

**Widening of N.C. 211
From N.C. 73 in West End to S.R. 1241 (Holly Grove School Road)
Moore County**

**STIP No. R-5726
WBS No. 50218.1.1**

ADMINISTRATIVE ACTION

**STATE ENVIRONMENTAL ASSESSMENT/
FINDING OF NO SIGNIFICANT IMPACT**

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

submitted pursuant to the North Carolina State Environmental Policy Act



12.29.17
Date



Brian Yamamoto, PE
Project Management Group
North Carolina Department of Transportation

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December 2017

**Documentation Prepared By:
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**For The:
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

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Project Commitments

Moore County
Widening of N.C. 211
From N.C. 73 in West End to S.R. 1241 (Holly Grove School Road)
WBS No. 50218.1.1
STIP No. R-5726

Environmental Analysis Unit, Cultural Resources / Project Delivery Team / Division 8 / Right-of-Way Unit - Archaeological Resources

Two of the forty-seven new archaeological sites recorded are historic cemeteries (31MR421**, Cedar Grove Missionary Baptist Church Cemetery and 31MR428**, West End Community Cemetery), that while not considered eligible for the NRHP, are recommended for avoidance. If the sites can't be avoided, NCDOT will attempt to minimize the impacts. If grave removal is necessary, it will be performed in accordance with North Carolina General Statutes (N.C.G.S.) 65 and 70.

Right-of-Way Unit / Public Involvement - Voluntary Agricultural District (VAD)

This project is located within several VAD's. If any property owners refuse right-of-way settlement, the Right of Way Unit must contact the Human Environment Section - Public Involvement to hold a public meeting with the VAD before pursuing condemnation. This does not mean that the Department cannot condemn but is a procedural requirement prior to condemnation.

Right-of-Way Unit - Environmental Justice / Title VI

Impacts to Cedar Grove Missionary Baptist Church will be minimized and mitigated through protective purchase with a lease-back provision. This early acquisition and lease-back provision would allow the congregation to continue to use their existing building during project construction.

Impacts to residences located opposite the intersection with McLendon Hills Drive will be avoided entirely due to Title VI.

Division Construction / Natural Environment Section / Roadside Environmental Unit

Although not located within the project study area, both Jackson Creek [NCDWR Stream Index Number (SIN) 14-2-5], listed as WS-II, HQW and Little River [SIN 18-23-(1)], listed as HQW, are located within 1.0 mile downstream of the project study area. The portions of the project draining to Jackson Creek and Little River will be subject to the *Design Standards in Sensitive Watersheds*.

Geo-Environmental Section - Impacts to Underground Storage Tanks (UST's)

If further design indicates potential impact to UST's, including the former Stanley Furniture Plant, preliminary site assessments for soil and groundwater contamination will be performed prior to right-of-way purchase.

EXECUTIVE SUMMARY

Widening of N.C. 211
From N.C. 73 in West End to S.R. 1241 (Holly Grove School Road)
Moore County

S.1 Type of Action

This document is a State Environmental Assessment / Finding of No Significant Impact.

S.2 Description of Action

NCDOT proposes to widen a four-mile section of existing N.C. 211, from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road). The proposed improvements are included in the 2018-2027 State Transportation Improvement Program (STIP) as STIP Project R-5726. **Figure 1.1** in **Appendix A** shows the location of the project, as well as the project study area.

S.3 Summary of Purpose and Need

The primary purposes of the proposed project include alleviating existing congestion, as well as future congestion through the design year (2040), improving mobility along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holy Grove School Road), and improving the east-west system linkage on N.C. 211 between Pinehurst, the largest town in Moore County, local communities (West End and Seven Lakes), and I-73/I-74/U.S. 220 in Montgomery County.

Traffic congestion and reduced mobility along N.C. 211 in the project study area indicate a need for increasing capacity and improving access management along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road).

S.4 Alternatives Considered

In addition to the Transportation Systems Management Alternative, Mass Transit / Multimodal Alternative, and No-Build Alternative, three Preliminary Segment Alternatives (A1, A2 and B) were considered for the proposed project. Segments A1 and A2 would improve N.C. 211 from N.C. 73 to Church Street in West End (**Figure 3.1A**). Segment A1 would widen N.C. 211 to the east side of existing N.C. 211. Segment A2 would widen N.C. 211 to the west side of existing N.C. 211. Both Segments A1 and A2 would require several business and residential relocations. Segment A2 would also impact the former Stanley Furniture Plant, located at the N.C. 211 / N.C. 73 / S.R. 1133 (Mode Road) intersection. Segment B would be a best-fit widening of N.C. 211 from Church Street to S.R. 1241 (Holly Grove School Road) (**Figures 3.1A & 3.1B**). Segment B would require several relocations in the Seven Lakes Business district, in addition to residential and non-profit relocations.

