plaza Nags Head Beach
1701 South Virginia Dare Trail
Kill Devil Hills, NC
- Currituck County Outer Banks - May 19, 2010**
Outer Banks Center for Wildlife Education
Currituck Heritage Park on NC 12
Corolla, NC
- Currituck County Mainland - May 20, 2010**
Currituck County Center
120 Community Way
Barco, NC

Mid-Currituck Bridge Project

Draft EIS Study Alternatives

The Draft EIS study alternatives are illustrated on the figure below. Following public review of the Draft EIS, as well as a review by environmental resource and regulatory agencies, the Turnpike Authority and FHWA will select a Preferred Alternative, deciding:

- Whether or not to build the Mid-Currituck Bridge and/or widen existing roads, choosing among the No-Build Alternative, and alternatives identified as ER2, MCB2, and MCB4.
- Whether to build a third outbound hurricane evacuation lane on US 158 or to use the center turn lane on US 158 as a third outbound lane as needed during evacuations.
- Where to end a Mid-Currituck Bridge on the Outer Banks, if MCB2 or MCB4 is selected for construction, choosing between two bridge corridors identified as C1 and C2.
- Whether to cross Maple Swamp on the mainland on a bridge (Option A) or a road on fill dirt (Option B), if MCB2 or MCB4 is selected for construction. These options also differ in terms of the location of the toll plaza and Aydlett access.

The Draft EIS identifies MCB4 as the Recommended Alternative, which includes construction of a Mid-Currituck Bridge across

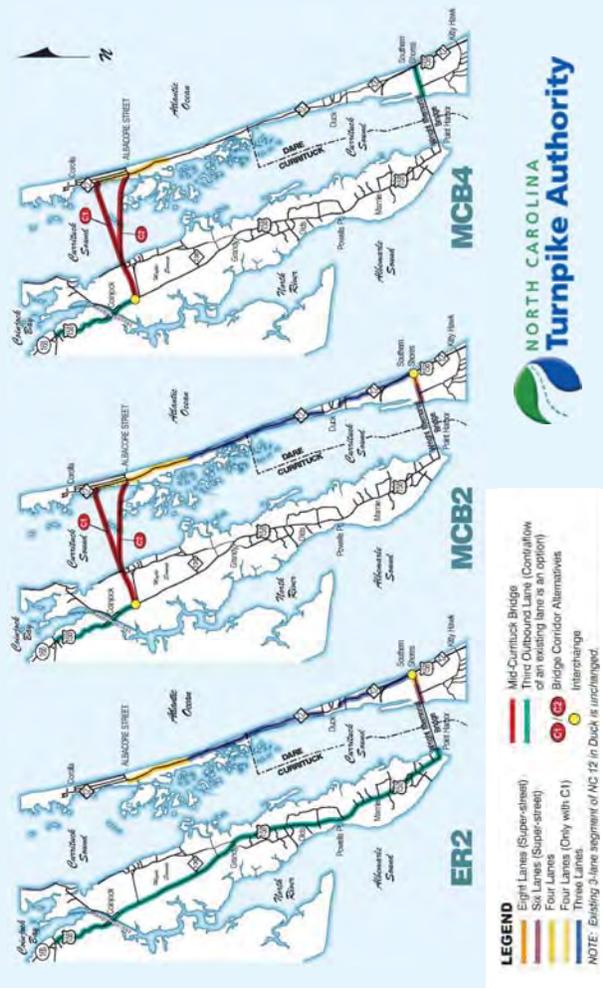
Currituck Sound. The Recommended Alternative is not a final decision. The Draft EIS makes no recommendation related to the hurricane emergency lane improvements decision, the C1/C2 corridor decision, or the Option A/Option B Maple Swamp crossing decision.

Public Comments

Public comments on the Draft EIS and its findings will be accepted at the public hearings and in writing. The public comment period will remain open until Monday, June 7, 2010. Written comments should be postmarked by June 7, 2010 and mailed to:

Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
or emailed by June 7, 2010 to: midcurrituck@ncturnpike.org.

The Turnpike Authority will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the meetings. Anyone requiring special services should contact the Turnpike Authority at 919-571-3000 as early as possible so that arrangements can be made.



MID-CURRITUCK BRIDGE STUDY CITIZENS SUMMARY

Draft Environmental Impact Statement



MID-CURRITUCK BRIDGE STUDY



March 2010



Dear Citizen:

The North Carolina Turnpike Authority was created by the General Assembly in 2002 to implement alternative financing methods to pay for a select group of projects during this time of rapid growth, dwindling resources, and skyrocketing costs. In 2009, the North Carolina General Assembly moved the Turnpike Authority under the North Carolina Department of Transportation (NCDOT) as a division. Five candidate toll projects are currently being studied by the Turnpike Authority. One of these is the Mid-Currituck Bridge.

The Mid-Currituck Bridge Study calls for transportation improvements in the Currituck Sound area, with focus on consideration of a Mid-Currituck Bridge over Currituck Sound between US 158 on the Currituck County mainland and NC 12 on the Outer Banks. The proposed project would improve traffic flow, reduce travel time, and reduce hurricane evacuation clearance time on the project area's thoroughfares (NC 12 and US 158).

Because federal funding may be used to implement the project, a Draft Environmental Impact Statement (EIS) has been prepared pursuant to the National Environmental Policy Act. The Draft EIS evaluates and compares the five detailed study alternatives under consideration. The five detailed study alternatives under consideration (see the figure on pages 4 and 5) include options that involve improvements to the existing road network in the project area, both with and without a Mid-Currituck Bridge.

This Citizens Summary of the Mid-Currituck Bridge Study Draft EIS is a brief summary highlighting the major topics discussed in detail in the Draft EIS. The locations where you can review the Draft EIS are listed on the back cover. You can also download the Draft EIS from the project web site: www.ncturnpike.org/projects/Mid-Currituck.

We encourage you to stay informed by adding your name to the project mailing list, attending open houses or the public hearings on the project, and visiting the project web site. If you have questions or comments about the project, or would like to be added to the project mailing list, contact the project team directly:

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Thank you for your interest in the Mid-Currituck Bridge project. The Turnpike Authority welcomes and values your input and involvement in this project. We look forward to hearing from you.

Sincerely,

Eugene A. Conti, Jr.
David W. Joyner

Eugene A. Conti, Jr., Secretary
North Carolina Department
of Transportation

David W. Joyner, Executive Director
North Carolina Turnpike Authority



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ACRONYMS

| | |
|---------------------------------------|--|
| CAMA – Coastal Area Management Act | NC DOT – North Carolina Department of Transportation |
| CD – Compact Disc | NEPA – National Environmental Policy Act |
| EIS – Environmental Impact Statement | PPP – Public Private Partnership |
| ER – Existing Roads | ROD – Record of Decision |
| ETC – Electronic Toll Collection | SAV – Submerged Aquatic Vegetation |
| FHWA – Federal Highway Administration | STIP – State Transportation Improvement Program |
| MCB – Mid-Currituck Bridge | TEAC – Turnpike Environmental Agency Coordination |
| MPH – Miles per Hour | TIFIA – Transportation Infrastructure Finance and Innovation Act |

Project Description

Currituck County Outer Banks; and 3) to substantially reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

How were the project alternatives developed?

The National Environmental Policy Act (NEPA) requires an agency to study the adverse and beneficial impacts of a range of reasonable alternatives that meet the purpose and need for a project. For the Mid-Currituck Bridge Study, an alternatives screening study was conducted for the project. Based on study findings and comments received from the agencies and public, the five detailed study alternatives were selected.

What is the Mid-Currituck Bridge Project?

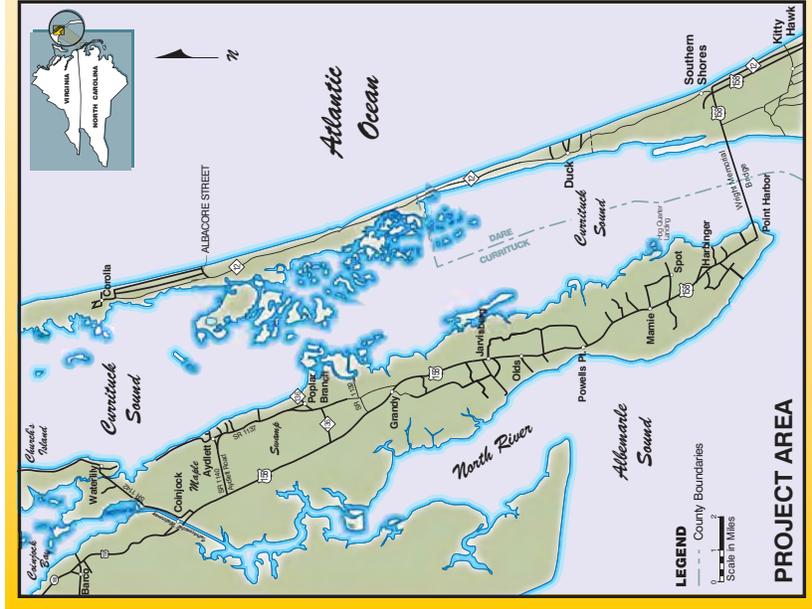
The proposed Mid-Currituck Bridge project calls for transportation improvements in the Currituck Sound area, with focus on the consideration of a Mid-Currituck Bridge over Currituck Sound. The project area encompasses US 158 between its intersection with NC 168 and its intersection with NC 12, and NC 12 from its intersection with US 158 north to where it ends in the community of Corolla. The project area is shown below.

The proposed Mid-Currituck Bridge would be a 7.0- to 7.5-mile-long two-lane toll bridge across Currituck Sound, with approach roads, in Currituck County. The detailed study alternatives evaluated in the Draft EIS also include options that involve improvements to the existing road network (NC 12 and US 158), both with and without a Mid-Currituck Bridge.

