

Alternatives Selected for Detailed Study

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These studies include: wetland and stream delineations, historic architecture, archaeology and protected species surveys; and noise, air quality and traffic analysis. Team members will continue collecting data within each project study corridor at various times during the next year.

Citizens Informational Workshops

Two citizens informational workshops were held for the US 17 Corridor Study on April 23, 2007 in Hampstead and on April 24, 2007 in Wilmington. A total of 174 participants signed in at the workshops and 87 comment sheets were submitted. Thirty-four citizens noted their support for the proposed Hampstead Bypass on the comment sheets and six citizens noted opposition to the project.

A number of comments received were related to the location of interchanges and potential impacts

to individual property owners. For the proposed Military Cutoff Road Extension, 12 citizens indicated their support for Alternative M1 and 18 citizens indicated their support for Alternative M2 on the comment sheets. Additional public involvement will be conducted in the future after the completion of field studies and preliminary design. Notice of any future public meetings will be advertised in local papers and be sent to area residents and property owners by mail.

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:

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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



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Project Newsletter

Alternatives Selected for Detailed Study

Project development and analysis for the US 17 Corridor Study continues to move forward. 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.

Thirteen alternatives for the US 17 Corridor Study have been selected for additional, detailed study. A map showing the alternatives and a description of each are presented inside this newsletter. To select these alternatives, the US 17 Corridor Study Team, consisting of federal, state and local agency representatives, conducted three meetings in 2007 to review the results of analyses completed for the project's preliminary 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.

Preliminary design of the alternatives is underway and project representatives are currently conducting field studies. Field studies are performed to determine the environmental, social and economic impacts of the alternatives selected for detailed study.

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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 each of the rejected alternatives. This planning process is divided into the steps described below. This project is currently in the early stages of Step 3.

- 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
(Please Note: NCDOT personnel will require access to private property to conduct field studies.)
Engineering/environmental analysis
- STEP 4:** Draft Environmental Impact Statement (DEIS)
Corridor Public Hearing



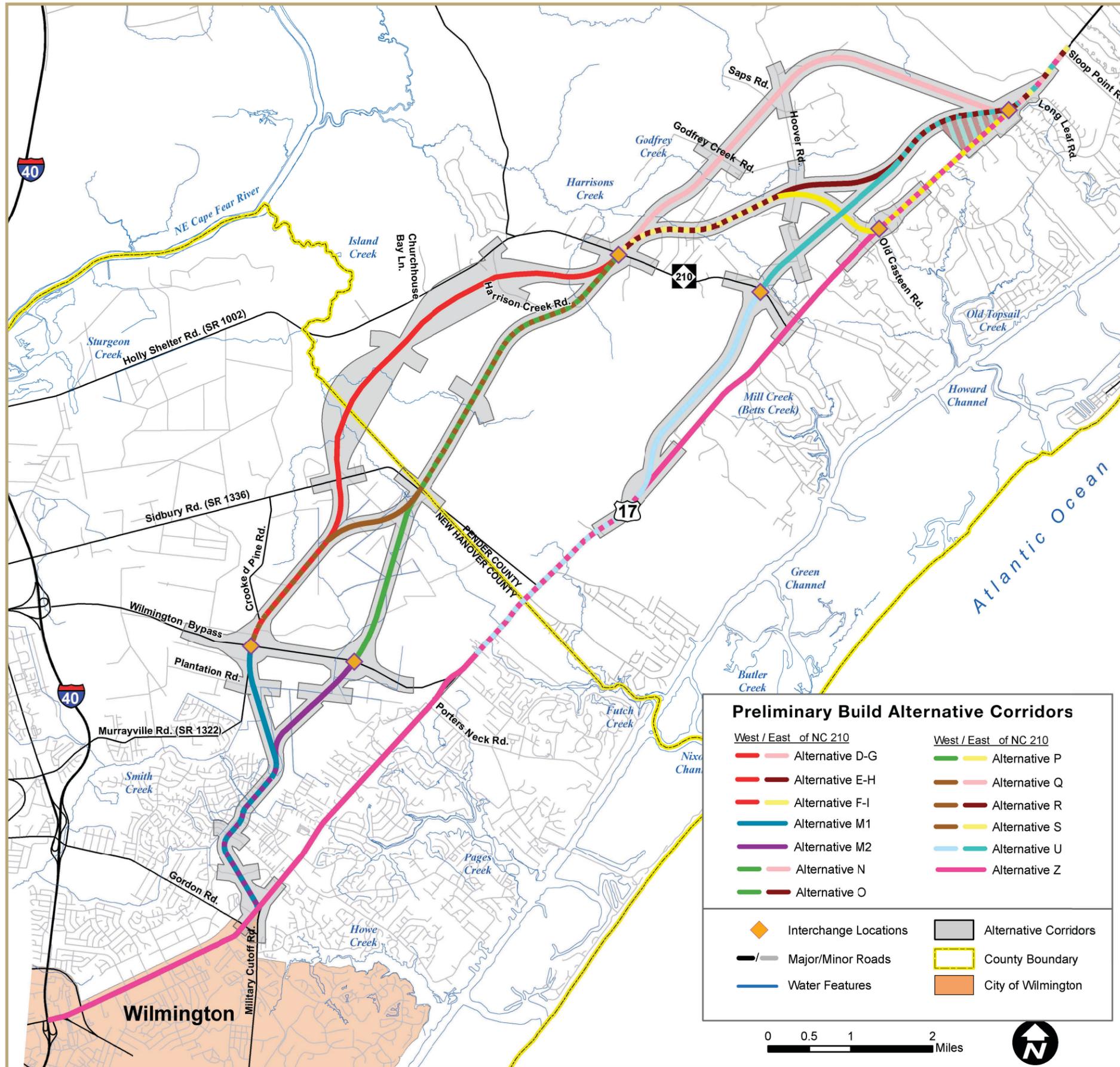
- STEP 5:** Review comments on the DEIS
Review public comments and hearing transcript
Selection of the Least Environmentally Damaging Practicable Alternative (LEDPA)
- STEP 6:** Preliminary design refinement
Additional field studies
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)
- STEP 7:** Design Public Hearing
- STEP 8:** Detailed Design
- STEP 9:** Right of Way acquisition
- STEP 10:** Final Design
- STEP 11:** Project Construction