S.5 NCDOT Recommended Alternative

Based upon input and comments from the public, Segment A2 was preferred due to the potential removal of the former Stanley Furniture Plant. In addition, the alignment of Segment A2 would facilitate constructability as compared to Segment A1. Due to the public response in favor of Segment A2, as well as a preferred alignment for constructability, NCDOT selected Segment A2 as the preferred alignment through West End. For the remainder of the proposed project, there is

one alignment, Segment B, which is a best fit widening of N.C. 211 from Church Street to S.R. 1241 (Holly Grove School Road).

S.6 Summary of Environmental Effects

Table S.1 contains a summary of the impacts associated with the recommended alternative (Segments A2 and B). The environmental impacts are detailed in Chapter 4 of this document.

**TABLE S.1
SUMMARY OF ENVIRONMENTAL EFFECTS**

Environmental Feature	Recommended Alternative (Segments A2 / B)
Residential Relocations	7
Business Relocations	23
Non-Profits Displaced	1 (church)
Low-Income / Minority Populations	Yes
Known Archaeological Sites Affected	No sites eligible for the NRHP affected
Adversely Effected ¹ Historic Sites	None
Community Facilities Impacted	Minor right-of-way impacts to West End Elementary, West End Elementary Baseball Field, and Old West End Gym
Section 6(f) ² Properties	None
Federally-Protected Species	No Effect - Red-cockaded woodpecker / Michaux's sumac / American chaffseed / Cape Fear shiner
Length of Impacted Streams (linear feet) ³	273
Wetland Impacts (acres) ³	0.97
Prime Farmland Impacts (acres)	4.0
Floodplain Area Impacted (acres)	None
Noise Receptor Impacts	traffic-related noise impacts at 12 receptors
Underground Storage Tanks (number of potential sites)	11
Construction Cost	\$ 25,000,000
Utility Relocation Cost	\$ 1,801,000
Right-of-Way Cost	\$ 22,082,000
Total Cost	\$ 48,883,000

Notes: Estimate of impacts based on construction limits (slope stakes), unless otherwise noted.

¹ As defined under Section 106 of the National Historic Preservation Act

² As defined under the Land and Water Conservation Act of 1965

³ Stream and wetland impacts are based on slope stake limits plus a 25-foot buffer

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1.0 Description of Proposed Action

The North Carolina Department of Transportation proposes to widen a four-mile section of existing N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road) in Moore County, North Carolina (NCDOT STIP Project No. R-5726). The proposed improvements are included in the 2018-2027 North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP)¹. Right-of-way acquisition is scheduled to begin in fiscal year 2018 with construction scheduled to begin in fiscal year 2020. **Figure 1.1** in **Appendix A** shows the location of the project in relation to the state, as well as the project study area.

1.1 Project Setting

N.C. 211 is an east-west route, although within the project study area it is oriented primarily in a northwesterly/southeasterly direction. N.C. 211 extends across Moore County beginning in the east at the Hoke County Line and ending at the Montgomery County Line in the west. Major trucking commerce that enters Moore County from the west use N.C. 211. The land use between the West End Community and S.R. 1241 (Holly Grove School Road) includes residential, commercial, and retail development predominantly concentrated at intersections with numerous driveways. There are also several large residential neighborhoods located along roads that directly access N.C. 211.

West End Elementary School is located on the east side of N.C. 211 in the middle of the project corridor. The school generates a notable level of traffic during morning and afternoon bell times and during special school events. The U.S. Open will return to Pinehurst in 2024 and traffic associated with this event will undoubtedly flow through the project study area.

1.2 Corridor History

A feasibility study that assessed the possible relocation of a portion of N.C. 73 in West End was prepared in 2013 and the relocation was added to the STIP as Project R-2807². STIP R-2807 consisted of relocating N.C. 73 to eliminate the offset intersection in West End. However, as studies for STIP R-5726 progressed, it was determined that proposed improvements included under STIP R-2807 would be addressed with the improvements proposed as part of STIP Project R-5726. As a result, STIP R-2807 will be removed from the STIP.

NCDOT recently completed construction of an adjacent project on N.C. 211. STIP R-2812 included widening N.C. 211 to a four-lane divided highway with a 23-foot raised median from N.C. 73 in West End heading southeast to the traffic circle in Pinehurst. This new section of N.C. 211 includes a grass median with crossovers, right in/right out driveways in combination with median left overs. This four-lane divided section ties into the existing two-lane section at the N.C. 211 and N.C. 73 intersection in West End. STIP R-5726 would continue the widening of N.C. 211 to a four-lane divided facility from the existing tie at N.C. 73 through the West End, Seven Lakes, and McLendon Hills communities to its intersection with S.R. 1241 (Holly Grove School Road). Both of these projects would improve system linkage by widening portions of N.C. 211 through Moore County.

¹ NCDOT, *2018-2027 State Transportation Improvement Program*. 2017.

² NCDOT Program Development Branch, *Feasibility Study: R-2807, N.C. 73 Relocation in West End*. November 2013.

