



US 17 Business/NC 37 Improvements Project R-4467 Perquimans County



Workshop #4
November 2014



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Impacts of Alternatives Presented at the September 2013 Public Hearing

Three alternatives were presented at the September 2013 Public Hearing. Impacts to these alternatives are summarized in the following table.

| Topic | Alternative | | |
|--|---------------------------------|---------------------------------|-----------------|
| | B 15-Foot Swing Span | D-Mod 33-Foot Fixed | E 33-Foot Fixed |
| Relocations Residential | 1 | 1 | 0 |
| | Business | 0 | 1 |
| | Total | 1 | 1 |
| Minority/Low-Income Populations – Disproportionate Impacts | None | None | None |
| Historic Properties (Adverse Effect) | 2 (S-bridge, Historic District) | 2 (S-bridge, Historic District) | 1 (S-bridge) |
| Community Facilities Impacted | 0 | 0 | 0 |
| Traffic Noise (# of receptors impacted) | 24 | 24 | 16 |
| Prime Farmland (Acres) | N/A* | N/A* | N/A* |
| Forested Acres | 0.1 acre | < 0.1 acre | < 0.1 acre |
| Wetlands (Acres) | 0.07 acre | 0.07 acre | 0.07 acre |
| Streams (Feet) | 0 | 0 | 0 |
| Floodplains (Acres) | 0 | 0 | 0 |
| Submerged Aquatic Veg. (SAV) habitat | 0.12 acre | 0.12 acre | 0.58 acre |
| SAV (presence) | None | None | None |
| Federally-Protected Species | No Effect | No Effect | No Effect |
| Length (Miles) | 0.82 miles | 0.62 miles | 1.01 miles |
| Cost Estimate (in millions) | | | |
| Construction Cost | \$31.0 | \$18.0 | \$26.1 |
| Right of Way Cost | \$0.9 | \$0.9 | \$1.1 |
| Utility Relocation Cost | \$0.0 | \$0.4 | \$0.0 |
| Total Cost | \$31.9 | \$19.3 | \$27.2 |

* Study area is in urbanized area, so NRCS CPA-106 form is not required.

Project Description

TIP Project R-4467 involves improvements along U.S. 17 Business/N.C. 37 from the South end of the Perquimans River bridge to the intersection of U.S. 17 Business and N.C. 37 in Winfall, a distance of approximately 0.4 mile. The existing causeway is settling unevenly due to poor soils under the roadway, and the S-Bridge (Bridge No. 8) across the Perquimans River is weakening due to its age. The purpose of this project is to continue to provide a reliable direct connection from downtown Hertford to Winfall and northern Perquimans County.

Recent Project History

Following a public hearing in September 2013, NCDOT selected Alternative D-Mod 33' Fixed-Span Bridge as the preferred alternative. This alternative was one of three presented at the public hearing. Safety, cost, traffic service, social impacts, and public comments were all considered during this determination.

The Hertford Town Council asked NCDOT to attend the July 2014 Council Meeting to answer citizen questions about Alternative D-Mod. NCDOT presented 3D graphics of the Alternative D-Mod design at this meeting. Following the Council Meeting, NCDOT received requests to present similar information for Alternative B 15' Swing-Span Bridge. NCDOT has developed 3D graphics for Alternative B in response to these requests. In addition, more detailed surveys were completed this summer, and NCDOT has refined the designs of both alternatives, further reducing impacts in the Hertford Historic District.