The project is included in the North Carolina Department of Transportation's (NCDOT's) 2009 to 2015 State Transportation Improvement Program (STIP) as STIP Project Number R-2576. It is also included in the North Carolina Intrastate System, the North Carolina Strategic Highway Corridor Plan, and the Thoroughfare Plan for Currituck County. In those plans, the proposed action is defined as a bridge in Currituck County across Currituck Sound from the mainland to the Outer Banks.

Why do we need the proposed project?

NC 12 and US 158 are becoming increasingly congested, and will become even more congested in the future. Increasing congestion is causing travel time between the Currituck County mainland and the Currituck County Outer Banks to increase, especially during the summer. In addition, as a result of increasing development and congestion in the project area, hurricane evacuation clearance times for residents and visitors who use US 158 and NC 168 as a hurricane evacuation route far exceed the state-designated standard of 18 hours. Thus, the purposes of the proposed project are: 1) to substantially improve traffic flow on NC 12 and US 158; 2) to substantially reduce travel time for persons traveling between the Currituck County mainland and the



How do projects originate?

The development of a project from concept to construction takes many years, and starts at the local level. Local and state planners identify future roadway needs, which are then included in a county Thoroughfare Plan prepared with the assistance of NCDOT. Local officials set priorities for transportation projects and work with the NCDOT to include Thoroughfare Plan projects in the State Transportation Improvement Program.

Factors used to screen the potential alternatives included: 1) ability to meet purpose and need and the level of benefit offered in relation to those purposes; 2) ability to improve system efficiency; 3) economic feasibility (cost and funding capacity); and 4) potential impacts on communities and natural resources.

Public and agency input were an important part of the alternatives development and selection process, and numerous meetings with environmental resource and regulatory agencies, as well as citizens informational workshops and small group meetings, were held to provide opportunities for comments.

What alternatives are being considered?

The five detailed study alternatives under consideration are shown on pages 4 and 5 of this Citizens Summary. They are named:

1. ER2;
2. MCB2/C1 (MCB2 using bridge corridor C1);
3. MCB2/C2 (MCB2 using bridge corridor C2);
4. MCB4/C1 (MCB4 using bridge corridor C1); and
5. MCB4/C2 (MCB4 using bridge corridor C2).

The "ER" in ER2 stands for "Existing Roads." A Mid-Currituck Bridge is not included in this alternative, but only widening existing NC 12 and US 158. The "MCB" stands for Mid-Currituck Bridge. MCB2 and MCB4 both include a Mid-Currituck Bridge and

different amounts of improvements to existing NC 12 and US 158. The characteristics of the detailed study alternatives are described in more detail below and in Section 2.1 of the Draft EIS.

Two Outer Banks End Points

As shown on the figures for MCB2 and MCB4, there are two variations of the proposed bridge corridor in terms of its ending on the Outer Banks. Bridge corridor C1 would connect with NC 12 at an intersection approximately 2 miles north of the Albacore Street retail area, whereas bridge corridor C2 would connect with NC 12 approximately 0.5 mile south of this area (see the figures on pages 4 and 5 and the photo simulations on page 6). An interchange would be constructed at the Mid-Currituck Bridge/US 158 intersection on the Currituck County mainland.

Two Mainland Bridge Approach Design Options

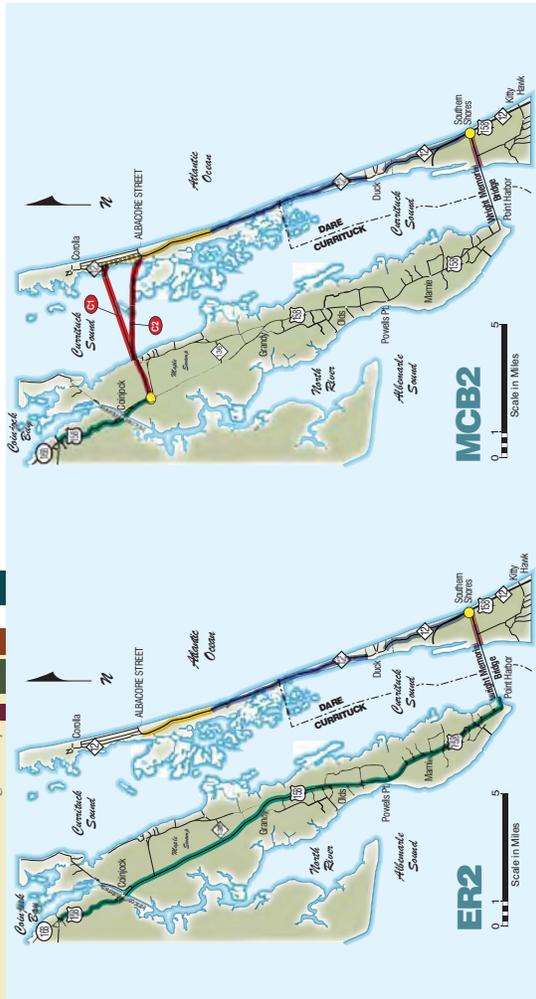
For the four MCB2 and MCB4 alternatives, two design options are under consideration for the mainland approach to the bridge over Currituck Sound (between US 158 and Currituck Sound), Option A and Option B (see the photo simulations of the Aydlett area on page 6). The design options differ in regards to the location of the toll plaza, whether Maple Swamp is crossed by a bridge or a road on fill (i.e., dirt or gravel used to raise the level of a road in low areas such as swamps), and whether drivers traveling between US 158 and the community of Aydlett would use existing Aydlett

the bridge over Currituck Sound would include a bridge over Maple Swamp. Drivers traveling between US 158 and Aydlett would continue to use Aydlett Road. With Option B, the US 158 interchange would not include the toll. The approach to the bridge over Currituck Sound would be a road placed on fill within Maple Swamp, and a connection would be provided between the bridge approach road and the local Aydlett street system. The toll plaza would be placed in Aydlett east of the local road connection so that Aydlett traffic would not pass through the toll plaza when traveling between US 158 and Aydlett. Wildlife passages would be incorporated into the fill within Maple Swamp. Also with Option B, Aydlett Road would be removed and its right-of-way restored as a wetland.

Two Hurricane Evacuation Options

For all five alternatives, two hurricane evacuation options are under consideration. The first option is to add a third outbound lane to US 158 for evacuation use only (see the US 158 hurricane evacuation lane photo simulation below). The second option is to reverse the existing center turn lane on US 158 to create a third outbound lane during an evacuation. When a third outbound lane is needed on the Wright Memorial Bridge or Knapp (Intracoastal Waterway) Bridge, one existing inbound lane would be reversed.

US 158 Hurricane Evacuation Lane Photo Simulation



Detailed Study Alternatives

- LEGEND**
- Eight Lanes (Super-street)
 - Six Lanes (Super-street)
 - Four Lanes
 - Mid-Currituck Bridge
 - Interchange
 - Third Outbound Lane (Continuation of an existing lane is an option)
 - Bridge Corridor/Alternatives
- NOTE:** Existing 3-lane segment of NC 12 in Duck is unchanged.

US 158 Improvements

With ER2 and MCB2, the section of US 158 between the Wright Memorial Bridge and just west of the existing US 158/NC 12 interchange would be widened to a six- or eight-lane super-street. As illustrated in the US 158 six-lane super-street typical segment drawing shown on page 4, the unique characteristic of a super-street is the configuration of the intersections. Side-street traffic wishing to turn left or go straight must turn right onto the divided highway where it can make a U-turn through the median a short distance away from the intersection. After making the U-turn, drivers can then either go straight (having now accomplished the equivalent of an intended left turn) or make a right turn at their

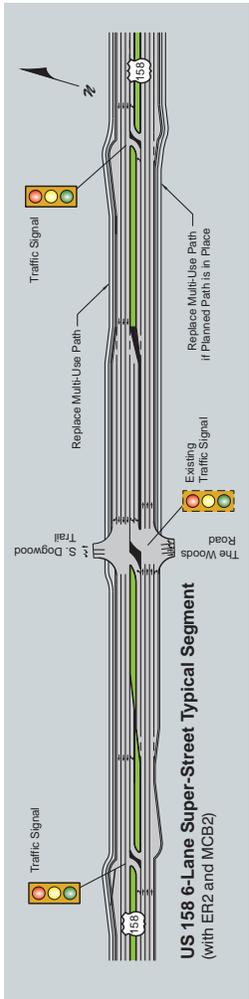
original intersection (having now accomplished the equivalent of an intention to drive straight through the intersection).

NC 12/US 158 Interchange

With ER2 and MCB2, an interchange would be constructed at the current intersection of US 158, NC 12, and the Aycock Brown Welcome Center entrance (see the figures above).

NC 12 Improvements

The proposed NC 12 3-lane and 4-lane widening alternatives are shown on the photo simulations on page 7.



US 158 6-Lane Super-Street Typical Segment
(with ER2 and MCB2)

No-Build Alternative

The No-Build Alternative also is under consideration. The No-Build Alternative assumes that the proposed project would not be implemented, but includes other reasonably foreseeable planned improvements contained in NCDOT's 2009 to 2015 STIP within or near the project area.

What other alternatives were examined and then eliminated from further consideration?

Other alternatives evaluated included three additional road and/or bridge alternatives, lower cost alternatives that attempted to make more efficient use of the available road capacity on NC 12 and US 158 (shifting vacation housing rental times, minor improvements to the road system, and bus transit), ferry alternatives, and multiple Mid-Currituck Bridge corridor alternatives. The alternatives and the reasons why they were not selected for detailed study are presented in Section 2.5 of the Draft EIS.

Are any of the alternatives recommended over the others?

