

Mission

North Carolina Turnpike Authority

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



Why Toll Roads?

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

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

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

Questions? Comments?

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

For project-specific information, please contact:

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

Mid-Currituck Bridge Project

February 26, 27, & 28, 2008

Welcome to the Mid-Currituck Bridge Project Citizens Informational Workshop

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

Tonight's agenda is informal. Please:

Sign In and Pick Up a Handout.

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

Learn About the Project.

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

Ask Questions.

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

Provide Your Input.

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

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

About the Project

NCTA is proposing to make improvements in the Currituck Sound area between US 158 near Barco to NC 12 near Corolla. Several alternatives, including improving the existing US 158/NC 12 corridor and constructing a new bridge across Currituck Sound, have been considered. Several alternative corridor locations for a new bridge are part of the study. As part of the project, NCTA will study the feasibility and impacts of developing the proposed project as a toll road. The project is intended to ease congestion, reduce travel times, and provide enhanced evacuation and emergency access. The project is included in the 2007-2013 NCDOT State Transportation Improvement Program (STIP) as Project No. R-2576.



Project History

Project Conception

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

Expanded Study

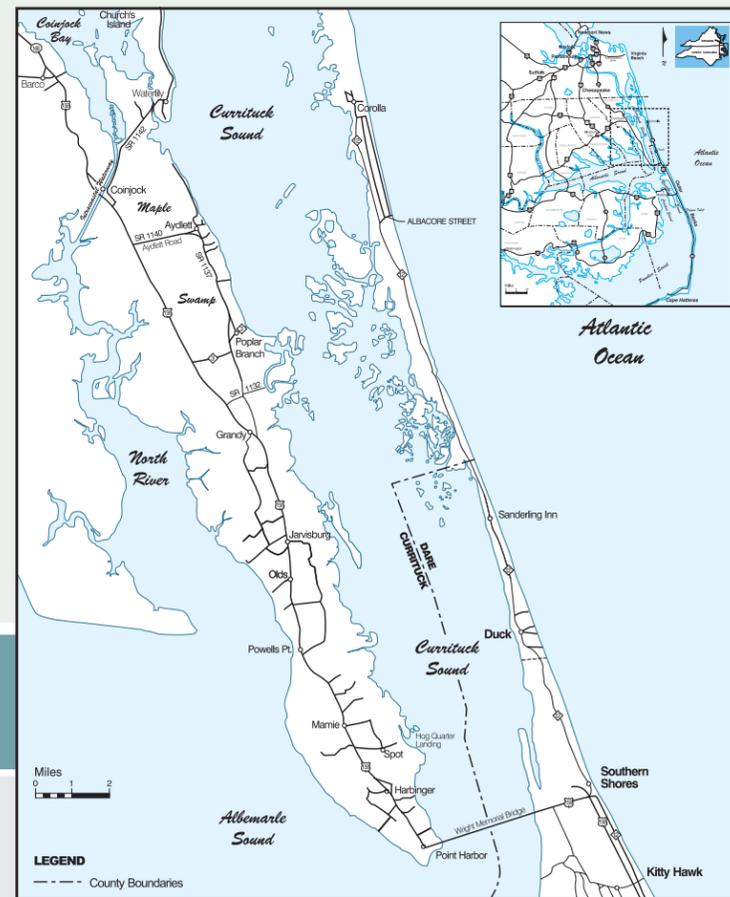
During the review of the DEIS, there was a pause in the assessment process so that issues raised by various parties could be considered. The project was reactivated in October 2000. A new work plan was developed in 2001 that included an enlarged project area, revised Statement of Purpose and Need, and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

Stakeholder Involvement

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

Recent Progress

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



Description of the DEIS

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

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

Project Schedule*

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

*Subject to change.

Frequently Asked Questions

Will Tolls Pay For the Entire Project Cost?

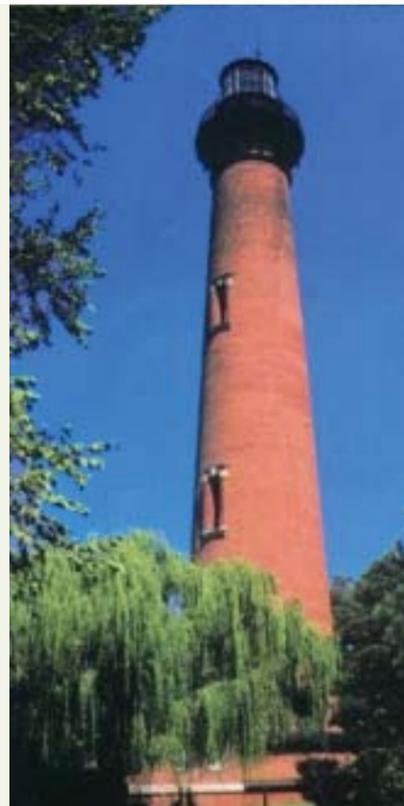
Tolls generally pay for a portion of the total capital cost. Bonds are sold to raise money so that construction can begin sooner and tolls are required to pay off those bonds. However, funding from the sale of bonds will pay only part of the capital cost. NCTA is considering a public private partnership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

How Much Will the Tolls Cost Drivers?

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

How Will Tolls Be Collected?

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



Project Location