



Mr. Tony Houser, PE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

MEMO TO: Post Citizen's Information Workshop Meeting Attendees

FROM: Tony Houser, PE *T. Houser*
Roadway Design Project Engineer

DATE: November 4, 2011

SUBJECT: Project R-3100 (34522) Catawba County
F.A. Project STP-16(4)
NC 16 from SR 1895 (Tower Rd) to
SR 1801 (Claremont Rd)

Post Citizen's Informational Workshop Meeting Minutes

The Post Citizen's Informational Workshop Meeting was held in the Roadway Design Conference Room at 11:00 a.m. on August 24, 2011, to discuss the comments received at the R-3100 CIW. The CIW was held on June 6, 2011 at Newton Main Library Auditorium. Newton Main Library is located at 115 West C Street in Newton. An informal Open House Meeting was held from 4:00 p.m. to 7:00 p.m.

An executive summary of the main issues concerning the project follows. A summary of the written comments from the Citizen's Informational Workshop follows the executive summary.

Executive Summary

- Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility from Meridian Drive/EP Street Extension to Claremont Road (SR 1801) will not be extended as part of this project.
- A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles.
- Full movement signalized intersections will be provided at the intersection of: NC 16 and Bethany Church Road(SR 1804)/Smyre Farm Road(SR 1884), NC 16 and Balls Creek Road (SR 1810)/Providence Mill Road(SR 1810), and NC 16 and Buffalo Shoals Road(SR 1003).
- All left-overs will be analyzed to determine if a signal is warranted.
- As requested by the City of Newton, 14-foot wide outside lanes will be used to accommodate bicycles on NC 16 from Claremont Road to Balls Creek Road.
- NCDOT will provide a left-over at the main entrance to the Mt. Anderson Baptist Church. The R. L. Caldwell entrance to the Mt. Anderson Baptist Church Family Life

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN UNIT
1582 MAIL SERVICE CENTER
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TELEPHONE: 919-707-6200
FAX: 919-250-4036

WEBSITE: WWW.NCDOT.ORG/DOH

LOCATION:
CENTURY CENTER COMPLEX
BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC

Center will be a right in right out only. Right turn lanes will be provided as needed based on the amount of traffic.

- NCDOT will provide a u-turn approximately 900' south of Friendship United Methodist Church. This will allow church traffic, on southbound NC 16, a means to turn around and access the church with a right turn.
- A left-over into the Wilson Woods Subdivision north of Friendship United Methodist Church will be investigated.
- NCDOT will provide a left over into the Christian Bus Tours property; however, no left turn from the Christian Bus Tours property onto NC 16 will be provided due to safety concerns.
- NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department.
- NCDOT will realign NC 16 to minimize impacts to the IGA convenience store.
- The design speed for the R-3100A section (NC 16 from SR 1895 (Tower Road) to SR 1810 (Providence Mill/Ball's Creek Road)) will be 60 mph and the design speed for the R-3100B section (NC 16 from SR 1810 (Providence Mill Road/Ball's Creek Road) to SR 1801 (Claremont Road)) will be 50 mph.
- NCDOT will provide signage on Providence Mill Road indicating the direction to the Town of Maiden.
- NCDOT will review the possibility of shifting Providence Mill Road to line up with Balls Creek Road thus reducing the impacts on the Balls Creek Road side of NC 16.
- Web access to the Citizen's Informational Workshop maps is available and can be viewed at:
http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/count_y/Catawba.html
- NCDOT will not close Timberbrooke Lane due to safety concerns resulting from emergency response times.
- NCDOT will consider the school bus routing during the design phase of the project.

Written Comments

Abernethy Laurels

1) Mr. Robert A. Mullinax, Newton resident

Mr. Mullinax is the Mayor of Newton, NC. He expresses excitement for the project, but also has several concerns. The traffic pattern proposed in the vicinity of Abernethy Laurels will create unnecessary hazards to the motoring public, and their safety should be a significant factor in the design. The city is also concerned about the ability of emergency service vehicles to respond to emergencies, and he wishes to point out that the main entrance of Abernethy Laurels, known as Leonard Avenue, is the most crucial access point to the facility used by the city's fire engine when dispatched. He asks that DOT revise the design between the 5 lane section at Claremont Road and a location south of Coley Fish Pond Rd to be a 5 lane section also with a traffic signal

installed at the main entrance. Also, Mr. Mullinax expresses the City's concerns that excavation on the north side of Abernethy Laurels will impact the water line and 3 fire hydrants in this proximity (see ortho-photo attached with letter). And concern is held of the amount of fill, if any, that will be placed on top of manholes in the project. He asks to be provided with how much fill is proposed to be placed on the south side of Abernethy Laurels, and a better indication of what utilities will be impacted so that cost and scheduling can be determined (along with a plan of action devised). Lastly, Mr. Mullinax requests that DOT consider adding an additional 2 feet of travel lane width along the "B" section to its tie with the "A" section of the project for bikers and pedestrians. To arrange a meeting, contact City Manager Todd Clark at 828-695-4259.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. NCDOT will coordinate with the local city and county officials regarding utility impacts. As requested by the City of Newton, 14-foot wide outside lanes will be used to accommodate bicycles on NC 16 from Claremont Road to Balls Creek Road.

2) Ms. Linda Goble, Newton resident

Ms. Goble is the Director of Nursing for Abernethy Laurels. She comments that she is responsible for over 450 residents and is concerned with the potential delay of emergency vehicles that enter the campus. Also, she is concerned with 200 residents who continue to drive and she believes it would be better to extend the turn lane from Claremont Rd to Coley Fish Pond Rd to ensure the safety of residents and employees.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

3) Ms. Brenda C. Eckard, Claremont resident

B. Eckard wishes to represent herself as a United Church Homes and Services (UCHS) Board of Directors member. She would like to voice major concerns for the safety of residents, staff, and visitors to the Abernethy Laurels campus (a retirement community) that has road frontage to NC 16. She gives reasoning for the high traffic volume generated by this campus, and states that the preliminary design does not meet the needs of this campus community. She requests that the 5 lane section in front of this campus not include the divided highway barrier and crossover lane that will prevent left turns when leaving campus. Instead, she gives a suggested alternative of a

stoplight being implemented at the current main entrance to the campus. She feels that drivers need to be provided with a safe and uncomplicated traffic flow.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