Based on information available to date (including the Draft EIS), the Turnpike Authority and the Federal Highway Administration (FHWA) have identified MCB4 as the Recommended Alternative. This recommendation is made taking into account cost and design considerations; travel benefits; community, natural resource, and other impacts; and public involvement comments. At this time, the Turnpike Authority has no recommendation related to the two bridge corridor alternatives (C1 and C2), the mainland bridge approach design, Options A and B, or a hurricane evacuation option.

The Recommended Alternative is only a recommendation; it is not a Preferred Alternative, and it is not a final decision. The Turnpike Authority and FHWA have identified a Recommended Alternative as a way of giving readers of the Draft EIS an indication of the agencies' current thinking. After the Draft EIS comment period ends on June 7, 2010, the Turnpike Authority and FHWA will identify a Preferred Alternative based on consultation with local transportation planning agencies, and state and federal environmental resource and regulatory agencies, as well as consideration of agency and public comments received on the Draft EIS and at the public hearings.

The Preferred Alternative may be developed further in the Final EIS. The NEPA process will conclude with a Record of Decision (ROD), which will document the Selected Alternative to be constructed if a build alternative is selected.

Option A - Aydlett Area Photo Simulation



Aydlett Area Alternatives

Option B - Aydlett Area Photo Simulation



Bridge Corridor C1 Photo Simulation



Outer Banks Endpoint Alternatives

Bridge Corridor C2 Photo Simulation



F-6

Information Needed On Boating in Currituck Sound

Another important component of project development for the proposed Mid-Currituck Bridge is a thorough analysis of boating activity in Currituck Sound. This information will be used to help the Turnpike Authority and the US Coast Guard determine the need for a bridge span with additional height to serve boaters that might pass under the bridge. If you are a boater or rent boats for use on Currituck Sound, please provide in your comments information regarding your vessel type; whether you use your vessel for a commercial or recreational use; its height, draft, and length; its mooring location; and where you travel in the sound. The US Coast Guard issued a Preliminary Public Notice on September 28, 2009, to notify adjacent property owners, about the proposed plans for the new bridge across Currituck Sound.



NC 12 4-Lane Widening Photo Simulation



NC 12 3-Lane Widening (90-Foot Right-of-Way) Photo Simulation

Travel Benefits and Tolling Information

How much time would I save and what are the other benefits of using the Mid-Currituck Bridge?

All of the detailed study alternatives would meet the project purpose and need to varying degrees, as shown in the "Travel Benefits of Detailed Study Alternatives" comparison table on page 8. Key differences are:

- Traffic Flow**
MCB2 would have the greatest traffic flow benefits and ER2 would have the least.
- Travel Time**
MCB2 also would have the greatest travel time benefits and ER2 would have the least.
- Hurricane Evacuation Clearance Time**
The construction of a third outbound lane on US 158 would offer the greatest reductions in hurricane evacuation clearance time with any alternative. Reversing the center turn lane would be practical only with MCB2 and MCB4.

| TRAVEL BENEFITS OF DETAILED STUDY ALTERNATIVES | | | | | |
|--|----------|------|------|------|--|
| | No-Build | ER2 | MCB2 | MCB4 | |
| 2035 Traffic Flow Benefits | | | | | |
| Total Annual Congested Vehicle-Miles Traveled (millions) | 66.1 | 51.4 | 31.4 | 40.2 | |
| Miles of Road Operating with Traffic Demand at or Above Road Capacity (Summer Average) | 22.9 | 15.4 | 1.4 | 7.4 | |
| Miles of Road with Traffic Demand 30 Percent or Above Road Capacity (Summer Average) | 6.3 | 4.3 | 0.0 | 1.1 | |
| 2035 Travel Time Benefit Aydtlett Road to Albacore Street (in minutes) | | | | | |
| Travel Time via Wright Memorial Bridge (Summer Average) | 15.4 | 12.5 | 86 | 107 | |
| Travel Time via Mid-Currituck Bridge (Summer Average) | N/A | N/A | 11 | 11 | |
| 2035 Hurricane Evacuation Benefit (in hours) | | | | | |
| Clearance Time with US 158 Reversing Center Turn Lane | | 27 | 27 | 27 | |
| Clearance Time with US 158 Third Outbound Lane | 36 | 22 | 22 | 22 | |

Who can use the toll bridge?

Anybody willing to pay the toll would be able to use the proposed toll bridge, including passenger cars, buses, light-duty trucks, and heavy-duty trucks.

How will tolls be collected?

Toll plazas would be located at the western end of the proposed bridge with all of the MCB2 and MCB4 alternatives. This means that eastbound traffic from the mainland to the Outer Banks using the bridge would pay a toll before crossing the bridge, whereas westbound traffic using the bridge would pay a toll after already crossing the bridge.

It is anticipated that tolls would be paid through a combination of electronic toll

collection (ETC) and manual cash lanes in both directions. The ETC lanes would be used to allow higher-speed, no stop processing of vehicles with the correct toll tag technology. The primary means of ETC would involve setting up an account with the Turnpike Authority and using a transponder/receiver. The transponder is a small device mounted on the windshield. The receiver is mounted over the roadway, and it electronically collects tolls from a driver's account as the vehicle travels under it. The preliminary design calls for a 35 to 45 mile per hour (mph) ETC lane with barrier separation from the more traditional manual cash lanes similar to that used on the Chesapeake Expressway, the primary route in Virginia leading to the Outer Banks. The Turnpike Authority would work with other toll authorities to ensure other states' transponders work on the Mid-Currituck Bridge.

How much would the tolls cost?

The Turnpike Authority has not made any decisions about toll rates. A 2007 Preliminary Traffic and Revenue Study indicated a one-way toll of approximately \$6 to \$12. The initial price of the toll would be based upon an Investment Grade Traffic and Revenue Study, to be completed prior to project construction if an alternative including the Mid-Currituck Bridge is selected. The price of the toll could change over time, based upon variables such as demand, financing of the project's construction, and operations and maintenance costs. The toll rate likely would be more for trucks than for cars.

Project History

A potential terminus for a Mid-Currituck Bridge on the Currituck Outer Banks just north of TimBuck II at Albacore Street was identified in 1991 and is protected under the provisions of the Transportation Corridor Official Map Act. Under the Act, the North Carolina Board of Transportation can protect future roadway corridors identified in the STIP as part of the proposed state highway system from development. Temporary restrictions are placed on private property, including prohibiting for up to three years the issuance of a building permit or the approval of a subdivision. A parcel on this site measuring 1.7 acres was purchased by NCDOT in 1995 to prevent its development.

FHWA, in cooperation with NCDOT, issued a Draft EIS for the Mid-Currituck Bridge in January 1998. The project area for the 1998 Draft EIS focused on an area near Aydtlett on the mainland and near the Whalehead Beach subdivision on the Currituck Outer Banks. Public hearings were conducted for the project on May 26 and 27, 1998. The majority of the speakers, as well as the written comments received, expressed opposition to a Mid-Currituck Bridge because of natural resource impacts. The belief that the project would not solve hurricane evacuation needs, and the expectation that the project would facilitate development on the Outer Banks. Improving public services on the Outer Banks and widening NC 12 were suggested as alternatives to a Mid-Currituck Bridge. Those who favored the bridge felt emergency evacuation and traffic congestion would be improved with a bridge and the absence of a bridge would not stop development. Following the public hearings, the NEPA study process was paused to provide an opportunity for NCDOT and FHWA to re-assess the project scope and purpose in light of comments on the 1998 Draft EIS.

The project was reactivated in October 2000. In 2001, FHWA and NCDOT expanded the study to include conceptual alternatives that would involve improvements to existing NC 12 and US 158, in addition to bridge alternatives, thereby allowing for consideration of a wider range of alternatives. This broad-scale assessment of transportation needs was referred to as the "Currituck Sound Area Transportation Study."

In 2006, the project was officially adopted by the Turnpike Authority as a candidate toll project. The Mid-Currituck Bridge Study Draft EIS documents the Turnpike Authority's evaluation of proposed transportation improvements in the Currituck Sound area, including consideration of a Mid-Currituck Bridge.



Project Impacts

What are the impacts from the project?

The Draft EIS provides detailed discussions of the project's anticipated impacts to the environment, as well as ways to mitigate impacts. Key impacts are noted below and in the excerpt from the Draft EIS's comprehensive impact summary table included on page 10. The column for the Recommended Alternative (MCB4) is shown in green.

Community Impacts

Relocations with the detailed study alternatives are shown in the table. Other key community-related impacts are as follows:

- At US 158/Mid-Currituck Bridge Interchange with MCB2 and MCB4 Interchange features would be introduced into views along US 158. Homes, businesses, and graves would be displaced. The presence of the interchange could likely result in business development. This development, however, is desired by Currituck County. With Option B, direct access from US 158 would be lost for customers of a gas station near the end of a frontage road.

At Aydlett with MCB2 and MCB4

The presence of the bridge would create a visual barrier to cohesion in Aydlett. The bridge would be introduced to Currituck Sound views. With Option B, Aydlett traf-

Different Kinds of Effects Analyzed in a Draft EIS

- Direct Effects:** Effects caused by the action and occurring at the same time.
- Indirect Effects:** Effects caused by the action and are later in time or farther removed in distance, but still readily predicted.
- Cumulative Effects:** Effects to the environment that occur when project effects are added to the effects of other actions and projects that have already occurred or are reasonably foreseeable.

fic would use the Mid-Currituck Bridge approach road to travel to and from Aydlett, and Narrow Shore Road would be relocated to pass over a toll plaza in Aydlett. With Option A, the project would pass through Aydlett but the toll plaza would be at the US 158 interchange and no change would be made in the local road system.

In the Vicinity of the Outer Banks Bridge Terminus with MCB2 and MCB4, including Widening NC 12 South of the Terminus

With bridge corridor C1, the Corolla Bay subdivision on the Outer Banks would be physically divided by the bridge. Views of Currituck Sound from the subdivision would also be adversely affected. The NC 12 widening associated with bridge corridor C1 would result in substantial changes in business access in the Albacore Street area on the Currituck County Outer Banks. With bridge corridor C2, the platform owned by a water sports business and the associated business would be displaced. Driveway and street access in the TimBuck II area also would change.