2.0 Purpose Of and Need For Project

2.1 Purpose of Project

The primary purposes of the proposed project include the following:

- Alleviate existing congestion at the N.C. 211 and S.R. 1239 (Seven Lakes Drive) intersection
- Improve mobility and reduce the number of conflict points along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road)
- Improve east-west system linkage on N.C. 211 in Moore County between Pinehurst, the largest town in Moore County, and I-73/I-74/U.S. 220 in Montgomery County

2.2 Need for Project

Traffic congestion and reduced mobility along N.C. 211 in the project study area indicate a need for increasing capacity and improving access management along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road).

2.3 Benefits of the Project

The section of N.C. 211 through the project study area is in need of improvement. Providing a median divided facility with additional travel lanes in each direction of travel will improve levels of traffic service along this section of N.C. 211, thus reducing travel time and traffic congestion. Reducing congestion may also reduce the incidence of certain types of crashes (rear-end collisions, etc.) which are more likely to occur along congested roadways.

In addition, this section of N.C. 211 is part of a regional plan to widen N.C. 211 from Pinehurst to I-73/74 in Montgomery County. Improving system linkage by providing a multi-lane median divided facility in this section of N.C. 211 would improve access along the major east-west commerce route in Moore County. Providing a median facility that also incorporates the use of “median left-overs” at some intersections would decrease conflict points, with the number of full movement intersections limited to major intersections. Median left-overs eliminate the left turn from a side street onto the mainline and require a vehicle wanting to make a left-turn to instead, make a right-turn and a U-turn. A vehicle wanting to travel across the mainline from a side street would be required to make a right-turn, U-turn, and a right-turn.

2.4 Roadway Capacity (N.C. 211 and S.R. 1239 [Seven Lakes Drive])

The effectiveness of a roadway in serving travel demand is measured in terms of level of service (LOS). The LOS is defined with letter designations from A through F. LOS A represents no congestion and LOS F represents more traffic demand than road capacity and extreme delays. LOS D represents the capacity of a roadway at which the public begins to express dissatisfaction.

Based on the traffic forecast, congestion and queues are anticipated on N.C. 211 due to local traffic mixing with through traffic, making it difficult for residents living near N.C. 211 to either access their neighborhoods or enter the traffic stream on N.C. 211. The intersection at N.C. 211

and S.R. 1239 (Seven Lakes Drive) operates poorly (LOS D). In the design year (2040), this intersection would operate at LOS E. N.C. 211 experiences noticeable queuing eastbound and westbound at its intersection with Seven Lakes Drive in either the AM or PM peak period for the 2040 No-Build and Seven Lakes Drive experiences considerable queuing at its intersection with N.C. 211.

2.5 Description of Existing Conditions

N.C. 211 serves local and regional traffic and is generally two lanes with speed limits varying from 35 miles per hour (mph) to 55 mph. This section of N.C. 211 through the project study area is classified as a minor arterial in the NCDOT functional classification system.

2.5.1 Roadway Cross-Section and Alignment

N.C. 211 within the project study area is generally a two-lane shoulder section with a pavement width of approximately 24 to 36 feet. The cross-section widens at intersections to accommodate turn lanes.

The project study area is mostly rolling and the existing alignment is sufficient with moderate curves and grades, except for the area near the entrance to the McLendon Hills neighborhood. In this area, a large sag curve has substandard sight distance and limits travel speed.

2.5.2 Right-of-Way and Access Control

The existing right of way varies between 60 and 200 feet wide along N.C. 211 within the project limits and there is no control of access. Numerous driveways and intersecting roads are located throughout the project study area which increases the number of conflict points and increases the travel time along N.C. 211 through the project study area.

2.5.3 Speed Limit

The posted speed limit is 55 mph throughout most of the project study area. Through the West End community, the posted speed limit is 35 mph and through the Seven Lakes business district, the posted speed limit is 45 mph.

2.5.4 Intersections

All intersections are at-grade and stop sign controlled, except for the following intersections which are signalized:

- N.C. 211 and N.C. 73 (southern intersection)
- N.C. 211 and N.C. 73 (northern intersection) / S.R. 1133 (Mode Road)
- N.C. 211 and S.R. 1238 (Love Grove Church Road)
- N.C. 211 and S.R. 1239 (Seven Lakes Drive)

2.5.5 Railroad Crossings

An active Aberdeen Carolina & Western Railway (ACWR) rail corridor runs parallel to N.C. 211 on the south side for the length of the project. In the project study area, the rail corridor crosses

several roads that intersect N.C. 211 in the study area. The ACWR is a regional freight railroad that connects Charlotte, N.C. to Pinehurst, N.C.

Although Amtrak does not utilize the ACWR corridor, the nearest Amtrak passenger rail station is in Southern Pines, approximately 14 miles east of the project study area.

2.5.6 Structures

There are no structures on N.C. 211 within the project limits.

2.5.7 Bicycle and Pedestrian Facilities

The only sidewalks in the study area are located at the intersection of N.C. 211 and the northern leg of N.C. 73. This is the site of the former Stanley Furniture Plant, which is now closed. The narrow sidewalks are in a poor state of maintenance.

