



Olivia Farr
 NCDOT PDEA
 1548 Mail Service Center
 Raleigh, North Carolina 27699-1548

CONTACT US

There are Several Ways You Can Stay Informed about the US 17 Corridor Study Project

If you need additional information or would like to discuss the project further, please contact:

Olivia Farr	or	Liz Kovasckitz, AICP
<i>NCDOT Project Development and Environmental Analysis (PDEA)</i>		<i>Mulkey Engineers & Consultants</i>
1548 Mail Service Center		6750 Tryon Road
Raleigh, North Carolina 27699-1548		Cary, North Carolina 27518
Phone: 919-733-7844, ext. 253		Phone: 919-858-1808
Fax: 919-733-9794		E-mail: lkovasckitz@mulkeyinc.com
E-mail: ofarr@ncdot.gov		

Toll Free Project Information Line: 1-866-841-4420

8:00 a.m. – 5:00 p.m. weekdays

Project Website

Project mapping, newsletters and other project information is available on the project website: www.ncdot.org/projects/US17HampsteadBypass

US 17 Corridor Study

New Hanover & Pender Counties
 TIP Projects U-4751 and R-3300

Project Newsletter



Project Schedule

A tentative schedule is shown below. Please note that a number of factors can affect a project schedule, therefore, it may be subject to change.

- **Complete Draft Environmental Impact Statement**
Fall 2010
- **Select Preferred Alternative**
Spring 2011
- **Complete Final Environmental Impact Statement**
Fall 2011
- **Right of way acquisition**
U-4751 – 2014
R-3300 – 2017
- **Construction**
U-4751 – 2017
R-3300 – after 2020*

*Construction for this project is currently unfunded. It is expected funds would be available and construction would begin after 2020.

US 17 Corridor Study Project Update

Projects Included in the US 17 Corridor Study

The US 17 Corridor Study includes North Carolina Transportation Improvement Program (TIP) projects U-4751 and R-3300. Project U-4751 is an extension of Military Cutoff Road on new location from Market Street (US 17 Business) to the US 17 Wilmington Bypass (John Jay Burney Jr. Freeway). Project R-3300 is the US 17 bypass of Hampstead. The purpose of the US 17 Corridor Study project is to improve the traffic carrying capacity and safety of the US 17 and Market Street corridors in the project area.

Seven Alternatives Eliminated, Six Remain

Seven of the detailed study alternatives that were shown in the September 2008 project newsletter have been dropped from further consideration because of anticipated impacts to the human and natural environments. Six alternatives for the US 17 Corridor Study are still being considered. These six alternatives will be presented to the public at a hearing to be held in early 2011. A map showing these alternatives and a description of each are presented inside this newsletter.

To select the six alternatives still being studied, the US 17 Corridor Study Team, consisting of federal, state and local agency representatives, reviewed the results of analyses completed for the alternative corridors. Potential environmental, social and economic effects were evaluated to identify alternatives that best meet the purpose and need of the project while minimizing negative impacts. The Study Team also considered input provided by the public, including comments made at the April 2007 Citizens Informational Workshops.

Next Steps

Preliminary design and environmental analysis of the alternatives are wrapping up and preparation of the State Draft Environmental Impact Statement (SDEIS) is underway. The SDEIS will document the environmental studies conducted for the project and is required under the State Environmental Policy Act. Once approved, the SDEIS and a map showing the proposed corridors will be made available for public review at several locations locally and will be presented to the public for comment at a

continued on page 2

continued from page 1

public hearing. An announcement of the public hearing will be sent to individuals on the project mailing list and advertised in the local paper. The North Carolina Department of Transportation expects to conduct the public hearing in early 2011.

Written comments will also be accepted for 30 days following the public hearing. After the public comment period closes, comments will be reviewed and the preferred alternative will be selected. Please note that team members will continue collecting data within each project study corridor at various times during the project development process.

The Project Development Process

Any state agency proposing a project that uses public funds and may have a potential detrimental environmental effect must comply with the State Environmental Policy Act (SEPA). Under SEPA, an agency must study the adverse and beneficial environmental impacts of alternatives that meet a project's purpose and need, identify the preferred alternative, and discuss the reasons for eliminating an alternative. This planning process is divided into the steps described below. This project is currently in the early stages of Step 4.

- STEP 1:** Data collection and inventory of planning issues
Study area/preliminary corridor development
- STEP 2:** First Citizens Informational Workshop
Documentation of community concerns
Selection of alternatives for detailed study
- STEP 3:** Preliminary design and detailed field studies
Engineering/environmental analysis
- STEP 4:** State Draft Environmental Impact Statement (SDEIS)
Corridor Public Hearing

- STEP 5:** Review comments on the SDEIS
Review public comments and hearing transcript
Selection of the Least Environmentally Damaging Practicable Alternative (LEDPA)
- STEP 6:** Preliminary design refinement
Additional field studies
(Please Note: NCDOT personnel will require access to private property in order to conduct field studies.)
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)
- STEP 7:** Design Public Hearing
- STEP 8:** Detailed Design
- STEP 9:** Right of way acquisition
- STEP 10:** Final design
- STEP 11:** Project construction

Alternatives Description and Mapping

The study corridors for alternatives on new alignment are much wider than the right of way area needed for a future road. The study corridors shown are generally 1,000 feet wide. Portions of the E-H study corridor are much wider.

A variable right of way width between 150 feet and 300 feet is proposed for Military Cutoff Road Extension. The proposed right of way width for Hampstead Bypass is 300 feet. Hampstead Bypass Alternative U will require additional right of way where service roads are proposed.

The width of the study corridors was chosen to provide opportunities for minimizing impacts to homes, businesses and natural resources (wetlands, streams, etc.). The proposed project will not occupy the entire width of the study corridors.

Current Detailed Study Alternatives

There are four new location build alternatives for the Hampstead Bypass (R-3300) and two new location build alternatives for Military Cutoff Road Extension (U-4751). The proposed Hampstead Bypass is generally a four-to-six lane freeway on mostly new location. Access to the proposed freeway would be provided at interchanges.

Alternatives for Hampstead Bypass include E-H, O, R, and U.

Military Cutoff Road Extension is a proposed six-lane roadway on new location. Access to the roadway will be provided at an interchange with US 17 Business (Market Street) and signalized intersections with Putnam Drive, Lendire Road and Torchwood Boulevard. Only right turns will be allowed onto Military Cutoff Road Extension from these roads. Signalized U-turn lanes will be provided. **Alternatives for Military Cutoff Road Extension include M1 and M2.**