Widening Along NC 12 in Southern Currituck County and Dare County with ER2 and MCB2

Pedestrians crossing NC 12 in Southern Shores and at the Sanderling Inn (two locations with notable pedestrian travel) would have to cross three lanes of pavement instead of two. Four street intersections along NC 12 would be closed to through traffic but not emergency vehicles. Alternate access

- US 158 Improvements on the Outer Banks with ER2 and MCB2 For ER2 and MCB2, the super-street would reduce the number of four-way intersections and limit direct access across US 158 to the Mid-Currituck Bridge terminus with pavement closer to homes, particularly in four lane sections where more motor vehicles could travel the speed limit. There would be changes in views along NC 12. Permanent drainage easements would be purchased along much of NC 12.
- US 158 Improvements on the Outer Banks with ER2 and MCB2 For ER2 and MCB2, the super-street would reduce the number of four-way intersections and limit direct access across US 158 to the Mid-Currituck Bridge terminus with pavement closer to homes, particularly in four lane sections where more motor vehicles could travel the speed limit. There would be changes in views along NC 12. Permanent drainage easements would be purchased along much of NC 12.

Relocation and Natural Resource Impact Summary

| | ER2 | MCB2/C1 | | MCB2/C2 | | MCB4/C1 | | MCB4/C2 | |
|--|---|--|---------------------------------|---------------------------------|---------------------------------|-------------------|-------------------|-------------------|-------------------|
| | | Option A | Option B | Option A | Option B | Option A | Option B | Option A | Option B |
| RELOCATIONS - with construction of a third outbound lane for hurricane evacuation (without third outbound lane, if different) | | | | | | | | | |
| Homes | 6 plus 10 vacation rental units (1 plus 10 vacation rental units) | 6 plus 10 vacation rental units | 8 plus 10 vacation rental units | 6 plus 10 vacation rental units | 8 plus 10 vacation rental units | 5 (5) | 7 (7) | 5 (5) | 7 (7) |
| Businesses | 5 (2) | 7 (5) | 8 (6) | 6 (3) | 16 (13) | 6 (3) | 16 (13) | 6 (3) | 16 (13) |
| Outdoor Advertising Signs | 29 (0) | 36 (20) | 35 (19) | 36 (20) | 35 (19) | 36 (20) | 35 (19) | 36 (20) | 35 (19) |
| Gravesites | 66 (0) | 36 (20) | 35 (19) | 36 (20) | 35 (19) | 36 (20) | 35 (19) | 36 (20) | 35 (19) |
| NATURAL RESOURCE IMPACTS | | | | | | | | | |
| Wetland Impacts - with construction of a third outbound lane for hurricane evacuation (without third outbound lane, if different) | | | | | | | | | |
| Fill | 5.1 (4.6) acres | 12.8 (12.4) acres | 42.9 (42.4) acres | 10.2 (9.8) acres | 40.3 (39.9) acres | 8.5 (8.1) acres | 38.6 (38.2) acres | 5.9 (6.5) acres | 36.0 (35.6) acres |
| Pillings | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre |
| Clearing | 0.0 acre | 25.7 acres | 0.3 acres | 30.6 acres | 5.1 acres | 25.8 acres | 0.3 acres | 30.6 acres | 5.1 acres |
| Total Permanent Impacts | 5.1 (4.6) acres | 38.6 (38.2) acres | 43.2 (42.8) acres | 40.7 (40.3) acres | 45.3 (44.9) acres | 34.4 (34.0) acres | 38.9 (38.5) acres | 36.5 (36.1) acres | 41.0 (40.6) acres |
| Temporary Wetland Impacts | 2.1 acres | 1.7 (0.0) acres | 1.7 (0.0) acres | 1.7 (0.0) acres | 1.7 (0.0) acres | 2.1 (0.0) acres | 2.1 (0.0) acres | 2.1 (0.0) acres | 2.1 (0.0) acres |
| Total Wetland Impacts | 7.2 (4.6) acres | 40.3 (38.2) acres | 44.9 (42.8) acres | 42.4 (40.3) acres | 47.0 (44.9) acres | 36.6 (34.0) acres | 41.1 (38.5) acres | 38.7 (36.1) acres | 43.2 (40.6) acres |
| Total Coastal Area Management Act (CAMA) Wetland Impacts | 0.7 acre | 0.7 acre | 2.2 acres | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre | 0.0 acre |
| Threatened and Endangered Species Habitat Affected | May affect but is not likely to adversely affect two species. Habitat does not occur in the project area for other species in the counties. | May affect but is not likely to adversely affect nine species. Habitat does not occur in the project area for other species in the counties. | | | | | | | |
| Floodplains | No impact | No impact except with the use of mainland approach road Option B, which would result in a significant encroachment on the floodplain (as a significant alteration to a water course) by the fill placed in Maple Swamp. If selected, additional studies would be needed to determine how to avoid or minimize the associated maximum 0.2-foot increase in the 100-year storm's water surface elevation just north of the fill. | | | | | | | |



Floodplain Impacts

Depot (40 spaces/10 percent). MCB2 also would have substantial changes in business access at the US 158/NC 12 interchange, but less than ER2.

- US 158 Hurricane Evacuation Lane Improvements on the Mainland with All Alternatives**

For ER2, MCB2, and MCB4, some homes, businesses, outdoor advertising signs, and gravestones would be relocated if a third outbound lane is added for hurricane evacuation along US 158. If a third outbound lane is added, ER2 would have the most impacts because of the greater length of US 158 that would be widened, while MCB2 and MCB4 would have the same level of impacts.



Natural Resource Impacts

Impacts to wetlands are shown in the table. No threatened and endangered species would be adversely affected. Each of the detailed study alternatives would result in the removal of

existing vegetative habitats and the displacement of wildlife within the project construction limits. Fill (dirt or rock used to raise the level of the road) and pile (bridge foundation) placement, shading, and clearing (removing plants) would result directly in the permanent loss or alteration of aquatic habitat and the wildlife that live there. Construction operations could result in temporary impacts. The greatest impact to Coastal Area Management Act (CAMA) resources, essential fish habitat, and submerged aquatic vegetation (SAV) or potential SAV habitat (water depths less than 6 feet) would be associated with shading by a Mid-Currituck Bridge. However, no permits or mitigation is required for shading.

Process, Schedule, and Cost

Who makes the final decision on which alternative to build, and when?

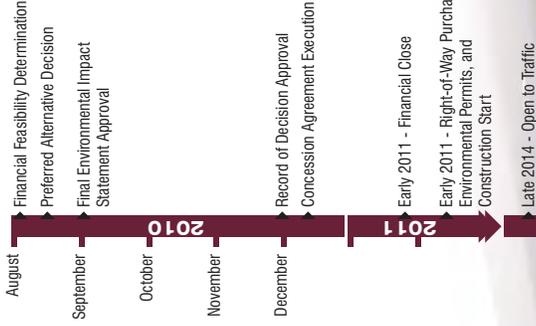
FHWA, in coordination with the Turnpike Authority, will select the Preferred Alternative, which may or may not be the current Recommended Alternative. The Preferred Alternative will be selected based on information in the Draft EIS, as well as input received during the Draft EIS review period from the public and local, state, and federal agencies and at the public hearings. The current project schedule, as of April 2010, is shown in the project timeline at the right.

Does my opinion matter?

Yes, your opinion and input matters in the decisions about the project. All comments are considered, whether they are mailed or e-mailed to the project team throughout the process, or delivered or spoken in person at one of the open houses and public hearings. All comments received by June 7, 2010, will be considered and part of the project record.

Timeline for Mid-Currituck Bridge Implementation

If a Mid-Currituck Bridge is selected for construction, its schedule for completion as of April 2010 is:



This Project is Here

Environmental Impact Statements (EISs)

NEPA requires federal agencies to prepare an EIS for major federal actions that are expected to have a significant impact on the environment. (For more information go to <http://environment.fhwa.dot.gov/index.asp>)

An EIS is a detailed report that defines the transportation problem, discusses the range of alternative solutions considered, discloses the impacts the alternatives would have on the human and natural environments, summarizes involvement with the public and other stakeholders, and aids in making decisions about the project.

The EIS process includes the following four milestones:



When would project construction start?

If MCB4 were selected as the Preferred Alternative, the current schedule anticipates project construction starting in early 2011, with the project opening to traffic in late 2014. The portion of MCB2 that is the same as MCB4 also would be built on this schedule.

If ER2 were selected as the Preferred Alternative, the project would have to be implemented with traditional transportation funding sources since the improvements could not be funded with toll revenue. There is currently no state funding for non-tolled road improvements in the project area. This also would be the case for the bulk of the NC 12 and US 158 widening included in MCB2.

How much would the project cost?

The project would cost between \$416.1 million and \$1,065.1 million (see the table below), depending on the alternative chosen and the cost of materials and land at the time of construction. The estimated costs include construction, environmental mitigation, pedestrian and bicycle features on the Mid-Currituck Bridge, right-of-way, and utility relocation.

| Detailed Study Alternatives | Potential Range of Total Cost (millions) |
|-----------------------------|--|
| ER2 | \$416.1 to \$523.4 |
| MCB2/A/C1 | \$884.2 to \$1,062.4 |
| MCB2/B/C1 | \$800.1 to \$970.2 |
| MCB2/A/C2 | \$888.1 to \$1,065.1 |
| MCB2/B/C2 | \$602.4 to \$973.5 |
| MCB4/A/C1 | \$685.3 to \$816.2 |
| MCB4/B/C1 | \$600.7 to \$724.1 |
| MCB4/A/C2 | \$680.3 to \$808.6 |
| MCB4/B/C2 | \$595.5 to \$716.4 |

How long do project development studies and EISs take?