The Triangle Area RPO Regional Bicycle and Pedestrian Planning Framework includes the Jackson Spring Loop as a mapped county bicycle route³. The Jackson Spring Loop travels along the section of N.C. 73 through West End.

There are no existing greenways within the project limits.

2.5.8 Utilities

Individual wells and septic tank systems are found throughout the rural areas of Moore County. Utilities along N.C. 211 include power, cable television, and telephone. A cellular phone tower is located to the west of N.C. 211 near S.R. 1135 (Dead Man Curve Road).

2.5.9 School Bus Usage

According to the Moore County School System, 11 buses travel within the project study area, making 51 trips per school day to access West End Elementary School and other area schools. The bus entrance for West End Elementary is located on N.C. 211, immediately north of its intersection with S.R. 1238 (Love Grove Church Road).

2.5.10 Public Transportation

There is no fixed public transportation through the project study area. The "A-Pines Line," a fixed van route, operates in Southern Pines and Aberdeen, approximately 14 miles east of the project study area.

2.5.11 Air Service

Pinehurst Regional Airport (Moore County Airport) is located 12 miles east of the project study area in Carthage, N.C. Pinehurst Regional Airport is a general aviation airport that currently has no commercial flights available.

³ Triangle Area Rural Planning Organization, *TARPO Regional Bicycle and Pedestrian Planning Framework*. August 13, 2015.

The closest major commercial airport, Fayetteville Regional, is located 53 miles southeast of the project study area in Fayetteville. Fayetteville Regional Airport is a commercial service airport with daily Delta service to Hartsfield-Jackson Atlanta International Airport (Atlanta, GA), United service to Washington Dulles International Airport (Dulles, VA), and U.S. Airways/American Airlines service to Charlotte Douglas International Airport (Charlotte, N.C.).

2.6 Transportation and Land Use Plans

A Comprehensive Transportation Plan (CTP) for Moore County is under development.

The 2013 Moore County Land Use Plan⁴ references plans to widen N.C. 211 from two lanes to four lanes to accommodate the increasing traffic from the Pinehurst / Aberdeen area through West End / Seven Lakes to Highway 220 (I-73 / I-74). The Plan states that N.C. 211 traverses Moore County from east to west along the ridge that divides the Cape Fear and Lumber River Basins. The Plan also states that N.C. 211 serves the Seven Lakes and Pinehurst communities and the major trucking commerce that enters the county.

NCDOT STIP Projects in the Area - There is one NCDOT STIP project located in proximity to the proposed project:

STIP Project B-5754 is the replacement of Bridge No. 118 on S.R. 1209 (Murdocksville Road) over the Little River. Right-of-way acquisition is scheduled to begin in fiscal year 2022 and construction to begin in fiscal year 2023.

Land Use - One development has been approved at the N.C. 211/S.R. 1241 (Holly Grove School Road) intersection. A 31-acre, 15 lot subdivision is proposed in the southwest quadrant of the intersection.

2.7 System Linkage

N.C. 211 is a minor arterial extending across Moore County beginning in the east at the Hoke County Line and ending at the Montgomery County Line in the west. N.C. 211 is an east/west route, although within the project study area it is oriented primarily in a northwesterly/southeasterly direction. N.C. 211 provides system linkage between towns, cities, and communities including Pinehurst, West End, Seven Lakes, Eagle Springs, and Candor and I-73 / I-74 which runs north-south connecting traffic with Greensboro, Winston-Salem, and High Point before heading north toward the Virginia state line. Major trucking commerce that enters Moore County from the west uses N.C. 211.

The main north-south highway in the county is U.S. 15-501 which connects Pinehurst/Southern Pines with Sanford and Chapel Hill to the north and Laurinburg to the south. Locally, numerous roadways intersect with N.C. 211 between N.C. 73 in West End and S.R. 1241 (Holly Grove School Road), including S.R. 1238 (Love Grove Church Road), S.R. 1239 (Seven Lakes Drive), MacDougall Drive, S.R. 1135 (Dead Man Curve Road) (at two locations), and McLendon Hills Drive.

⁴ Moore County, *Moore County Land Use Plan*. 2013.

2.8 Economic Development / Land Use Changes

The proposed project is consistent with the goals and plans for the area as expressed in local land use, transportation, and development plans. Moore County's *Small Area Plan for Area "A"*⁵, which includes the project area, includes a discussion of economic development in the project area. The Plan notes that economic development for this area historically has been very limited to rural agricultural land uses due to a lack of infrastructure, such as sewer, in the area. However, the central western area, which includes West End and Seven Lakes, has been experiencing the highest rate of growth in the county. In 1980, 140 acres along N.C. 211 and S.R. 1239 (Seven Lakes Drive) was developed into the Seven Lakes village business district. The business district provides a wide variety of goods and services to Seven Lakes and other county residents. The County has more recently noticed a large number of building permits, school growth pressure, and traffic congestion in the area that is an indicator of growth.

