STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

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TURNPIKE AUTHORITY CONFIRMS PREFERRED ALTERNATIVE FOR MID-CURRITUCK BRIDGE PROJECT

RALEIGH — The North Carolina Turnpike Authority, in conjunction with the Federal Highway Administration, has confirmed the Preferred Alternative for the proposed Mid-Currituck Bridge in Currituck County. The Preferred Alternative, MCB4/C1 with Design Option A, was selected based on numerous factors including: cost and design considerations, travel benefits, minimization of impacts to natural resources and the surrounding community, comments and suggestions from environmental regulatory and resource agencies, and input from the public.

The Preferred Alternative will be documented in the project's Final Environmental Impact Statement (EIS), which is anticipated for release by summer 2011. FHWA is expected to sign its Record of Decision by fall 2011, signifying final federal approval of the project.

MCB4 was identified as the Recommended Alternative in the project's Draft EIS, which was released in March 2010. Based on public comments received on the Draft EIS and in coordination with environmental regulatory and resource agencies, Alternative MCB4 was revised to further avoid and reduce environmental and community impacts. NCTA is now working to address several additional environmental issues that must be resolved before it can be issued the permits needed to construct the project.

The proposed Mid-Currituck Bridge is a seven-mile, two-lane, toll project that would cross Currituck Sound and connect the mainland at U.S. 158 near Aydlett with N.C. 12 on the Outer Banks south of Corolla. The bridge is expected to reduce travel time and traffic congestion as well as provide an alternate hurricane evacuation route for the northern Outer Banks.

The Preferred Alternative calls for a straight bridge over Currituck Sound that would intersect N.C. 12 between the first phase of the Corolla Bay subdivision and the northern end of the Monteray Shores subdivision. The bridge approach road would be at least 300 feet away from the homes and lots located west of N.C. 12. It also includes a toll plaza at the U.S. 158 interchange and a two-lane bridge over Maple Swamp between the interchange and the community of Aydlett. In Aydlett, an approach road to the Currituck Sound bridge crossing would continue on fill. Aydlett Road will remain open to local traffic. Current left turn movements will be maintained at Waterlily Road and U.S. 158; a median acceleration lane would be provided for safety at this location.

Under the current plan, only certain portions of N.C. 12 would be widened to four lanes, including stretches running along the bridge landing, the Food Lion and TimBuck II Shopping Center area and Currituck Clubhouse Drive. Left turn lanes would also be added at two-lane intersections between the bridge landing and Currituck Clubhouse Drive, and roundabouts would be constructed at the bridge landing and Currituck Clubhouse Drive.

Plans also include several improvements to aid in hurricane evacuations. On the mainland, the center turn lane on U.S. 158 between the Mid-Currituck Bridge and N.C. 168 could be reversed to accommodate more traffic. On the

Outer Banks, three westbound lanes would be provided on U.S. 158 from N.C. 12 to just west of Duck Woods Drive.

Preliminary project costs are estimated at $660 million, with final costs to be determined during design. It is anticipated that project costs would be financed through a combination of state appropriation bonds, toll revenue bonds and private equity obtained through a public-private partnership. The project is scheduled to open to traffic in 2016.

For more information, visit www.ncturnpike.org/projects/Mid_Currituck, email midcurrituck@ncturnpike.org or call 1-800-961-5465 toll free. A graphic depicting the Preferred Alternative is available online at www.ncturnpike.org/projects/Mid_Currituck.

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