The National Environmental Policy Act (NEPA) requires an agency to study a range of reasonable alternatives to meet a project's purpose and need. This process entails numerous engineering and environmental studies. NEPA also requires the public and agencies be given opportunities to participate and provide input throughout the process. For large projects, the necessary work requires several years to complete. The Turnpike Authority strives to maintain a reasonable schedule, while ensuring full compliance with NEPA.

How would the project be paid for?

It is anticipated that the initial cost of the proposed Mid-Currituck Bridge would be paid for through North Carolina's first venture into the world of Public-Private Partnerships (PPP) for major transportation infrastructure. PPPs are formal collaborations between public agencies and private concessionaires that capture the advantages of private sector participation while maintaining public accountability to develop new infrastructure. These partnerships can be an effective way to deliver much needed infrastructure while minimizing costs and risks to the public. For funds, bond financing would be used by the PPP. Transportation Infrastructure Finance and Innovation Act (TIFIA) financing (federal government loans) could be used in addition to bonds. This financing would be repaid primarily through toll revenues. Also in 2008, the North Carolina General Assembly appropriated \$15 million per year for repayment of bonds or payment of debt service not covered by toll revenues, which also could contribute to covering any shortfalls that might be associated with toll bridge financing costs.



Want to know more about the NCTA? Visit our web site at www.ncturnpike.org

The Mid-Currituck Bridge Study Draft EIS, Corridor/Design Public Hearing maps, and associated technical reports are available for review at the locations listed below.

Currituck County Courthouse
153 Courthouse Road
Currituck, NC 27929
(252) 232-3055

Currituck County Public Library*
4261 Caratoke Highway
Barco, NC 27917
(252) 453-8345

Corolla Public Library*
1123 Ocean Trail
Corolla, NC 27927
(252) 453-0496

Dare County Public Library*
400 Mustian Street
Kill Devil Hills, NC 27948
(252) 441-4331

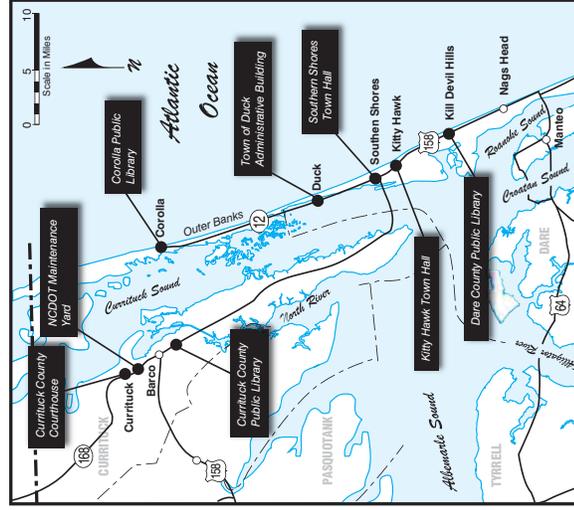
Town of Duck, Administrative Building
1240 Duck Road, Suite 106
Duck, NC 27949
(252) 255-1234

Kitty Hawk Town Hall
101 Veterans Memorial Drive
Kitty Hawk, NC 27949
(252) 261-3552

NCDOT Maintenance Yard Office
397 Maple Road
Maple, NC 27956
(252) 453-2721

Southern Shores Town Hall
5375 N. Virginia Dare Trail
Southern Shores, NC 27949
(252) 261-2394

The Draft EIS in its entirety (and the Corridor/Design Public Hearing maps and technical reports) is also available for download at the Turnpike Authority web site: www.ncturnpike.org/projects/Mid-Currituck. In addition, locations marked with an * have CDs containing interactive versions of the Draft EIS and associated technical reports, as well as the Corridor/Design Public Hearing maps.



Project Partners:



Mid-Currituck Bridge Project Formal Public Hearing Speaker's Request Card



Name _____
 Organization/Affiliation _____
 Street Address _____ City _____ State _____ Zip _____
 Tel _____ Email _____



Mid-Currituck Bridge Project Formal Public Hearing Speaker's Request Card



Name _____
 Organization/Affiliation _____
 Street Address _____ City _____ State _____ Zip _____
 Tel _____ Email _____



Mid-Currituck Bridge Project Public Comment Form Open House and Public Hearing May 20, 2010

Name: _____
 Street Address: _____ Apt./Suite No: _____
 City, State, Zip: _____
 Please add me to your newsletter mailing list.

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

Do you prefer the ER2, MCB2, MCB4, or the No-Build Alternative and why?

If you prefer MCB2 or MCB4, do you prefer bridge corridor alternative C1 or C2 and why?

If you prefer MCB2 or MCB4, do you prefer mainland approach road design Option A or B and why?

Next Steps

Timeline for Mid-Currituck Bridge Implementation

Bridge Financial Feasibility Determination..... August 2010
 Preferred Alternative Decision August 2010

If a Mid-Currituck Bridge is selected for implementation, its schedule for completion as of April 2010 is:

Final Environmental Impact StatementSeptember 2010
 Record of DecisionDecember 2010
 Concession Agreement with Bridge Builder and Operator December 2010
 Close on FinancingEarly 2011
 Right-of-Way Purchase, Environmental Permits, and Construction Begins Early 2011
 Open to trafficLate 2014

The Turnpike Authority expects to continue to have periodic Citizens Informational Workshops and other public involvement opportunities as the project progresses.



Please Comment

Public Comments

You may make oral comments tonight at the public hearing, submit written comments today, or mail comments to:

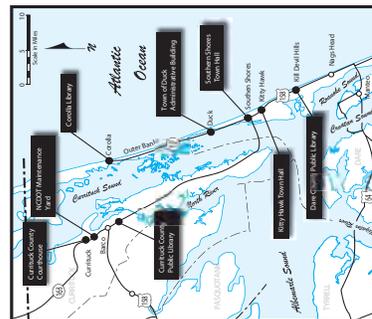
Jennifer Haris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

You may also send comments in an email to midcurrituck@ncturnpike.org.
 Comments are due by **June 7, 2010**.

Public Review Locations

Copies of the Draft Environmental Impact Statement, associated technical reports, and the public hearing maps may be viewed at the following locations until June 7, 2010:

- Currituck County Courthouse, Currituck
- Currituck County Public Library, Barco
- Corolla Public Library, Corolla
- Dare County Public Library, Kill Devil Hills
- Town of Duck Administrative Building, Duck
- Kitty Hawk Town Hall, Kitty Hawk
- NCDOT Maintenance Yard Office, Maple
- Southern Shores Town Hall, Southern Shores



They also may be viewed on the project web site at:
http://ncturnpike.org/projects/Mid_Currituck/



US 158 Hurricane Evacuation Lane



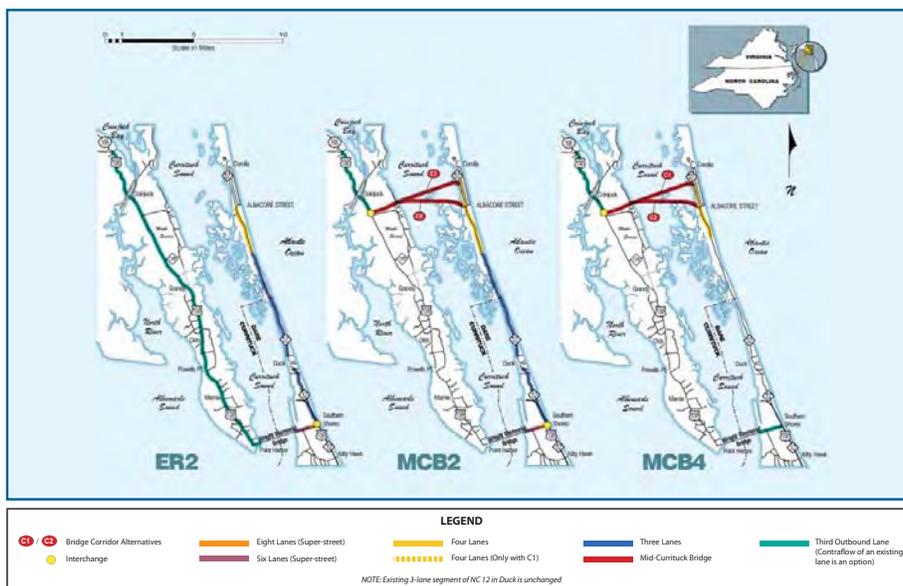
Photo Simulation



Existing/No-Build Alternative



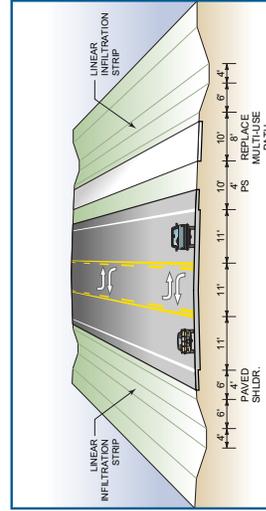
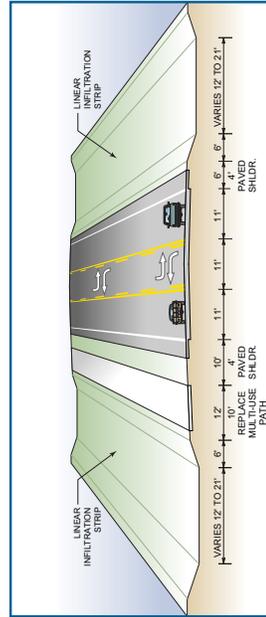
Detailed Study Alternatives