The project area falls within the Urban Service Boundary (USB) used to designate areas within which urban services could be provided over the next 10-15 year period. USB's designate areas appropriate for urban-type development or low-density development. In this area, the USB includes the village business district of the Seven Lakes area as well as the other business districts adjacent to N.C. 211, such as in West End. The future expansion of water and sewer lines is anticipated to attract additional development in this corridor.

2.9 Safety

Crashes are often the visible result of deficiencies in the capacity and safety characteristics of a transportation facility. Moreover, they contribute to delays, congestion, and driver frustration. An examination of crash data can reveal the need to provide a safer and more efficient facility.

There were 193 reported crashes, including three fatalities, along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road) between March 2012 and February 2017, a distance of approximately four miles. The most common crash pattern along this corridor was rear-end crashes, specifically vehicles getting hit in the rear while stopped in the through lane to make a left-turn into a driveway. Rear-end crashes accounted for 41% (80) of the total crashes along this corridor. This pattern is typical of congested conditions on roadways with little or no control of access. Rear-end crashes are common in stop-and-go conditions.

The total crash rate (254.93 crashes per 100 million vehicle miles [mvm]) along N.C. 211 from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road) exceeds the critical crash rate (200.02 crashes per 100 mvm).

⁵ Moore County, *Small Area Plan for Area "A."* May 2008.

3.0 Alternatives and Proposed Improvements

3.1 Preliminary Alternatives

Several alternatives were reviewed for the project to identify an alternative that would best meet the project's purposes and transportation needs while minimizing impacts to the human and natural environment.

3.1.1 Transportation Systems Management (TSM)

Transportation Systems Management (TSM) improvements generally involve increasing the available capacity of the roadway within the existing right-of-way with minimum capital expenditures and without reconstructing or adding additional through lanes to the existing road. The addition of turn lanes, signing, signalization, and minor road realignments are examples of TSM physical improvements. Examples of TSM operational improvements include traffic law enforcement, speed restrictions, and signal timing changes.

In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Intersections require vehicles to stop at times and yield to other flows so that different traffic movements can safely cross the same space. Traffic signalization and timing optimization help to move vehicles through an intersection in the most-efficient manner possible. The signalization of an unsignalized intersection can have very positive implications for side streets, although that generally comes at the expense of mainline traffic.

TSM Alternatives can be an effective means of maximizing the existing roadway capacity, but the effects of TSM are generally limited. Furthermore, TSM alternatives frequently prioritize one traffic flow or facility type over another. While this prioritization can be superior on a network level, it can have a negative impact on some users potentially resulting in reduced service for some paths for an improvement scenario compared to a scenario with no improvements.

TSM improvements, such as signal timing optimization and the addition of turn lanes, have been incorporated in the proposed project but they alone will not reduce congestion and delay enough to prevent unacceptable traffic operations in the design year (2040). Additionally, the number of conflict points would not be reduced by using this as a standalone alternative. Therefore, this alternative was eliminated from further study.

3.1.2 Mass Transit / Multimodal Alternative

The Mass Transit / Multimodal Alternative would involve expanding bus or rail passenger services into the West End and Seven Lakes areas. However, mass transit options are most useful in areas in need of a high-capacity, energy efficient movement in densely traveled corridors. It serves high and medium density areas by offering a low-cost option for automobile owners who do not wish to drive as well as those without access to an automobile.

There are no public bus or passenger services in the project area and there are no current plans for such services. Given the lack of a high-density population that could be adequately served by mass transit, it appears that such an alternative alone would be insufficient to meet the purpose and need of the project. In addition, the need to improve the east-west connection in Moore County would not be addressed. Therefore, this alternative was eliminated from further study.

3.1.3 No-Build Alternative

The No-Build Alternative only includes maintenance activities within the existing right-of-way to ensure the safety and continued operation of the existing highway. The No-Build Alternative would avoid any adverse environmental impacts or residential relocations; however, adverse social and economic impacts could occur. Future traffic volumes may result in an increased number of collisions and longer delays that would degrade the safety of the transportation system and create an even higher potential for collisions.

This alternative fails to provide improved travel conditions and access management and does not improve east-west connectivity within Moore County. By not improving existing N.C. 211, there would be economic and quality of life impacts related to future roadway deficiencies. The No-Build Alternative does; however, provide a baseline condition for comparison with the improvements and consequences associated with the Build Alternatives. The No-Build Alternative was eliminated because it does not satisfy the purpose and need of the project.

3.1.4 Build Alternatives

The project was divided into two Segments, A & B, for evaluation purposes. For Segment A, potential east side and west side widening alignments were considered. The proposed widening alignments did not include widening symmetrically along existing N.C. 211 because of existing residential and commercial development. For Segment B, only a best-fit widening was considered due to the constraint of the railroad right-of-way to the southwest of existing N.C. 211.