4) Mr. Lee B. Syria, Newton resident

Mr. Syria is a 14 year employee of UCHS/Abernethy Laurels. He is concerned about the potential roadway hazards this project could create in front of Abernethy Laurels. He wants to stress that this retirement community has close to 400 seniors, many of which are over 80 and still operate a motor vehicle. He is concerned about the daily staff shift changes that could jam up the proposed crossover lane and block traffic waiting to turn. He also wants it to be known that there will be many 18 wheel trucks delivering items throughout the week that will have to get into the crossover lane and make u-turns back to Charlotte. Also, Mr. Syria feels that if the crossover lane is filled with cars this will delay response time of emergency management vehicles. Mr. Syria also supports UCHS' recommendation that a traffic light be installed at the main entrance to the campus as opposed to the service entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

5) Mr. Banks D. Shepard, Thomasville resident

Mr. Shepherd would like to voice his concerns about the widening of NC 16 in front of Abernethy Laurels Retirement Community in that it would eliminate left turn traffic into the campus main entrance. He states that this entrance is relied upon by all campus community members and visitors for access and egress throughout the day's traffic. He feels that the nature and volume of traffic arguably serves for the installation of a 5th (turning) lane, and a traffic light at the main entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to

accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

6) Mr. Greg Alcorn, Salisbury resident

Mr. Alcorn gives his support of the project, but asks that 5 lanes of traffic be considered in front of Abernethy Laurels. He feels that a divided highway at that location could be dangerous and inconvenient. He also suggests that a traffic light would be helpful to residents, staff, and visitors.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

7) Mr. Steve Patterson, Statesville resident

Mr. Patterson asks for special consideration for Abernethy Laurels. He is an 18 year employee in this campus that has over 300 staff members. He feels that without alterations, that proposed highway will create unnecessary safety problems due to traffic congestion at staff shift-changes, emergency service vehicle response access to the campus, future growth, expansion of the campus, and large supply trucks. He asks to continuing the five lanes beyond the eastern end of the campus, and the installation of a traffic signal be considered.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

8) Ms. Faye Beal, Newton resident

F. Beal is an employee of Abernethy Laurels since 2008. She wants it to be known of the entry and exit problems that exist at this campus. She would like the highway project to strongly consider the safety and convenience of access for the residents, employees, and visitors to this facility.

NCDOT Response:

Thanks for the comment.

9) Mr. and Mrs. Raymond Hollis, Newton residents

The Hollis' are concerned about multiple emergency vehicles all traveling south at the same time in order to respond at Abernethy Laurels, and they feel this should strongly be considered. They feel it necessary to inform the DOT of the many deliveries to this facility, and to ask for staff rush-hour traffic-control consideration. They have many safety concerns for the elderly drivers. They ask for a simpler drawing to understand traffic in this section of the roadway plan, and they wish to know if any locations like Abernethy Laurels on the highway plans have been completed. They ask for a traffic light near the facility, and suggest that a visit and tour of the facility to understand the needs of the retirement community would be welcome by management.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

10) Ms. Catherine S. Smith, Newton resident

C. Smith is a resident at Abernethy Laurels Retirement Community. She wishes to voice opposition to the divided highway at the entrance to this facility, and request for safety issues that the 5 lanes be extended east beyond the campus and a traffic light at the main entrance be installed. Her main concern is of family & friends, and emergency access vehicles not having direct left-access if other cars are waiting to turn.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

11) Mr. Paul and Mrs. Faye Comer, Newton residents

The Comer's are an 87 and 85 year old couple who are residents of Abernethy Laurels who are concerned that the divided highway proposed on NC 16 at this facility will increase the danger to their safety. Their main concerns are of making the U-turns, the employee shift-change traffic, and blending in with the traffic. They also ask to extend this section to 5 lanes, and add a stoplight at the main entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement

Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

12) Ms. Jennifer Watkins, Newton resident

J. Watkins is the Purchasing & Transportation Coordinator for Abernethy Laurels. She asks for DOT to consider the safety of the community & visitors in the planned NC 16 widening. She is concerned about the ability of emergency response vehicles to quickly enter/exit the campus. She points out that response time directly affects the lives in this community on a daily basis. Most residents in this campus still operate a motor vehicle, and she points out that the response time of the elderly is significantly less than those younger. The divided highway will directly affect their daily deliveries from 18-wheel trucks. She feels that having a stoplight at the back service entrance rather than the main entrance will open access to the village to outsiders. She asks that instead of a forced U-turn, a stoplight and 5 lane highway be considered for safety.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

13) Ms. Wanda Helms, Maiden resident

W. Helms feels that it would be a mess trying to get turned around to get into Abernethy Laurels for food service, ambulance, and family trying to see the residents. She feels there is too much traffic coming through Abernethy and she thinks the road should continue the 5 lane highway and install a traffic light at the main entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

14) Mr. David Boone, Conover resident

Mr. Boone is a member of the Abernethy Laurels Advisory Council, and the son of elderly parents that live in a cottage on campus. Though he does support the widening of NC 16 for the growth it will have on Catawba County he feels that the proposed divided highway will create significant safety hazards for many individuals. He voices that UCHS recommends as opposed

to the proposed divided highway that the 5 lanes be extended east beyond the UCHS campus, and a traffic light be installed at the entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

15) Mr. Douglas J. Fleegle, Newton resident

Mr. Fleegle is the President and CEO of UCHS whom owns and operates Abernethy Laurels. The main concerns are of the divided highway being placed in front of the campus and the public safety issues that will be created by this plan. Problems are foreseen to occur with employee shift-changes filling up the crossover lanes and blocking a lane of traffic. Approximately 300 staff members are currently employed by this facility. The average age of the residents (with nearly 400 existing) is over 80. The concrete barrier he feels will be a safety issue limiting direct access, and cause a delayed response time for both fire & ambulance emergency teams. He points out that a delayed response could make a difference in saving a life. He is also opposed to the 18 wheel semi-trucks who bring their supplies daily being forced across 2 lanes of traffic into the crossover lane to make u-turns into oncoming traffic as they exit the campus south to Charlotte. He asks that the plan be amended to eliminate the divided highway at this section, continue to 5 lanes (south) beyond the campus, and install a traffic light at the main entrance. He welcomes the opportunity to meet with DOT in person to discuss the matter in greater detail. To answer any questions or to schedule a meeting he may be reached at (828) 465-8012.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