NC 12 Three-Lane Widening



Photo Simulation

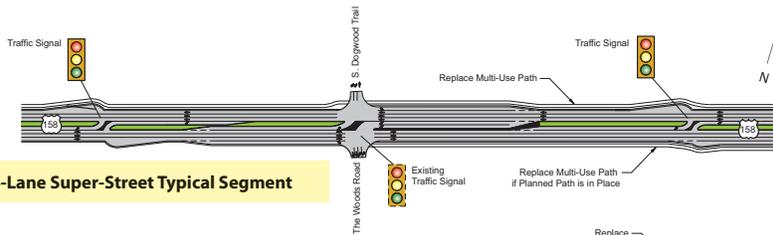


NC 12 3-Lane Widening (60-Foot Right of Way)

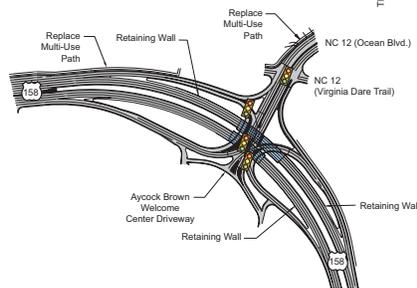


US 158 Super-Street and US 158/NC 12 Interchange

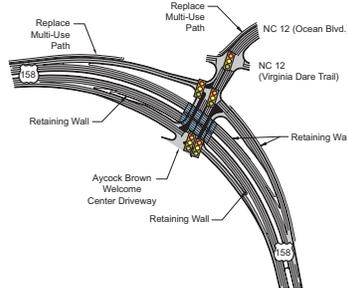
US 158 6-Lane Super-Street Typical Segment



US 158/NC 12 Single-Point Urban Interchange with ER2



US 158/NC 12 Compressed Diamond Interchange with MCB2



Outer Banks Terminus Alternatives

Bridge Corridor C1 Photo Simulation



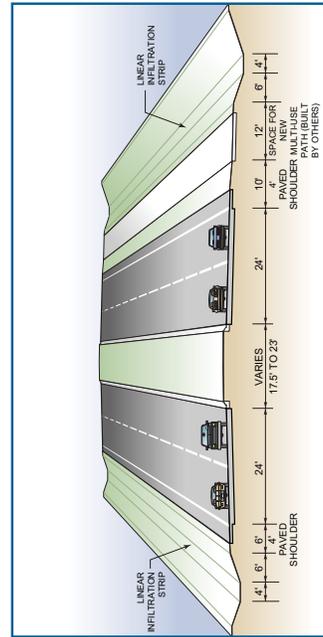
Bridge Corridor C2 Photo Simulation



NC 12 Four-Lane Widening



Photo Simulation



NC 12 4-Lane Widening



US 158/Mid-Currituck Bridge Interchange Options & Typical Bridge Section

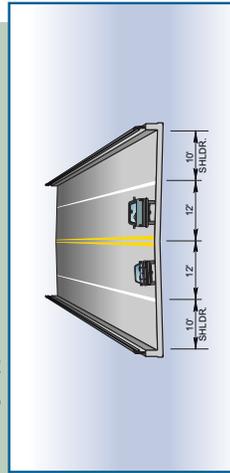
US 158/Mid-Currituck Bridge Option A Interchange Simulation



US 158/Mid-Currituck Bridge Option B Interchange Simulation

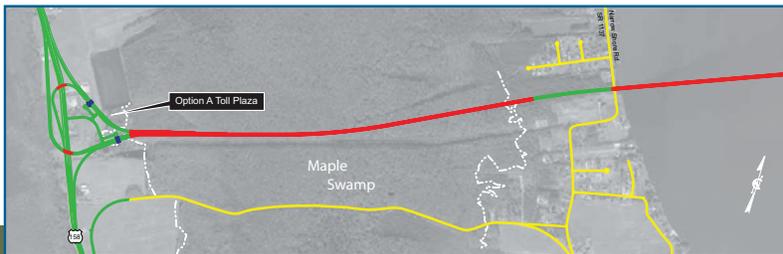


Mid-Currituck Bridge Typical Section

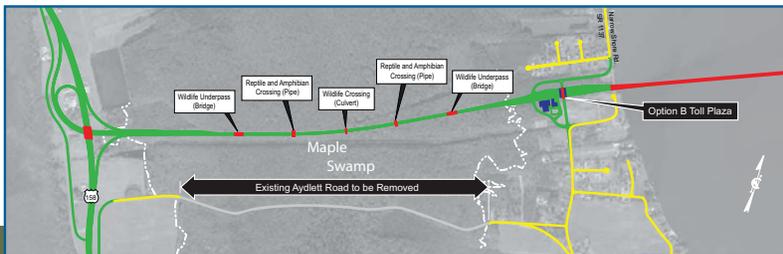


Design Options A and B

Option A



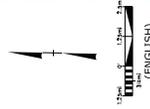
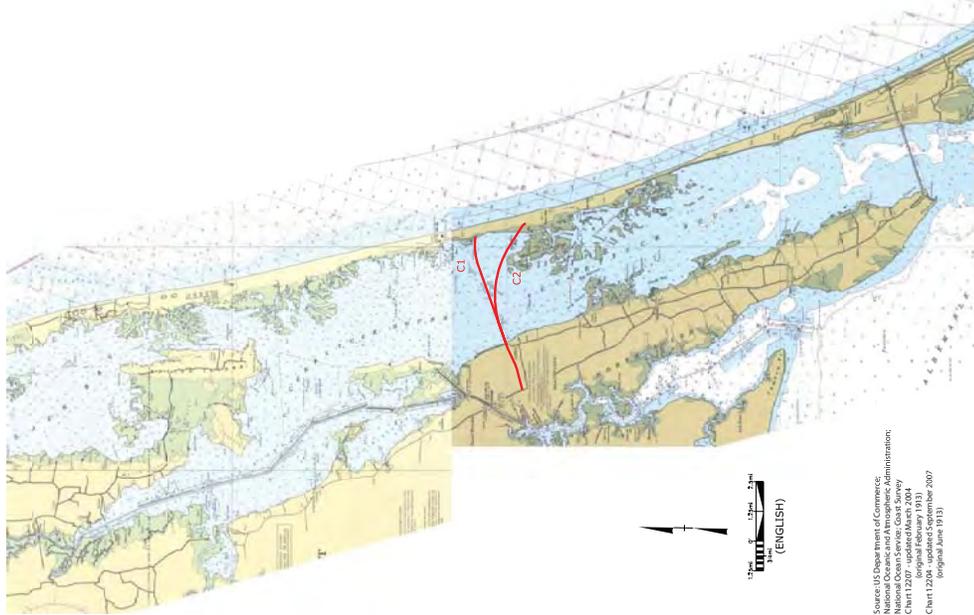
Option B



| LEGEND | | | | | |
|--------|---------------------------------------|--|-------------------------------------|--|-----------------------------------|
| | Existing Road | | Proposed and Improved Existing Road | | Proposed Toll Plaza and Buildings |
| | Proposed Bridges and Other Structures | | Maple Swamp Boundary | | |



Currituck Sound Water Depths



Source: US Coast and Geodetic Survey
 National Oceanic and Atmospheric Administration
 National Ocean Service: Coast Survey
 Chart 11204 - Currituck Sound
 (Original February 1931)
 Chart 1204 - updated September 2007
 (Original June 1975)



Mid-Currituck Bridge at Aydlett (Option A and Option B)

Option A - Aydlett Area Photo Simulation



Existing/No-Build Alternative

Option B - Aydlett Area Photo Simulation



Existing/No-Build Alternative





STIP Project No. R-2576
Federal Aid Project No. BRSTP-0005(484)

Mid-Currituck Bridge Study

Local Officials Meeting



Agenda

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

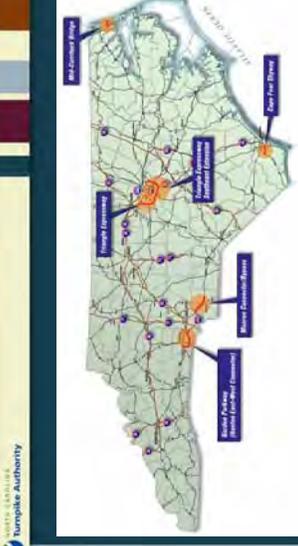
Mid-Currituck Bridge Study



Introductions

- NCTA
- NCDOT
- FHWA
- Others

Mid-Currituck Bridge Study



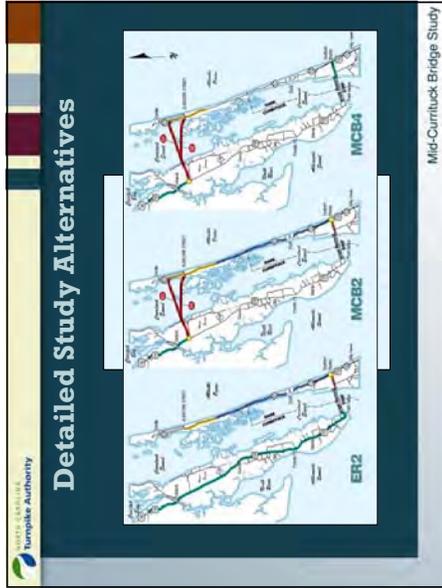
2005 – Mid-Currituck Bridge becomes candidate toll facility

Mid-Currituck Bridge Study



Project Area

Mid-Currituck Bridge Study



Detailed Study Alternatives

Mid-Currituck Bridge Study

Project Purpose and Need

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

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

Mid-Currituck Bridge Study

Alternative Concepts Considered in the Draft EIS

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

Mid-Currituck Bridge Study

Project Funding

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

Mid-Currituck Bridge Study

How much would tolls cost?

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

Mid-Currituck Bridge Study

Public Private Partnership

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

Mid-Currituck Bridge Study

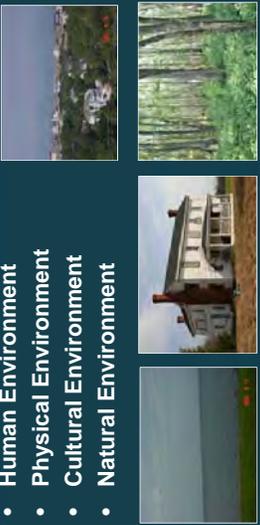
How will tolls be collected?