The alternative Segments A1, A2, and B incorporate a conventional scenario or full movement intersection at intersections currently signalized with N.C. 211, including both intersections with N.C. 73, S.R. 1238 (Love Grove Church Road), and S.R. 1239 (Seven Lakes Drive). At non-signalized intersections and where the median is widened to 46 feet, such as McLendon Hills Drive and S.R. 1241 (Holly Grove School Road), a superstreet scenario utilizing directional crossovers and U-turn bulbs was utilized. Left turns from N.C. 211 to these side streets will be provided at directional crossovers. Left turn and through movements from most side streets will be redirected for safe and efficient traffic operations to U-turn points located downstream. Each alternative segment was evaluated based on its consistency with the purpose and need of the project, as well as its potential impact to the human and natural environment. A description of the segments is summarized below in **Table 3.1**.

**TABLE 3.1
BUILD ALTERNATIVE SEGMENTS**

Segment	Location	Description	Typical Section
A1	N.C. 73 to Church Street	East Side Widening	4-lane divided section (23-foot median)
A2		West Side Widening	
B	Church Street to S.R. 1241 (Holly Grove School Road)	Best-Fit Widening	4-lane divided section (median width transitions from 23 feet to 46 feet)

Preliminary designs were developed, taking into consideration engineering design constraints (topography, design criteria, etc.), as well as the surrounding human environment (residences, businesses, churches, neighborhoods, community facilities, historic resources) and natural environment (streams, wetlands). The preliminary designs include the proposed widening of N.C. 211, as well as modifications to major intersecting cross streets, and are the basis for the impact analyses contained in this document. The following is a description of the alternative segments:

3.1.4.1 Segment A

During initial discussions, Segment A was going to be developed as a best-fit alignment to avoid businesses located on either side of the road at the N.C. 211/N.C. 73 intersection. However, during development of the preliminary design, it was determined that an alignment could not be developed through the N.C. 211/N.C. 73 intersection that would avoid impacts to the businesses in each quadrant. Therefore, a decision was made that two alignments would be developed in the West End area, an east side widening and a west side widening.

Segment A1

Segment A1 proposes to widen N.C. 211 to the east from N.C. 73 in West End to Church Street (**Figure 3.1A**). This segment does not cross or impact any streams or wetlands. Segment A1 is approximately 0.6 miles in length. No archaeological sites eligible for the National Register of Historic Places (NRHP) are located within the Area of Potential Effects (APE). The Moses C. McDonald House, Store and Handkerchief Factory, a property eligible for listing in the NRHP, is located within the project study area; however, it is outside of the APE. This alternative minimizes impacts to the former Stanley Furniture Plant, but impacts several businesses and residences on the east side of N.C. 211 in this area.

Segment A2

Segment A2 proposes to widen N.C. 211 to the west from N.C. 73 in West End to Church Street (**Figure 3.1A**). This segment does not cross or impact any streams or wetlands. Segment A2 is approximately 0.6 miles in length. No archaeological sites eligible for the NRHP are located within the APE. The Moses C. McDonald House, Store and Handkerchief Factory, a property eligible for listing in the NRHP, is located within the project study area; however, it is outside of the APE. This alternative would require the acquisition and potential environmental remediation of the former Stanley Furniture Plant located in the southwest quadrant of the N.C. 211 and N.C. 73 / S.R. 1133 (Mode Road) intersection. This alternative segment would also impact several businesses in the northwest quadrant of the N.C. 211 / N.C. 73 intersection.

3.1.4.2 Segment B

Segment B proposes to widen N.C. 211 with a best-fit alignment from Church Street to S.R. 1241 (Holly Grove School Road) (**Figures 3.1A & 3.1B**). This segment crosses three unnamed tributaries to McLendon's Creek and impacts 214 linear feet of streams and 0.66 acres of wetlands. Segment B is approximately 4.1 miles in length. No archaeological sites eligible for the NRHP are located within the APE. No historic architectural resources are located along this segment. This segment would require the relocation of Cedar Grove Missionary Baptist Church, located southeast of the intersection of N.C. 211 and S.R. 1239 (Seven Lakes Drive). Segment B

would also impact several businesses on the east side of N.C. 211 near S.R. 1239 (Seven Lakes Drive), as well as several residences on the east side of N.C. 211.

3.2 Proposed Improvements

3.2.1 Roadway Cross-Section and Alignment

The proposed improvements for this project consist of widening N.C. 211 from a two-lane roadway to a four-lane divided roadway, utilizing shoulder and curb and gutter. **Figures 3.2A, 3.2B, & 3.2C** present the typical mainline cross sections for the four-lane divided curb and gutter section and four-lane divided with shoulder section.

The proposed typical section proposed near the southern terminus of the project (Segments A1 and A2) include a 23-foot raised median, transitioning to a 46-foot wide grass median along Segment B near the southern intersection with S.R. 1135 (Dead Man Curve Road). N.C. 211 through West End and from S.R. 1238 (Love Grove Church Road) to the southern intersection of S.R. 1135 (Dead Man Curve Road) includes curb and gutter to minimize property impacts.

3.2.2 Right-of-Way and Access Control

The proposed right-of-way width varies along N.C. 211 between approximately 135 feet and 200 feet along the 23-foot median section and between approximately 180 feet and 240 feet along the 46-foot median section. In addition to acquiring right-of-way, some temporary and permanent easements would be required for this project.