16) Mr. Paul T. and Mrs. Elizabeth H. Sudmeyer, Newton residents

The Sudmeyers are residents of Abernethy Laurels village. They support the project for the economic stimulation of Catawba County; however, they feel that the divided highway design could handicap this economic potential and cause severe traffic congestion and safety problems for Abernethy Laurels. They propose changing the design to a continuation of the 5 current lanes from Dale Earnhardt Chevrolet past Abernethy Laurels to remove the physical restrictions imposed by a divided highway. They comment that Hwy 16 provides the sole access to the 2 entrance/exits of Abernethy. The traffic volume generated by the campus's residents, staff, & visitors is further increased by the general public's use of their fitness facility, bistro, & multi-

purpose room. They request that DOT fully consider the type of facility Abernethy is, the daily traffic volume & peak shift-changes, daily 18 wheel semi-trailer deliveries, and emergency management response impediment before finalizing the design plans.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

17) Ms. Vera C. Beane, Newton resident

V. Beane is a resident of Abernethy Laurels who feels that the proposed divided highway would not be the safest way to manage traffic involved at this facility. The reasoning consists of the large traffic volume generated, a possible impediment for emergency vehicle access/egress to the facility, and daily supply deliveries by large commercial vehicles. Vera asks that the 5 lanes be extended north beyond the south entrance of the campus.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

18) Ms. Rebecca Duffey, Newton resident

R. Duffey feels that the residents of Abernethy Laurels need a safe entry into their home community, and the employees need a safe entry/exit without worry of traffic jams causing delays, which could affect their paycheck. She also feels this community cannot afford any risk to the possible delay of emergency management vehicles entering/exiting campus. She recommends the continuation of the 5 lanes past the campus, and a traffic light at the entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

19) Ms. Betty J. Bicknell, Newton resident

B. Bicknell asks that DOT please look at the plans and make changes to better serve the road at Abernethy Laurels. The concern is with the entrance and exit to this community. She points out that traffic is heavy at certain times of the day with staff, residents, and visitors.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles.

20) Ms. Jane Wright, Newton resident

J. Wright is concerned about the proposal to change the traffic pattern at Abernethy Laurels. Her concern is that it will cause traffic back-ups especially during shift-changes, or when an 18-wheeler is trying to access southbound Hwy 16. She feels that the crossover lane will be both confusing and a great danger to the elderly residents who live in the facility's village. She feels that to prevent these risks and increase safety a traffic light should be installed at the entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

21) Mr. Chuck Mills, Newton resident

C. Mills would like DOT to understand that all of the 400 residents at Abernethy Laurels are above the age of 60. Consequently, as drivers their reaction times are slower and their distance of vision to oncoming traffic is not as good as younger drivers. He would like to request a traffic light at the main entrance for safety. Mr. Mills does not feel that the current design to handle traffic flow at this facility is the best alternative.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

22) Ms. M. Ellen Rupert, Newton resident

M. Rupert feels that a stop light at the main entrance of Abernethy Laurels would solve the problems that would be encountered with the new proposed Hwy 16 widening at their facility. It is felt that the elimination of the present left-turn lane safety feature will funnel too much traffic onto the service road, and make it both difficult and hazardous to access Hwy 16 towards Newton.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

23) Mr. Jim and Mrs. Joyce Mauney, Newton residents

The Mauney's feel that forcing the elderly drivers at Abernethy Laurels to use a complicated and hazardous u-turn into the fast lane of NC-16 to exit their campus southbound is unwarranted. They feel that they have more traffic entering/exiting their facility in one day than the Dale Earnhardt Chevrolet facility that qualifies for a 5 lane undivided highway has in one week; thus, they also should qualify for these 5 lanes. They feel that a traffic light at the main entrance would reduce the current hazards to gain access/egress of the facility. The Mauney's support the widening of NC-16, but oppose the divided highway at their portion.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

24) Ms. Megan LeAnn Watson, Vale resident

Ms. Watson strongly agrees with the project ideas for the added lanes at Abernethy Laurels' frontage of NC-16, because currently there are many close calls turning in and out of work. She feels the proposed plans for the added lane and stop light would take pressure off most of the traffic.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to

accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

25) Mr. Robert D. Griswold, Newton resident

Mr. Griswold feels that the DOT planner did not adequately understand the traffic consequences of the proposed design pertaining to Abernethy Laurels. Mr. Griswold feels that consideration must be given to the amount of truck deliveries, shift changes, many visitors unfamiliar to the area, facility busses, and resident drivers with an approximate age of 75.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

26) Ms. Barbara Jane Hefner, Claremont resident

B. Hefner feels that NC 16 is a busy highway all day long on most days. She feels that it is a safety issue which could save lives to put a stoplight in at Abernethy Laurels.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

27) Mr. Winfred Hicks, Maiden resident

W. Hicks would like to bring it to the attention of the DOT that there is a chance that the proposed NC-16 crossover lanes in front of Abernethy Laurels might fill up during shift changes and block the traffic while waiting to turn in and out.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

28) Ms. Ruth Dugger, Claremont resident

R. Dugger feels that a stoplight should be placed at Abernethy Laurels for safety. She comments that during rush hour cars fly down NC-16 making it hard to get out, and residents are not safe turning out.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

29) Mr. Randy Abernethy, Newton resident

R. Abernethy comments that Abernethy Laurels is a very high traffic community. He feels there must be a traffic light, and the turning lane south from Dale Earnhardt Chevy should be extended to help prevent life threatening accidents.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

30) Ms. Joy Cline, Hickory resident

Ms. Cline comments that she concurs with UCHS' recommendations of a 5 lane road extension and stoplight being placed at the Abernethy Laurels section of NC-16. The reasons stated are the same as comments (see 20 and 34) listed above.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

31) Ms. Mary C. Abernethy, Newton resident

M. Abernethy would like to voice support for the project, but has concerns over the proposed divided highway at the Abernethy Laurels entrance. She feels that heavy traffic in and out of the village is the issue that needs to be considered further, and a stop light installed at the main entrance is her suggestion.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

32) Ms. Jean Hester, Newton resident

Mrs. Hester feels that the proposed NC 16 design in front of Abernethy Laurels poses safety hazards that make it unsafe with so many people using the entrance each day, and disallows emergency vehicles rapid access. She asks for the 5 lane extension, and main entrance stoplight.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

33) Mr. John Hester, Newton resident

Mr. Hester asks for a traffic light and turn lanes to be added in the Abernethy Laurels area. He points out that volume of elderly drivers at this facility, and the need for rapid emergency vehicle access. The proposed project he feels presents a major traffic hazard.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