Mid-Currituck Bridge Study


Alternatives Evaluated by Project Impacts

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




 Mid-Currituck Bridge Study


The Alternative Selection Process

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


 Mid-Currituck Bridge Study


Technical Evaluation of...

- Wetlands and Streams
- Water Quality
- Endangered Species
- Floodplains
- Historic and Archaeological Resources
- Noise
- Community Resources
- Relocations
- Air Quality
- Hazardous Materials
- Farmlands

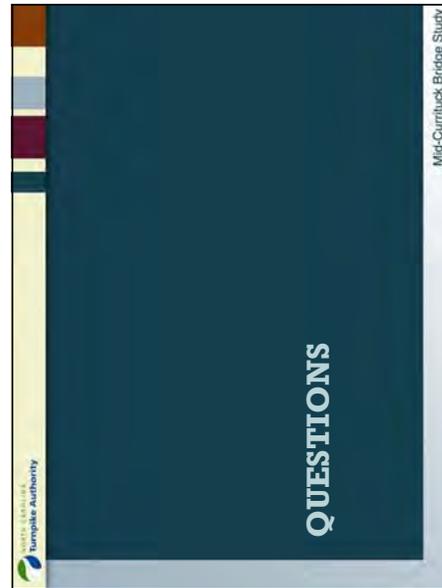
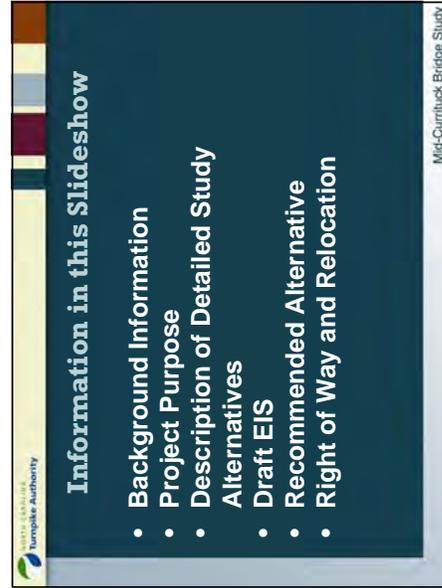
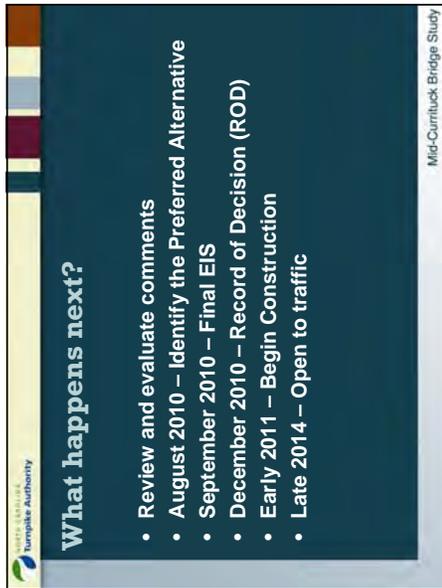
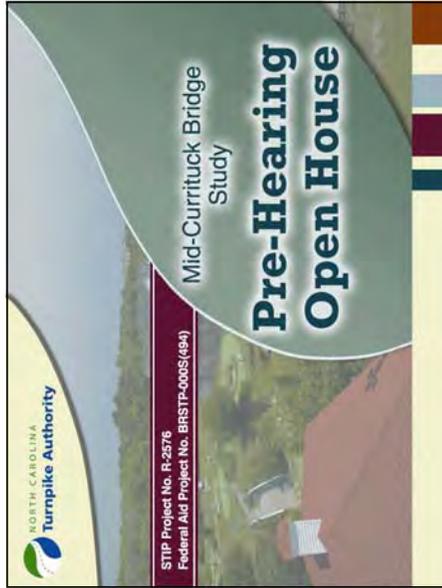



 Mid-Currituck Bridge Study


The Alternative Selection Process

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


 Mid-Currituck Bridge Study




US 158/Mid-Currituck Bridge Interchange with Options A and B



Option A

Option B

Mid-Currituck Bridge Study

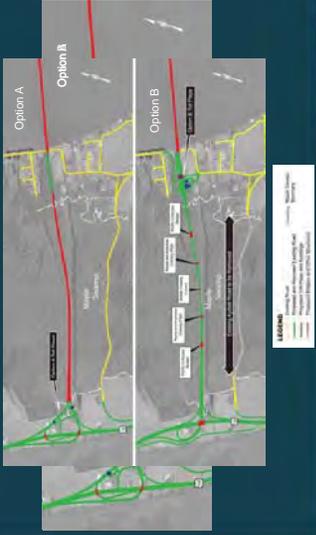

US 158 Hurricane Evacuation Lane Alternatives



Photo: S. Stangor

Mid-Currituck Bridge Study


Design Options A and B



Option A

Option B

US 158

Mid-Currituck Bridge

Legend:
 Proposed Interchange
 Proposed Bridge
 Proposed Roadway

Mid-Currituck Bridge Study


Mid-Currituck Bridge at Aydlott (Option A and Option B)

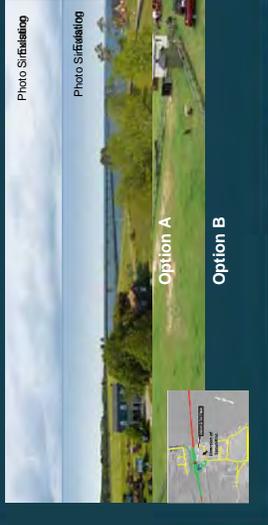


Photo: Siffelsting

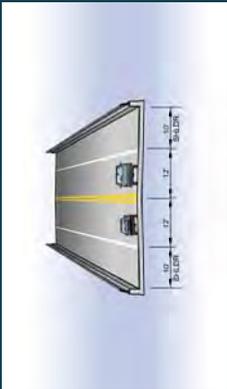
Photo: Siffelsting

Option A

Option B

Mid-Currituck Bridge Study

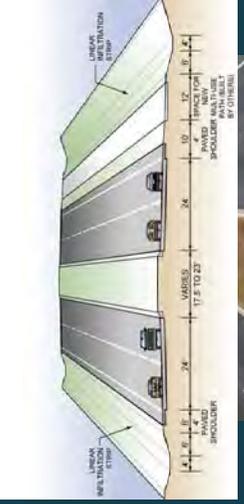

Mid-Currituck Bridge Typical Section



The diagram shows a cross-section of a bridge with three lanes. From left to right, the dimensions are: 10' shoulder, 17' lane, 17' lane, 17' lane, 10' shoulder, and 10' barrier.

Mid-Currituck Bridge Study


NC 12 Four-Lane Widening

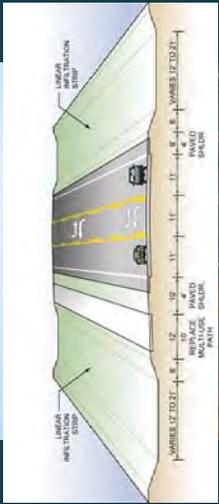


The diagram shows a cross-section of a bridge with four lanes. From left to right, the dimensions are: 10' shoulder, 12' lane, 12' lane, 12' lane, 12' lane, 10' paved shoulder, 10' paved shoulder, and 10' barrier. Labels include 'LINEAR WIDENING 12 FT', 'PAVED SHOULDER', 'PAVED SHOULDER', and 'SHOULDER MAINTENANCE BY OTHERS'.

Photo Investigation

Mid-Currituck Bridge Study


NC 12 Three-Lane Widening



The diagram shows a cross-section of a bridge with three lanes. From left to right, the dimensions are: 10' shoulder, 12' lane, 12' lane, 12' lane, 10' paved shoulder, 10' paved shoulder, and 10' barrier. Labels include 'LINEAR WIDENING 12 FT', 'PAVED SHOULDER', 'PAVED SHOULDER', and 'SHOULDER MAINTENANCE BY OTHERS'.

Photo Investigation

Mid-Currituck Bridge Study


US 158 Super-Street



The diagram shows a plan view of a super-street layout. It includes a central lane, a paved shoulder, a paved shoulder, and a barrier. Labels include 'PAVED SHOULDER', 'PAVED SHOULDER', and 'SHOULDER MAINTENANCE BY OTHERS'.

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

State and Local Transportation Planning

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Project Funding

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Project Purpose and Need

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

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

How much will the tolls cost?

- Based on a Preliminary Traffic & Revenue Study, the toll could range from \$6 to \$12 each way
- Initial price of toll will be based on an Investment Grade Traffic and Revenue Study
- All toll revenue is used to finance, construct, operate, and maintain the bridge
- Legislation requires that when the bridge is paid for, the toll be removed

Mid-Currituck Bridge Study

How will tolls be collected?

Mid-Currituck Bridge Study

What is a Draft EIS?

Why is the project needed?
What are the reasonable alternatives?

FAST FACTS:
The Mid-Currituck Bridge Study is a study to determine the feasibility of building a new bridge across Currituck Sound. The study will evaluate the benefits and costs of various bridge alternatives and will provide the information needed to make a decision on whether to build a new bridge.

LEAD AGENCY:
The North Carolina Turnpike Authority is the lead agency for the study. Other agencies involved in the study include the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service.

PROJECT LOCATION:
The bridge would connect Currituck County, North Carolina, to Dare County, North Carolina, across Currituck Sound.

PROJECT PURPOSE:
The purpose of the study is to determine the feasibility of building a new bridge across Currituck Sound. The study will evaluate the benefits and costs of various bridge alternatives and will provide the information needed to make a decision on whether to build a new bridge.