No control of access is proposed for N.C. 211 for the length of the project. A median will be constructed as part of the proposed improvements.

3.2.3 Design Speed

A design speed of 50 mph is proposed from N.C. 73 in West End to the southern intersection of N.C. 211 and S.R. 1135 (Dead Man Curve Road). From the southern intersection of N.C. 211 and S.R. 1135 (Dead Man Curve Road) to S.R. 1241 (Holly Grove School Road), the design speed is proposed as 60 mph. These design speeds are consistent with the type of facility that is being proposed.

3.2.4 Speed Limit

Speed limit is typically posted as five mph lower than the design speed. Therefore, it is anticipated the speed limit along N.C. 211 would be 45 mph from N.C. 73 in West End to the southern intersection of N.C. 211 and S.R. 1135 (Dead Man Curve Road) and 55 mph from S.R. 1135 (Dead Man Curve Road) to S.R. 1241 (Holly Grove School Road). However, a final decision regarding posted speed limit would be made by the Division 8 Traffic Engineer.

3.2.5 Anticipated Design Exceptions

No design exceptions are anticipated for the subject project.

3.2.6 Intersections

Turn lanes will be added to the full movement intersections that are currently signalized:

- N.C. 211 and N.C. 73 (southern intersection)
- N.C. 211 and N.C. 73 (northern intersection) / S.R. 1133 (Mode Road)
- N.C. 211 and S.R. 1238 (Love Grove Church Road)
- N.C. 211 and S.R. 1239 (Seven Lakes Drive)

In addition, a right-turn lane will be added to the N.C. 211 and McLendon Hills Drive intersection.

The proposed project would realign the southern intersection of S.R. 1135 (Dead Man Curve Road) to tie into N.C. 211 at a 90-degree angle. The proposed project would incorporate the use of a median left-over at McLendon Hills Drive and S.R. 1241 (Holly Grove School Road). Median left-overs replace movements across a mainline with a combination of a right turn and a U-turn. Providing a median facility that also incorporates the use of “median left-overs” would decrease conflict points, with the number of full movement intersections limited to the intersections listed above.

3.2.7 Railroad Crossings

Although N.C. 211 runs parallel to the active Aberdeen Carolina & Western Railway (ACWR) railroad corridor, the improvements to N.C. 211 would tie into the existing alignments before the railroad crossings.

3.2.8 Structures

There are no existing bridges or major drainage structures in the project study area.

3.2.9 Bicycle and Pedestrian Facilities

N.C. 73 through the project area is part of Moore County’s Jackson Springs Bicycle Route. To accommodate bicycles on this section of N.C. 211, 14-foot outside lanes would be provided through the curb and gutter sections.

Sidewalks, five-feet wide, would be provided at the N.C. 73 intersection with N.C. 211, along the site of the former Stanley Furniture Plant, to replace the existing sidewalk.

3.2.10 Utilities

Telephone, power, and water lines will be affected by the project.

3.2.11 Landscaping

No special landscaping is proposed for the subject project. Shoulders and median areas would be seeded with grass.

3.2.12 Traffic Operations

A *Traffic Technical Memo*⁶ was prepared for the proposed project and is appended by reference. The existing year (2016) and design year (2040) annual average daily traffic volumes are shown in **Figure 3.3**. Intersection analyses for the corridor were completed using Synchro and SimTraffic analysis software version 9, which reports LOS, average delay, and queuing information. Most of the intersections within the project corridor currently operate at LOS C or better, with the exception of the N.C. 211 / S.R. 1239 (Seven Lakes Drive) intersection, which operates at LOS D. In the future year (2040) No-Build scenario, most of the intersections operate at LOS C or better, with the exception of the N.C. 211/S.R. 1239 (Seven Lakes Drive) intersection, which operates at LOS E. Although several intersections along the corridor experience some level of delay, the N.C. 211 / S.R. 1239 (Seven Lakes Drive) intersection would experience substantial delay in the design year (2040).

The traffic capacity analysis was developed to analyze a widened N.C. 211 under a conventional intersection scenario from N.C. 73 in West End to approximately 2,000 feet north of S.R. 1239 (Seven Lakes Drive), where the median widens from 23 feet to 46 feet. To reduce potential safety concerns given the 55-mph speed limit and the wide median, full movement intersections were not studied at the non-signalized intersections where the median would be widened to 46 feet. A right-in and right-out with left-over configuration was analyzed for the N.C. 211 intersections with McLendon Hills Drive and S.R 1241 (Holly Grove School Road). U-turns were also provided to allow vehicles wishing to turn left as they exist these side streets to make their desired maneuvers. In general, superstreet intersections typically perform one to two levels-of-service better than conventional intersections. The intersection LOS and delay results for the future year (2040) build conditions are summarized in **Table 3.2**.