34) Ms. Elizabeth B. Hubbard, Newton resident

E. Hubbard points out that most all 400 residents (all over age 65) still drive to doctor's appointments & to get groceries. She asks for the 5 lane extension, and main entrance stoplight.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to

accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

35) Mr. Carl A. Zwingli, Newton resident

Mr. Zwingli points out that on NC 16 in front of Abernethy Laurels most drivers are traveling at 55 mph (10 mph above the legal limit), and a traffic light at the entrance for the elderly drivers could be an immense controlling safety factor. He also asks for the continued 5 lane extension.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted. The posted speed limit for the R-3100A section (NC 16 from SR 1895 (Tower Road) to SR 1810 (Providence Mill/Ball's Creek Road)) will be 55 mph and the posted speed limit for the R-3100B section (NC 16 from SR 1810 (Providence Mill Road/Ball's Creek Road) to SR 1801 (Claremont Road)) will be 45 mph.

36) Mrs. Ismini Frieser, Newton resident

Mrs. Frieser asks for the stoplight at the main entrance of Abernethy Laurels, and the extension of the 5 lanes on NC 16 as opposed to the divided highway in front of this facility.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

37) Ms. Shelley Roper Early, Newton resident

S. Early is a resident of Abernethy Laurels that asks for the continuation of the 5 lane highway E beyond the facility, and install a traffic light at the main entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

38) Mr. Paul S. Woods, Newton resident

Mr. Woods concern is with how safe it will become to go south on NC 16 from Abernethy Laurels. He thinks the 5 lanes and signal at the main entrance appears to be safer.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

39) Ms. Lucille Grandmaison, Newton resident

L. Grandmaison thinks that the present NCDOT plan is not safe for the residents of Abernethy Laurels, and she asks that these plans be reconsidered.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

40) Ms. Jane T. Drum, Newton resident

J. Drum requests that it be considered in the plans to move the start of the 5 lanes beyond the entrance to Abernethy Laurels for safety reasons as well as convenience.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

41) Dr. Robert Leary Reid, MD., Newton resident

Dr. Reid feels that concrete barriers in the road of Abernethy Laurels could put lives at risk. He says that the increase in lanes will be helpful, as well as the stoplight at the main entrance. But please, no barriers. He finds them nerve wracking & accident prone.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended

as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

42) Mrs. Caroline Reid, Newton resident

Mrs. Reid says she works in Hickory and drives back and forth. A traffic back-up for turning or having to go past Abernethy Laurels would pose a hardship to her. She says that it would be great to have a traffic light at the main entrance, but no barriers (b/c giving elderly drivers obstacles is asking for an accident). She also wishes to point out there are over 400 residents over 65, and asks for the plans to be reconsidered.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

43) Mr. Robert A. and Mrs. Caroline C. Branflick, Newton residents

The Branflicks would like to ask for a traffic light to be installed at main entrance and the 5 lanes begin beyond the Abernethy campus. The heavy traffic in/out of this facility in addition to the traffic on NC 16 would be a continuing hazard to residents if a 5 lane highway were involved at the entrance.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

44) Dr. M. Dosla Carlson, resident of Phoenix, AZ

Dr. Carlson is a volunteer several months throughout the year that asks for a traffic light to be placed at entrance of Abernethy Laurels. It is felt that relying on use of the service entrance is not a good option.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to

accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

45) Mr. Chet Brooks, Conover resident

Mr. Brooks feels that the proposed project will have safety problems in restricting access to Abernethy Laurels. He feels the concrete median would make it difficult and dangerous to negotiate a safe entry/exit from the campus, and the peak traffic flows would be hazardous by creating bottle necks. He says that Catawba County EMS provided data to show they responded to 167 calls from this facility alone last year and the fire department 7 times. He responds that a better solution is feasible.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

46) Ms. Carol Rooney, Newton resident

C. Rooney is a staff member that has concerns about safety with the proposed divided highway. It is felt that the median will cause congestion and potential accidents. It is requested that a traffic signal at the entrance be installed as a safer solution.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

47) Ms. Angie Sullins, Claremont resident

Angie Sullins feels that the divided highway will create significant safety hazards for Abernethy Laurels. Many of the residents operate vehicles, and this proposed design forcing u-turns may lead to collisions. The request is made for a traffic light at the entrance as opposed to the divided highway to increase safety and slow traffic at this facility.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to

accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

48) Ms. Kim Cloer, Newton resident

K. Cloer feels that the elderly residents of Abernethy Laurels will have a difficult time navigating the divided highway. The barrier is taking away immediate access to the facility. Recommendation is made for the continuation of the 5 lanes east past the facility, and a traffic light be installed as opposed to a divided highway to ensure safety.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

49) Ms. Aimee Reimann, Newton, NC

Aimee Reimann is the Executive Director of Abernethy and asks for the reconsideration of the project design in front of Abernethy Laurels. A request is given for the installation of a traffic light at the entrance, and the continuation of the 5 lanes past the campus facility.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

50) Ms. Sarah Abernethy, Newton resident

S. Abernethy asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

51) Ms. Ashley Jenkins Rader, Newton resident

Ashley Rader asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

52) Mr. Robert Hartsell, Hickory resident

Mr. Hartsell asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

53) Ms. Cindy S. Cale, Connelly Springs resident

C. Cale asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

54) Mr. Lawrence R. Bolick, Salisbury resident

L. Bolick asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement

Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

55) Ms. Amy Carter, Newton resident

Amy Carter asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

56) Ms. Tina Talbert, Taylorsville resident

T. Talbert asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

57) Ms. Margie Hughes, Newton resident

M. Hughes asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

58) Ms. Isabel Beall, Newton resident

Isabel Beall asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

59) Mr. Homer Laube, Newton resident

H. Laube requests consideration of a traffic signal at the main entrance of Abernethy Laurels. Also, requests a turn off lane at this entrance location for traffic coming from Charlotte. To confirm recommendation, it is felt that a traffic count be taken at this location.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

60) Ms. Cindy Sigmon, Newton resident

C. Sigmon requests consideration of a traffic signal at the main entrance of Abernethy Laurels.

NCDOT Response:

A left-over will be provided for the Abernethy Laurel Retirement Community. The left-overs will be analyzed to determine if a signal is warranted.