PROJECT SCOPE:
The study will evaluate the feasibility of building a new bridge across Currituck Sound. The study will evaluate the benefits and costs of various bridge alternatives and will provide the information needed to make a decision on whether to build a new bridge.

PROJECT TIMELINE:
The study is expected to be completed by the end of 2014.

CONTACT INFORMATION:
For more information, please contact the North Carolina Turnpike Authority at 1-800-447-7629.

Mid-Currituck Bridge Study

Alternative Concepts Considered in the Draft EIS

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

Mid-Currituck Bridge Study

Who is involved in the project?

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Alternatives Evaluated by Project Impacts

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Recommended Alternative is MCB4

"Recommended Alternative" is only a recommendation.

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Boating and Related Issues

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Public Hearing Maps

Mid-Currituck Bridge Study



What happens next?

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




Relocation Assistance

- Assistance in securing comparable housing is available
- Moving assistance provided and expenses may be paid for you
- Additional monetary compensation is available to cope with: mortgage increases, increased value of comparable homes, closing costs




Right-of-Way Process

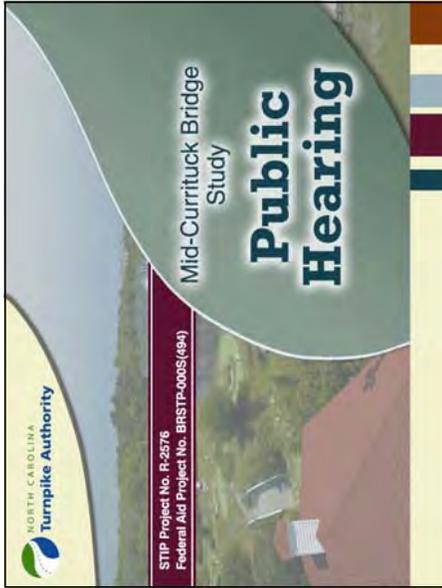
- If affected, you will be contacted by a Right-of-Way Agent
- Appraisal made based on current market value at the property's highest and best use
- Owners and tenants treated equally
- Owners' rights explained clearly
- Just compensation paid for property
- Provide relocation advisory assistance




Public Workshop Stations

- STATION 1 – This Presentation
- STATION 2 – Maps and Displays
- STATION 3 – Right-of-Way Acquisition Information
- STATION 4 – NCTA Representatives
- STATION 5 – Boating in Currituck Sound
- STATION 6 – Comments/Draft EIS Review







Tonight's Agenda

- Public Hearing Process
- General Project Overview
- Review of Corridor Map Details
- Public Comment Opportunity

Mid-Currituck Bridge Study



"Ground Rules"

This is your opportunity...

- Open Houses & Workshops
- Comments - Pros & Cons
- This is not a debate
- General questions will be answered
- Detailed questions - after the hearing
- If not tonight then...

Mid-Currituck Bridge Study



Introductions

- NCTA
- NCDOT
- FHWA
- Others

Mid-Currituck Bridge Study



"Ground Rules"

- No debate among the audience
- Even if you do not agree – be courteous
- Three minute time limit
- There is a timekeeper
- Sign-up list
- After those who sign-up have spoken others will have the opportunity
- You may speak, send in written comments – or both

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

General Project Overview

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

Mid-Currituck Bridge Study

Project Area

Mid-Currituck Bridge Study

2005 – Mid-Currituck Bridge becomes candidate toll facility

Mid-Currituck Bridge Study

Project Purpose and Need

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

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

Mid-Currituck Bridge Study

Detailed Study Alternatives

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Project Funding

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Alternative Concepts Considered in the Draft EIS

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

Mid-Currituck Bridge Study

Mid-Currituck Bridge Study

Public Private Partnership

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

Mid-Currituck Bridge Study

How much would tolls cost?

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

Mid-Currituck Bridge Study

What is a Draft EIS?




code of federal regulations

PART 1918—ENVIRONMENTAL QUALITY, AND NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

1918.101 Purpose.

This part prescribes the procedures to be followed in the preparation, review, and approval of the environmental impact statement (EIS) for a project of the Federal Government. It also prescribes the procedures to be followed in the preparation, review, and approval of the environmental impact statement (EIS) for a project of the Federal Government.

1918.102 Scope.

This part applies to all projects of the Federal Government that require the preparation of an EIS under the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321-4370, and the Executive Order on the subject, 12812, 38 FR 12812, 12813, 12814, 12815, 12816, 12817, 12818, 12819, 12820, 12821, 12822, 12823, 12824, 12825, 12826, 12827, 12828, 12829, 12830, 12831, 12832, 12833, 12834, 12835, 12836, 12837, 12838, 12839, 12840, 12841, 12842, 12843, 12844, 12845, 12846, 12847, 12848, 12849, 12850, 12851, 12852, 12853, 12854, 12855, 12856, 12857, 12858, 12859, 12860, 12861, 12862, 12863, 12864, 12865, 12866, 12867, 12868, 12869, 12870, 12871, 12872, 12873, 12874, 12875, 12876, 12877, 12878, 12879, 12880, 12881, 12882, 12883, 12884, 12885, 12886, 12887, 12888, 12889, 12890, 12891, 12892, 12893, 12894, 12895, 12896, 12897, 12898, 12899, 12900, 12901, 12902, 12903, 12904, 12905, 12906, 12907, 12908, 12909, 12910, 12911, 12912, 12913, 12914, 12915, 12916, 12917, 12918, 12919, 12920, 12921, 12922, 12923, 12924, 12925, 12926, 12927, 12928, 12929, 12930, 12931, 12932, 12933, 12934, 12935, 12936, 12937, 12938, 12939, 12940, 12941, 12942, 12943, 12944, 12945, 12946, 12947, 12948, 12949, 12950, 12951, 12952, 12953, 12954, 12955, 12956, 12957, 12958, 12959, 12960, 12961, 12962, 12963, 12964, 12965, 12966, 12967, 12968, 12969, 12970, 12971, 12972, 12973, 12974, 12975, 12976, 12977, 12978, 12979, 12980, 12981, 12982, 12983, 12984, 12985, 12986, 12987, 12988, 12989, 12990, 12991, 12992, 12993, 12994, 12995, 12996, 12997, 12998, 12999, 13000.

Mid-Currituck Bridge Study

How will tolls be collected?




Mid-Currituck Bridge Study

What is a Draft EIS?

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



Mid-Currituck Bridge Study

The Alternative Selection Process

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

Mid-Currituck Bridge Study

Recommended Alternative is MCB4



Mid-Currituck Bridge Study

The Alternative Selection Process

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

Mid-Currituck Bridge Study

Right of Way Process

- If affected, you will be contacted by a Right of Way Agent
- Appraisal made based on current market value at the property’s highest and best use
- Owners and tenants treated equally
- Owners rights explained clearly
- Just compensation paid for property
- Provide relocation advisory assistance

Mid-Currituck Bridge Study


What happens next?

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


 Mid-Currituck Bridge Study


ER2 Key Map

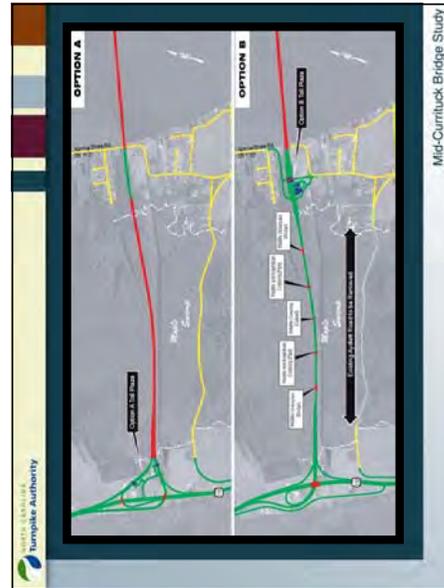


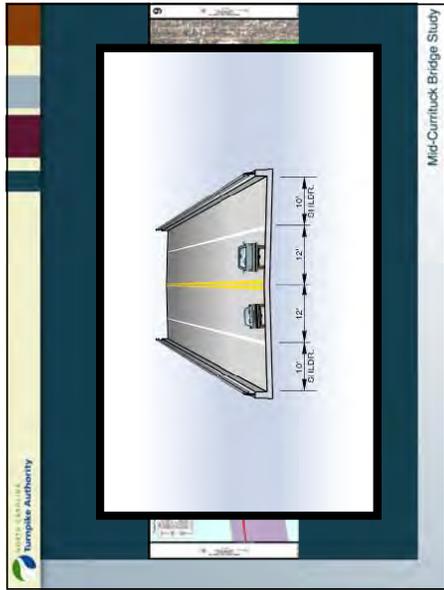

PUBLIC HEARING MAP REVIEW


 Mid-Currituck Bridge Study

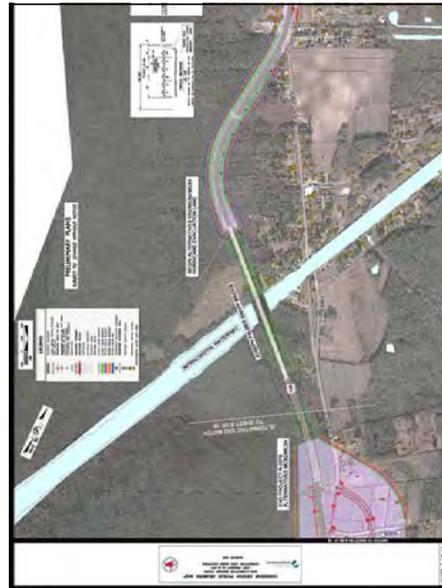

MCB2/C1 and MCB2/C2 Key Maps











 Thank you for attending
the Mid-Currituck Bridge Study
Corridor/Design Public
Hearing.

**WE WILL NOW RECEIVE
YOUR COMMENTS**

Mid-Currituck Bridge Study