Project Schedule

A tentative schedule is shown below. Because a number of factors can affect a project's schedule, it may be subject to change.

Complete Draft Environmental Impact Statement	Summer 2009
Select Preferred Alternative	Winter 2009/2010
Complete Final Environmental Impact Statement	Summer 2010
Right-of-way acquisition	2013
Construction	After 2015*

* Construction for these projects is currently unfunded. It is expected that funds would be available and construction would begin after 2015.



Corridor Build Alternatives For Detailed Study

There are two build alternatives for Military Cutoff Road Extension (**M1 and M2**) and 11 build alternatives for the Hampstead Bypass. Hampstead Bypass alternatives include improvements to existing US 17 from their northern termini to the existing median-divided section north of Hampstead.

Alternative D-G – Extends from the Wilmington Bypass to US 17 north of Topsail High School near Long Leaf Road; 14.74 miles.

Alternative E-H – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 14.14 miles.

Alternative F-I – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 14.54 miles.

Alternative M1 – Begins on Market Street at Military Cutoff Road and ends at the Wilmington Bypass near Plantation Road and Crooked Pine Road; 3.38 miles.

Alternative M2 – Begins on Market Street at Military Cutoff Road and ends at the Wilmington Bypass approximately one mile west of the US 17 interchange; 3.47 miles.

Alternative N – Begins at the Wilmington Bypass approximately one mile west of the US 17 interchange and ends at US 17 north of Topsail High School; 13.62 miles.

Alternative O – Begins at the Wilmington Bypass approximately one mile west of the US 17 interchange and ends at US 17 north of Topsail High School; 13.01 miles.

Alternative P – Extends from the Wilmington Bypass approximately one mile west of the US 17 interchange to US 17 near Old Casteen Road; 13.42 miles.

Alternative Q – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 14.24 miles.

Alternative R – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 13.64 miles.

Alternative S – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 14.04 miles.

Alternative U – Extends from US 17 approximately 2.75 miles south of NC 210 to US 17 north of Topsail High School near Long Leaf Road; 10.63 miles.

Alternative Z (Widen Existing US 17/Market Street) – Widens existing Market Street / US 17 corridor; 17.34 miles.

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

The recommended right-of-way width for the proposed Military Cutoff Road Extension is 150 feet. The recommended right-of-way width for the proposed Hampstead Bypass is 250 feet.

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 would not occupy the entire width of the study corridors.