61) Ms. Tammy Jones, Statesville resident

T. Jones asks for consideration of 5 lanes, and a traffic light at the main entrance of Abernethy Laurels. Reasons are the same as all other similar comments for this request.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted.

Churches

62) Mt. Anderson Baptist Church - Deacon Board, Maiden, NC

The following concerns are raised: DOT removing lower drive to the Family Life Center, future planned retention pond encroaching in new ROW, elderly safety issues, emergency vehicle access/egress, volume of vehicles at church functions, moving of sign at the entrance, N and S U-turn planned in front of property, the amount of environmental pollutants emitted, funeral procession causing traffic issues due to cemetery's proximity, if adjacent road (R.L. Caldwell) be paved the 2 driveway entrances at 5044 S NC 16 could be adjusted. They are requesting an additional paved turn lane 1000' or more N of Mt Anderson Rd and also S of Airport Rd with a traffic signal at the intersection of Mt Anderson Rd. Also, they would accept realigning the road at the entrance of their Family Life Center with the fire department entrance as long as it didn't reduce the quantity of their future retention pond.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. NCDOT will provide a left-over at the main entrance to the Mt. Anderson Baptist Church. The R. L. Caldwell entrance to the Mt. Anderson Baptist Church Family Life Center will be a right in right out only. The left-overs will be analyzed to determine if a signal is warranted. Right turn lanes will be provided as needed based on the amount traffic. NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department and Abernethy Laurels Community. Right of way needs will be determined by NCDOT once the designs have been finalized.

63) Mr. Danny A. Caldwell, Newton resident

D. Caldwell feels the 23 foot median not necessary, but if it is cut back to 10 feet. It would save money and still be there. Alternatively, it could be made into 5 lanes. DOT is destroying homes. It is a safety issue to have no turn lane into Friendship Church or Abernethy retirement community. Also, it is not felt that DOT will pay a fair price for this individual's house and property, so it is asked that the same amount be taken on both sides of the road.

NCDOT Response:

The 23' median is the minimum median width the department uses for this type of facility. The 23' median is wide enough to allow for directional left-turn that will provide for access into businesses and neighborhoods. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. The left-overs will be analyzed to determine if a signal is warranted. Right of way needs will be determined by NCDOT in the right of way stage. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting the Division 12 Right of Way office. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.

64) Mr. Scott Bumgarner, Maiden resident

S. Bumgarner is with the Bandys Fire/Rescue team. He feels that the proposed design with the u-turns will cause their response time to be in excess of 6 minutes. He feels that making a U-turn at the bottom of a hill for Mt. Ruhama Baptist Church members will be dangerous. He feels that a 5 lane undivided highway would be less costly for the state, and less detrimental to the community while providing the extra lanes necessary for widening.

NCDOT Response:

NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department. NCDOT will provide a u-turn approximately 900' south of Friendship United Methodist Church. This will allow church traffic, on southbound NC 16, a means to turn around and access the church with a right turn. Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project.

65) Mr. Franklin L. Huffman, Maiden resident

Mr. Huffman has two issues. 1st there is no turn lane for Friendship United Methodist Church, and 2nd Bandys Crossroads Volunteer Fire Department does not have direct access to make a left turn. He feels the solution is to continue the 5 lane highway from Claremont to Tower Road. He feels a divided highway would be more expensive, would result in aggravation to homeowners, and a delayed response time for emergency responders.

NCDOT Response:

NCDOT will provide a u-turn approximately 900' south of Friendship United Methodist Church. This will allow church traffic, on southbound NC 16, a means to turn around and access the church with a right turn. NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department. Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.

Delay of Emergency Response Times

66) Ms. Mary George, Newton resident

She is with Catawba County Planning, her concerns are as follows: [1] Control of access – how will further subdividing (with individual single family home sites) be allowed driveways? We approve minor and family subdivisions which allow splitting of property with road frontage (No new R/W is created) [2] Large traffic generators, such as Burke Christian Tours, Abernethy Center, etc... need consideration for full turn movements [3] Great concern for emergency services response time with divided median and superstreet configuration. Also need cross-over for Future Bandys Crossroads Volunteer Fire Department near Anderson Mountain. Impacts to citizen's fire insurance [4] Buffalo Shoals re-alignment – consider shift to allow minimal impact to IGA. When plan locally approved, didn't show this affecting development [5] Need to

coordinate waterline stubs with County. Contact Barry Edwards and Jack Chandler with County Engineering [6] Have 55mph for entire stretch.

NCDOT Response:

[1] On state projects with partial control of access, NCDOT will provide one access point per parcel. Property along NC 16 that is further subdivided will be provided access according to NCDOT policies and guidelines on a case by case basis.

[2] A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles. NCDOT will provide a left over into the Christian Bus Tours property; however, no left turn from the Christian Bus Tours property onto NC 16 will be provided due to safety concerns. NCDOT's designs will allow for the movement of tractor trailers.

[3] NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department.

[4] NCDOT will realign NC 16 to minimize impacts to the IGA convenience store.

[5] NCDOT will coordinate with the local city and county officials regarding utility impacts.

[6] The posted speed limit for the R-3100A section (NC 16 from SR 1895 (Tower Road) to SR 1810 (Providence Mill/Ball's Creek Road)) will be 55 mph and the posted speed limit for the R-3100B section (NC 16 from SR 1810 (Providence Mill Road/Ball's Creek Road) to SR 1801 (Claremont Road)) will be 45 mph.

67) Ms. Greta Bumgarner, Maiden resident

G. Bumgarner feels that a "superstreet" design is unnecessary in a rural area, and will be devastating for the community by taking homes and forcing people to drive further for access to side streets/driveways. The main concern is the slower response time by emergency responders. It is felt that by allowing left turns with a center turn lane then all of this can be avoided, no superstreet.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department and Abernethy Laurels Community. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

68) Mr. Bryan D. Blanton, Newton resident

Mr. Blanton is with the Catawba County EMS. His concerns for the divided highway take root from the facts he points out that there are 192 driveways on the 8.5 mile section of NC-16 S, and this highway is the only access point for over 450 residences/businesses. He says that EMS responds to over 650 annual calls within 1 mile of this section, and the majority are accessed by NC-16. There are maps included that show that with the designs presented at the June 6th workshop 26 parcel's fire insurance ratings would increase from a 5 to a 9, and 30 parcels will go from a 9 to unrated. This will negatively increase their insurance rates. He proposes the

following changes to be made to the superstreet design: [1] install a permanent cross-over in front of Bandys Crossroads Volunteer Fire Department 3 [2] allow for traffic flow in various directions at all major intersections (Caldwell Rd, Mt. Ruhama Church Rd., Rant Drum Rd, Anderson Mountain Rd., Airport Rd, etc.) [3] Install a sufficient amount of permanent cross-overs to allow for a change of direction every 1/2 mile (ensuring there is room to turn large fire equipment at all of these locations).

