



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

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**US 17 Widening
(STIP Projects R-2513A and R-3403B)
Responses to Public Comments Received**

An open-house public meeting was held on Thursday, July 19, 2018, at Bridgeton Elementary School to provide the public with information about the proposed U.S. 17 Widening from Antioch Road to NC 43 (STIP Project R-3403B) and from NC 43 to Spruill Town Road (STIP Project R-2513A). This meeting was advertised by the following methods: Every Door Direct Mailer (EDDM), local news/newspaper advertisements, project website, postcard, and a public notice. The meeting was attended by over 100 members of the public.

In the meeting space, large maps of both alternatives for the proposed project were on display, and NCDOT and project team staff were on hand to answer questions and listen to input from citizens. NCDOT Right of Way staff were also present to answer questions about the NCDOT right of way acquisition process. Meeting attendees were invited to provide written comments at the meeting, through mail or email, or online via the NCDOT project website. Approximately 20 comments were submitted to NCDOT at the meeting, by mail, phone, or through the project website.

Below is a summary of the comments received during the public meeting. Responses to these summarized comments are provided in this document.

- 1) Why is this path being improved instead of using areas such as the NC 43 connection, or building a new road through undeveloped farmland/wooded area?

U.S. 17 is being widened to improve regional mobility and linkage of this highway which will create a 4-lane facility from Virginia to South Carolina. A new construction road is outside the current scope and will not serve the purpose of this project.

- 2) Was the Phosphate Plant in Aurora considered during this design? Concern is for the intersection of Aurora Road and Hwy 17 where large trucks would be required to make a U-turn with the new design. Should a stop light be installed to avoid accidents of this hazardous material?

Further analysis will determine the truck count that is located at the intersection of Aurora Rd and U.S. 17 coming from the Phosphate plant. Depending on the data collected, further analysis will be completed to determine if a signal is warranted at this intersection.

3) How will the trees be preserved to maintain aesthetics at Lake Antioch?

While much of the existing tree line along Lake Antioch will be impacted by the project, NCDOT will evaluate and implement minimization options to take as few trees as possible.

4) How will negative impacts to property values be prevented? Will there be compensation for the neighborhood if property values decrease with this widening?

NCDOT always tries to minimize the impacts on residents in the vicinity of a project. Compensation is provided to those whose land/structures are affected directly by the roadway widening project. Change in property values, which are more influenced by the real estate market than any single roadway project, is not a compensatory item within the right-of-way acquisition process.

5) How will noise be controlled so it cannot be heard from the neighborhood? Will a sound study be completed for a noise barrier?

A noise study is currently in progress. Once results are finalized, it will be determined if a noise barrier is required for any sections along this project corridor.

6) What methods will be used to prevent runoff and trash from entering neighborhoods/lake?

Proper hydrologic measures will be incorporated within the roadway design to drain the new impervious surfaces into systems that slow the velocity and provide storage for stormwater runoff so that pollutants can settle out.

7) How will the wildlife in the neighborhoods be protected?

There are no threatened and endangered species identified within the project study area, therefore no impacts to protected species are expected. Fencing is also planned along parts of the U.S. 17 corridor, which will deter wildlife movement across the roadway.

8) What is the overall justification for this project?

The purpose of this project is to widen U.S. 17 to a 4-lane, median-divided facility. Key intersections will include full vehicle turning movements and stoplights. Other intersections may include left-turning movements depending on traffic volumes. However, most left-turn movements along U.S. 17 will be limited by a median and U-turn locations throughout the corridor. This project is needed to improve regional mobility and linkage of U.S. 17, as well as improve safety along the project corridor.