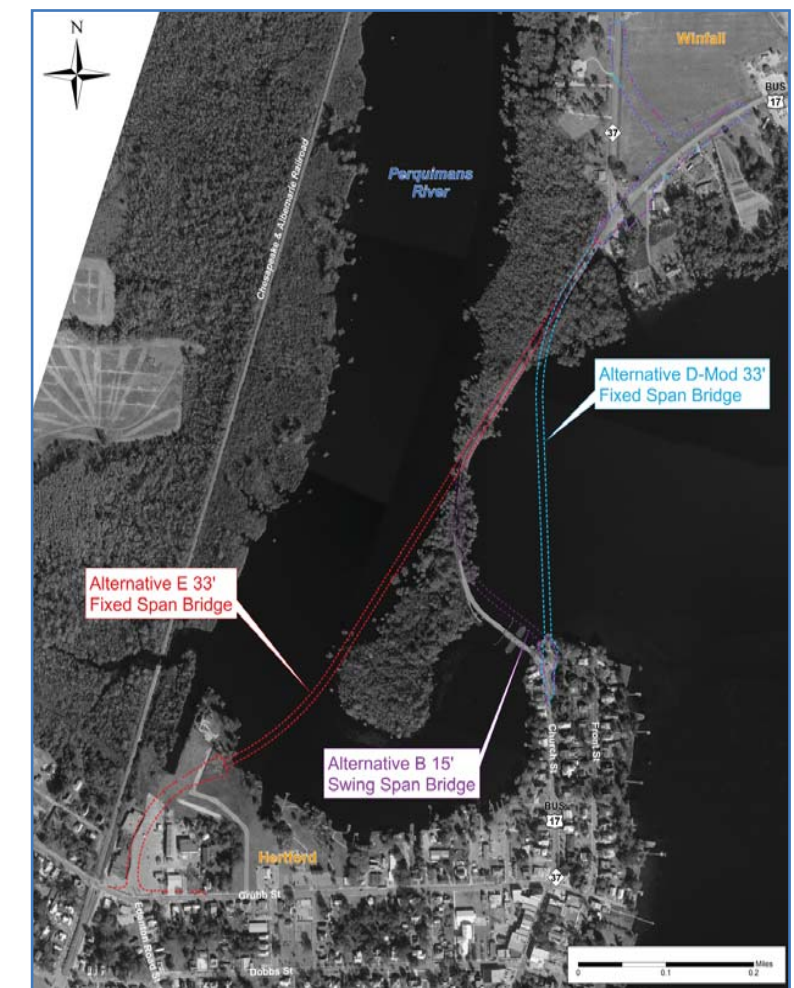
Purpose of Tonight's Meeting

The purpose of tonight's meeting to present current designs and 3D graphics of Alternative B 15' Swing Span Bridge and Alternative D-Mod 33' Fixed Span Bridge. There will also be an opportunity to discuss possible enhancements NCDOT might make to the appearance of the new bridge.

Next Steps

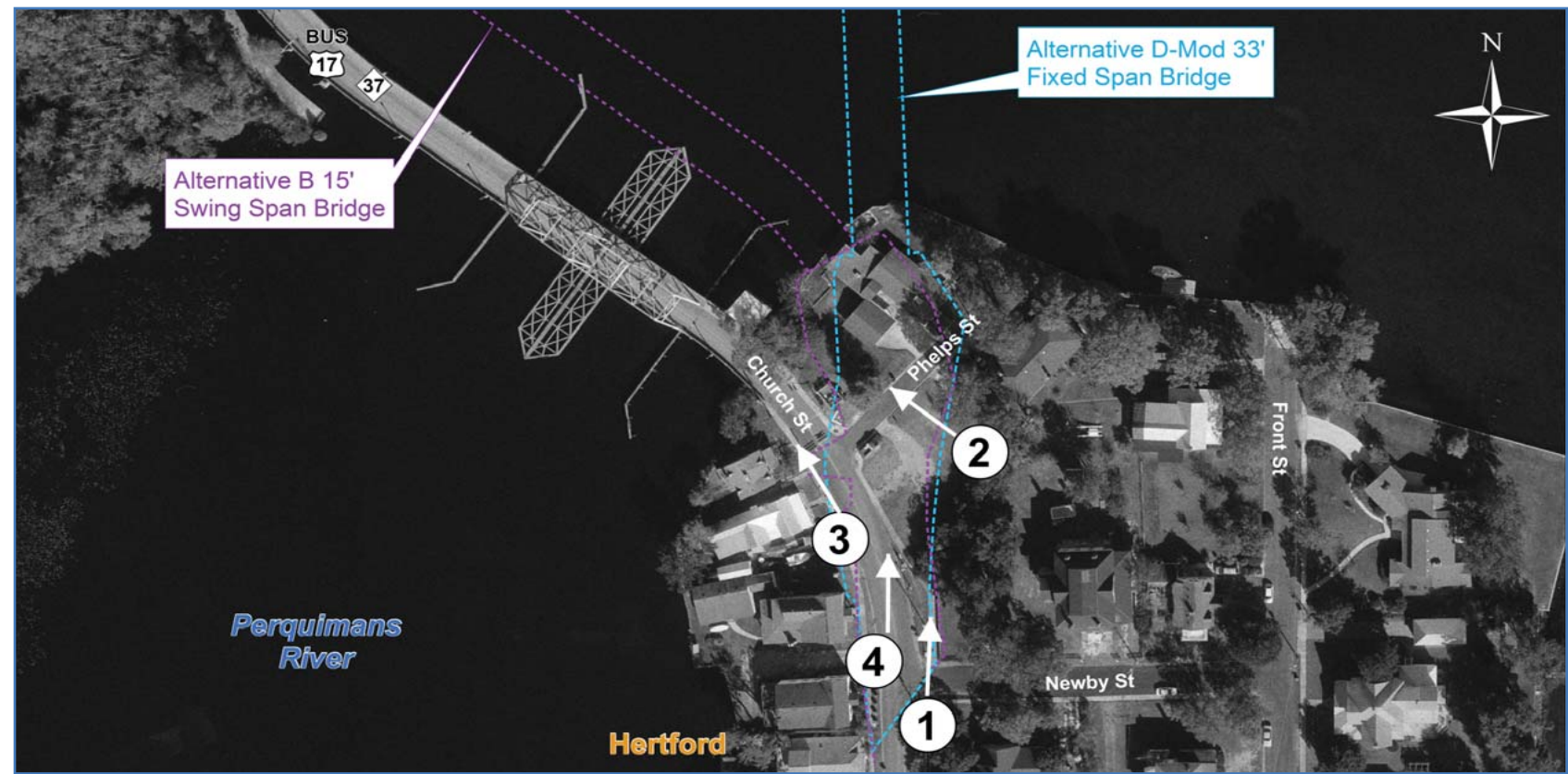
The next step is for NCDOT to complete coordination with other agencies on the alternative selection. NCDOT will then prepare the State Finding of No Significant Impact (SFONSI), which will document the final decision. The approved SFONSI will be posted to the project website (anticipated spring 2015).

Final design for the project will begin following completion of the SFONSI. Right of way acquisition and construction are scheduled for 2016 and 2018, respectively, in the current State Transportation Improvement Program.





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Visualizations for Alternatives B and D-Mod

Alternative B



View from #1



View from #2



View from #3



View from #4

Alternative D-Mod



View from #1



View from #2



View from #3



View from #4