NCDOT Response:

[1] NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department.

[2] Full movement signalized intersections will be provided at the intersections of: [1] NC 16 and Bethany Church Road (SR 1804)/Smyre Farm Road (SR 1884); [2] NC 16 and Balls Creek Road (SR 1810)/Providence Mill Road (SR 1810) and [3] NC 16 and Buffalo Shoals Road (SR 1003).

[3] NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

Access

69) Mr. Troy Huffman, Newton resident

Mr. Huffman requests that the intersection be redesigned to take out Shirley's Cake Shop at Balls Creek School Road and comments that access is needed at the fire department to travel north and south.

NCDOT Response:

Right of way needs will be determined by NCDOT in the right of way stage. Right of way hardships will be evaluated on a case by case basis. NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department.

70) Mr. Jason Drum, Catawba resident

Mr. Drum is from Bandys Fire & Rescue. He asks that Fire station 3 on Hwy 16 S. have a passage through the median to go north-bound. Also, he asks for a u-turn halfway between Airport Rd and Tower Rd.

NCDOT Response:

NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

71) Mr. Harold T. and Mrs. Betty H. Ballew, Newton residents

The Ballew's have a few comments: They own a car lot and need a way in and out of their business. Home is currently close to Hwy and has been trying to sell both home and business but no one is interested due to the indecision of the project and proximity of a 4 lane highway. They are against the U turns. They are concerned with proximity of project and noise affecting quality

of living at their current home. Would consider a buyout and would like to know what they have to look forward to.

NCDOT Response:

Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting the Division 9 Right of Way office. On state projects with partial control of access, NCDOT will provide one access point per partial. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.

72) Mr. Elmer and Mrs. Abigail Lutz, Newton residents

Mr. Lutz owns 40 acres next to Friendship Methodist Church and requests a left over turn into his property so that it can be developed in the future.

NCDOT Response:

At this time, NCDOT will not provide a left turn access into Mr. Lutz's undeveloped property. On state projects with partial control of access, NCDOT will provide one access point per partial. Property along NC 16 that is further subdivided will be provided access according to NCDOT policies and guidelines on a case by case basis.

73) Mr. Marcus C. Midgett, Maiden resident

Mr. Midgett is a town council member that is concerned with access from Maiden to the new NC-16. States that an intersection was needed at East Maiden Rd and NC 16 but was not constructed. He comments that Providence Mill Rd will probably become the preferred route from Maiden to NC 16 and that signage indicating the route to Maiden is necessary.

NCDOT Response:

NCDOT will provide signage on Providence Mill Road indicating the direction to the town of Maiden. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

74) Mr. Skip and Mrs. Linda Niehoff, Newton residents

The Niehoff's have a few comments: One occasion a car traveling north came over their fence and turned around in their front yard narrowly missing the corner of their home and it makes them very nervous that vehicles will be traveling even closer. They are not pleased that they will not be able to make a left turn into their driveway when traveling north. Would like to be considered for a buyout and/or relocation and treated fairly. Noise, exhaust and trash have become problematic and Hwy 16 has become an eyesore and not a very pleasing place to live anymore. This continuous state of limbo has made it impossible to consider selling and making significant upgrades senseless.

NCDOT Response:

Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting the Division 12 Right of Way office.

75) Ms. Dianne Caldwell Barnes, Gastonia resident

D. Barnes feels that the maps used are not reflective of the new roads such as the 321 bypass and 16 bypass and 485 that have reduced traffic on NC 16. Also many homes have been added not shown on maps that will be displaced by project. There is no need for a 23 foot medium. Why not take land off both sides so no one will be displaced? Property values will decrease, and there are no turn points for entrances to several businesses, facilities, and homes throughout this project.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available. On state projects with partial control of access, NCDOT will provide one access point per partial.

76) Mr. Leon Rivers, Sr, Conover resident

This is in reference to physical address 2947 NC Hwy 16 S in Newton, NC. Mr. Rivers comments that he works from home as a tractor trailer truck driver, and he will need ample access to the highway from his home driveway.

NCDOT Response:

NCDOT's designs allows for the movement of tractor trailers. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

77) Mr. Jimmie and Mrs. Shirley Sherrill, Newton residents

They attend Friendship United Methodist Church. Also, they question whether or not another location in a less populated area has been thought about? They say that the 5 lanes in-front of Dale Earnhardt Chevrolet works, and they need the same design. They also request an entrance to their community lot of 16, and to Smyre Farm Rd. Also, they say they have an entrance to 5 acres of their property located across from the CITGO service station and ask that this not be forgotten or overlooked in the plans.

NCDOT Response:

Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available. On state projects with partial control of access, NCDOT will provide one access point per partial. NCDOT will do its best to minimize

impacts to the local businesses, residents, and churches. An Environmental Assessment (EA) was completed for this project in 1998. The EA concluded that widening along the existing roadway had fewer environmental impacts than a new location alternate.

Far Opposite Drive to Make U-turn

78) Mr. Eric J. Weiss, Maiden resident

Too many businesses will be adversely affected. I will have to drive a mile or more south to turn north. The Right of Way will be less than 15ft from my house. My quality of life is affected negatively noise, dirt, traffic will be greatly increased. The property value is negatively affected by the highway widening. The house is presently unsellable without a high financial loss at this time. Buy our house. Then, I wouldn't care, but I can't live that close to the noise. Move expansion to other side of existing Rd.

NCDOT Response:

NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. Right of way needs will be determined by NCDOT once the designs are finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting the Division 12 Right of Way office at (704) 480-5472. NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.

79) Mr. Joel A. and Mrs. Melinda L. Shaw, Newton resident

This is in reference to physical address 2811 S. NC 16 Hwy, Newton, NC, 28658. The Shaw's ask that a crossover be included on the plans in the section between Smyre Farm Road and Providence Mill Road. They point out that there are 2 developed neighborhoods that need to turn left towards Smyre Farm Rd (S. Park Trailer Park & Wilson Woods). Also, Friendship Methodist Church poses a safety factor when large numbers of members leave at the same time that will cause a back-up of traffic in the left turn-lane needing to make a u-turn. The school bus would have to travel further to make this u-turn. And they feel that the need to make u-turns without any further crossovers will overload the intersection at Providence Mill Rd, which is at present already a busy intersection.

NCDOT Response:

NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. NCDOT will consider the school bus routed during the design phase of the project.

80) Mr. Ronald and Mrs. Rhonda Justice, Maiden resident

The Justice's own approx. 400 feet of road frontage land, and are concerned about losing this. Their home is already very close to the existing highway, and as the proposal is currently drawn their brand new carport is divided by the ROW easement line. They are fearful of rapidly

moving cars being too close to their house, and running off the road in accidents and colliding into their house. The noise level will be negatively elevated, and they request to have the ability to not have to travel miles down the road to turn left out of their driveway.

NCDOT Response:

The department is evaluating an alignment shift away from IGA property; this may reduce the impacts to the Justice property. Right of way needs will be determined by NCDOT once the designs are finalized.

Buyout Requests

81) Mr. Phil Charles Rice, Maiden resident

Mr. Rice comments that he does not like that he will lose his home and would like it to be taken now instead of wasting his money on house payments. A bigger mess will be created because people don't give residents enough time to get into their driveways now and a racetrack will be created for people who are in such a hurry. States that he wants DOT to buy it all and get him a house that's for sale now and does not want to pay for a strip of land that is not going to be worth anything. He cannot pay on the land and buy another home.

NCDOT Response:

Mr. Rice's property will be heavily impacted by the project and can be considered for a hardship case if needed. Contact David Angel in the Division 12 Right of Way office at (704) 480-5472.

82) Mr. Joel Alexander, Conover resident

Mr. Alexander references his comments to Parcel ID 3659-14-44-4447 of 2451 S NC Hwy 16, Newton, NC 28658. His concern is with project R-3100B. He feels that the road widening puts the dwelling too close to the traffic, depreciates the value of the dwelling, creates safety concerns if access from dwelling is uphill, will require removal of shade trees for a buffer, will increase noise from projected increase in traffic and nearness to the road, and a back-up on the driveway will be voided at this residence. ----- He has a few questions of will the power lines be moved, and will drainage affect this parcel? The owners request that this property be taken. Their understanding is that with present plans there will only be 15 feet from edge of project.

NCDOT Response:

NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. Right of way needs will be determined by NCDOT in the right of way stage. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting David Angel in the Division 12 Right of Way office at (704) 480-5472. NCDOT will coordinate with the local city and county officials regarding utility impacts.

83) Mr. Joseph Brent Mitchell, Newton resident

Mr. Mitchell's comments are in reference to the physical property address 4296 S NC Hwy 16, Newton, NC. He says that this house is a rental house, and he is willing to sell.

NCDOT Response:

Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting David Angel in the Division 12 Right of Way office at (704) 480-5472.

84) Mr. Larry David and Mrs. Judy S. Drum, Newton residents

The Drums are business owners of Drums Restaurant and Double D's Billiards and Bar. Mr. Drum comments that due to his age there will be no objections to the state taking both of his business properties. He would be glad to talk with the department about it.

NCDOT Response:

Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting David Angel in the Division 12 Right of Way office at (704) 480-5472.

Road Proximity to Homes/Businesses

85) Ms. Melissa Hardison, Newton resident

Melissa is concerned about the Balls Creek Bait and Tackle and questions why it is being taken out due to the fact that it is a thriving business in the area and a local land mark since the 1950's; understands that this cannot be changed but wish that it could. Comments that the maps presented at the workshop are old and do not include her name as a current property owner.

NCDOT Response:

Intersection improvement at Balls Creek Road and NC 16 are impacting the Balls Creek Bait and Tackle Store. Property owner names will be updated as the design progresses.

86) Mr. Gerald Caldwell, Newton resident

Mr. Caldwell indicates that the current plans include ROW taking his store building and suggests changing Providence Mill Rd through his property and moving that intersection south of the present plan. This would change Providence Mill Rd more and Balls Creek Rd less.

NCDOT Response:

NCDOT will review the possibility of shifting Providence Mill Road to line up with Balls Creek Road thus reducing the impacts on the Balls Creek Road side of NC 16 and increase the impacts to Gerald Caldwell's property. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. Right of way needs will be determined by NCDOT in the right of way stage. Right of way hardships will be evaluated on a case by case basis.

87) Ms. Melissa Weiss, Maiden resident

Mrs. Weiss is devastated to learn that the highway will be so close to her home and is concerned about her grandchildren who play in the yard and an increase of noise preventing her from utilizing her porch to enjoy any peace and quiet. She comments that due to the plan in place she cannot sell her home and move to a quieter location. Home is unsellable and may face foreclosure as a result. Her husband is on the liver transplant list and this has added much stress to his condition. States that she does not want to live this close and request the project move to the other side of the road.

NCDOT Response:

NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting David Angel in the Division 12 Right of Way office at (704) 480-5472.

88) Mr. Phillip Cooper, Maiden resident

Mr. Cooper requests that the NC 16 proposed route be "centered" at his property between his and his neighbor's front door. He states that his neighbor has a greater setback from the road and he will lose 50% of his home frontage property. He also points out that this proposed proximity will negatively increase the noise level inside his home. He also states that neighboring duplex units will be a mere 3-5' from the right of way, and this will endanger lives should a crash happen and leave the road. Also, he opposes the barrier median feeling it is too restrictive on local traffic flow and turn-arounds which will lead to accidents. He also was displeased with their being no map hand-out to look over later, and having no web access to a map to see online.

NCDOT Response:

NCDOT will do its best to minimize impacts to the local businesses, residents, and churches. Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. Web access to the design is available and can be viewed at:
http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/county/Catawba.html

89) Ms. Denise Wright, Newton resident

D. Wright is a business owner that has her buildings located at the NC 16/Buffalo Shoals intersection. Due to the business located across the street in front of them (IGA) not wanting the DOT to take any of their property, they would like to request that the project go more on their side of the road to save the IGA. The business was a gas station, but the tanks have been removed and it has been found to be environmentally safe. Denise states they are older

individuals who will be retiring soon, and the buildings would be one less thing they would have to worry with.

NCDOT Response:

NCDOT will evaluate realigning NC 16 to minimize impacts to the IGA convenience store. Right of way needs will be determined by NCDOT once the designs have been finalized. Right of way hardships will be evaluated on a case by case basis. Right of way hardship evaluations can be requested by contacting David Angel in the Division 12 Right of Way office at (704) 480-5472.

All Other Requests

90) Mr. Craig and Mrs. Amy Hankinson, Newton residents

The Hankinson's comment that they would like to see a 22' opening in the curb, because they have gooseneck trailers and other long trucks & trailers in and out of their driveway. They believe that this opening would be helpful to their maneuverability.

NCDOT Response:

Property location is outside of the project limits.

91) Mr. Arvin Douglas and Mrs. Lisa Crump, Maiden residents

The Crumps would like to request that the entrance to the intersection of Timber Brook Drive and Hwy 16 be closed. They feel this would be better for property value. They suggest that Timber Brook residence can easily exit through Mt. Rhuama Rd. They ask if it could be a possibility to poll Timber Brook division occupants.

NCDOT Response:

NCDOT will not close Timberlane Drive due to safety concerns resulting from emergency response times.

92) Ms. Barbara Burton, Newton resident

This is in reference to physical address 2897 NC Hwy 16 S in Newton, NC. She comments that her son planted Azaleas as a Mother's Day gift on her driveway when he was 12. He was murdered at the age of 26, and these plants have become sentimental. She asks for them to be replanted on the edge of the new ROW, and not destroyed by the acquisition of the new road's limits.

NCDOT Response:

NCDOT will coordinate the replanting of the Azalea bushes at 2897 NC 16 S during the Right of Way stage.

Opposes Project

93) Mr. Andrew and Mrs. Leslie Hanellin, Maiden residents

The Hanellin's have a few comments: Hwy 16 does not need to be widened through their area; especially through a residential area and suggests that it should be south into the farm and vacant land as was done in the Denver area. Request to not push this project to the north/east side of the road.

NCDOT Response:

An Environmental Assessment (EA) was completed for this project in 1998. The EA concluded that widening along the existing roadway had fewer environmental impacts than a new location alternate. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.

94) Mr. Edward C. Neill, Maiden resident

Mr. Neill requests that the design concepts for this project be scrapped. He says the solution should be the same as was used in Lincoln County with Old Hwy 16 serving the neighborhood commercial needs while new 16 provides separate freeway style movement to Charlotte. This new plan for Catawba County is dangerous to combine both of these needs. He comments that this area is not expected to return to pre-recession employment until after 2021. They do not need another impediment to their growth and development opportunities. They are currently No.4 (the only MSA in the south) to make the top ten list of worst-off employment. His solution consists of adding passing lanes within the existing ROW of this 9 mile proposed stretch, and the start of ROW acquisition for a new section of New 16 in a new location to be built to the same standards as existing New 16 in Lincoln & Mecklenburg Counties.

NCDOT Response:

An Environmental Assessment (EA) was completed for this project in 1998. The EA concluded that widening along the existing roadway had fewer environmental impacts than a new location alternate. NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.

95) Burke Christian Tours, Maiden resident

Burke Christian Tours says that they wish to maintain their impeccable safety record. They have tested out the new portion of NC-16 that recently opened with one of their motor coach buses, and they feel new concerns for safety after attempting twice to make u-turns. They provided a hand drawn alternative to the super-street design in-front of their facility.

NCDOT Response:

NCDOT will provide a left over into the Christian Bus Tours property; however, no left turn from the Christian Bus Tours property onto NC 16 will be provided due to safety concerns.

Citgo Station

96) Mrs. Barbara Beatty, Newton resident

Barbara is the Catawba County Commissioner. She has 10 concerns: [1] with the road being 45mph from Balls Creek to Claremont Rd it will create a speed trap taking people longer to get to work [2] Safety of citizens at United Retirement Home [3] it will be difficult for the community to maneuver (due to their ages) [4] the CITGO station on 161 Smyre Farm Rd has nowhere to move its tanks. The lady running the store has 16 grandchildren and she is the only location that stays open late at night [5] Balls Creek Bait & Tackle needs to be saved [6] IGA is a great value to the community [7] Christian Tours is a community asset [8] Access to all churches (Friendship, Mt. Ruhama, Mt. Anderson) [9] Bandys Fire Dept access and ISO ratings [10] 9 different buses travel NC-16. Where will they turn around?

NCDOT Response:

- [1] The design speed for the R-3100A section (NC 16 from SR 1895 (Tower Road) to SR 1810 (Providence Mill/Ball's Creek Road)) will be 60 mph and the design speed for the R-3100B section (NC 16 from SR 1810 (Providence Mill Road/Ball's Creek Road) to SR 1801 (Claremont Road)) will be 50 mph. The posted speed limit is typically set 5 mph under the design speed.
- [2] & [3] Due to the safety benefits and improved level of service that are provided by a 4-lane divided facility and super-street intersections, the existing 5-lane undivided facility will not be extended as part of this project. A left-over will be provided for the Abernethy Laurel Retirement Community. Pending the location of the left-over, the median may be depressed to accommodate emergency vehicles.
- [4] & [6] NCDOT will evaluate realigning NC 16 to minimize impacts to the IGA convenience store.
- [5] NCDOT will do its best to minimize impacts to the local businesses, residents, and churches.
- [7] NCDOT will provide a left over into the Christian Bus Tours property; however, no left turn from the Christian Bus Tours property onto NC 16 will be provided due to safety concerns.
- [8] NCDOT will provide additional left overs and/or u-turns on a case by case basis as more information becomes available.
- [9] NCDOT will provide a depressed median to accommodate left turning emergency vehicles at the Bandys Crossroads Volunteer Fire Department.
- [10] NCDOT will consider the school bus routing during the design phase of the project.

Support

97) Ms. Sherrill E. Watkins, Cornelius Resident

Ms. Watkins comments that the project would be economically beneficial to Catawba County and should proceed without delay. Requests that the new Hwy 16 from St. James Church Rd to Tower Rd be completed as soon as possible to show citizens in the affected areas of the proposed project how the proposed road would be like and believes that this will alleviate concerns and anxiety towards project.

NCDOT Response:
Comment noted.

If anyone has any questions or comments regarding this information, please contact me at (919) 707-6253 or Zahid Baloch, PE at (919) 707-6012.

TH/esm

Cc: Post Citizen's Informational Workshop Meeting Minutes

Post CIW Meeting Attendees

Name	Unit / Agency	Email
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