The superstreet scenario at the N.C. 211 / McLendon Hills Drive and N.C. 211 / S.R. 1241 (Holly Grove School Road) intersections utilize directional crossovers and U-turn bulbs. Left turns from N.C. 211 to these side streets will be provided at directional crossovers. Left turn and through movements from these side streets will be redirected for safe and efficient traffic operations to U-turn points located a short distance downstream. The purpose of a superstreet is to improve vehicular mobility and safety by limiting the number of points where vehicles can collide when making traffic maneuvers. This design reduces the potential for collisions by limiting the number of left-turns and moves traffic through an intersection more efficiently, ultimately translating into shorter travel times.

⁶ Mott MacDonald, *Traffic Technical Memo*. May 2017.

**TABLE 3.2
 INTERSECTION LEVEL OF SERVICE AND DELAY
 FUTURE (2040) BUILD ALTERNATIVE**

Intersection		2040 Level of Service (Delay in seconds)	
		AM	PM
N.C. 211 and N.C. 73/Mac's Food Store		C (21.3)	C (20.9)
N.C. 211 and N.C. 73/S.R. 1133 (Mode Road) (northern intersection)		A (6.0)	A (9.8)
N.C. 211 and S.R. 1238 (Love Grove Church Road)		A (6.3)	A (4.9)
N.C. 211 and S.R. 1239 (Seven Lakes Drive)		C (33.7)	D (40.4)
N.C. 211 and McLendon Hills Drive	WB Right-Turn	B (10.2)	B (10.6)
	SB Left-Turn	A (8.6)	A (9.0)
N.C. 211 and S.R. 1241 (Holly Grove School Road)	WB Right-Turn	B (10.2)	B (10.6)
	SB Left-Turn	A (8.6)	A (9.1)

Note: Signalized intersections shown in **bold**

Compared to conventional intersections, the elimination of left turns substantially reduces the number of conflict points and the severity of accidents. As discussed above, most of the intersections within the project corridor from N.C. 73 in West End to S.R. 1241 (Holly Grove School Road) would operate between LOS A and LOS C in the design year, with the N.C. 211 / S.R. 1239 (Seven Lakes Drive) intersection operating at between LOS D.

In order for N.C. 211 within the project study area to operate at an optimal LOS, several improvements are recommended. Diagrams showing the proposed lane configuration for the Build Alternative are included in **Figures 3.4A - 3.4I**.

3.3 NCDOT Recommended Alternative

Based on the findings included in this document, comments from the citizens at the public meeting and small group meetings, and the public response in favor of Segment A2, NCDOT selected Segment A2 as the preferred alignment through West End. Segment A2 was preferred by the public due to the potential removal of the former Stanley Furniture Plant. In addition, the alignment of Segment A2 would facilitate constructability. For the remainder of the proposed project, there is one alignment, Segment B, which is a best fit widening of N.C. 211 from Church Street to S.R. 1241 (Holly Grove School Road). The recommended alternative for this project is Segment A2 and Segment B. The Recommended Alternative incorporates a conventional scenario at intersections currently signalized with N.C. 211 and a superstreet scenario utilizing directional crossovers and U-turn bulbs at non-signalized intersections and where the median is widened to 46 feet. The Recommended Alternative would impact 273 linear feet of streams and 0.97 acres of wetlands. The estimated total project cost is \$48,883,000, which includes \$22,082,000 for right-of-way acquisition, \$25,000,000 for construction, and \$1,801,000 for utilities.

4.0 Environmental Effects of Proposed Action

4.1 Natural Resources

This section provides a summary of the potential impacts to the natural environment. A *Natural Resources Technical Report*⁷ (NRTR) was prepared for the proposed project and is appended by reference.

4.1.1 Physiology and Soils

The project study area lies within the sandhills physiographic region of North Carolina. Topography within the project vicinity is generally comprised of rolling hills and irregular plains with broad interstream areas. Elevations within the project study area range from 542 feet to 654 feet above mean sea level. The Soil Survey identifies six soil types in Moore County within the study area (**Table 4.1**).

TABLE 4.1
SOILS IN THE PROJECT STUDY AREA

Soil Series	Mapping Unit	Drainage Class	Hydric Status
Ailey loamy sand	Ae	Well Drained	Hydric*
Bibb loam	Bb	Poorly Drained	Hydric
Candor sand	Ca	Somewhat Excessively Drained	Hydric*
Candor-Urban land complex	Cb	Somewhat Excessively Drained	Hydric*
Gilead loamy sand	Gh	Moderately Well Drained	Hydric*
Vaucluse loamy sand	Va	Well Drained	Hydric*

Note: * denotes soils which are primarily non-hydric, but which may contain hydric inclusions

4.1.2 Water Resources

The study area encompasses portions of the Cape Fear River basin [U.S. Geological Survey (USGS) Hydrologic Units (HU) 03030003 and 03030004] and the Lumber River basin [USGS HU 03040203]. Water resources in the study area are part of the Cape Fear River basin [USGS HU 03030003]. Three streams were identified in the study area (**Table 4.2**). The locations of these water resources are shown on **Figures 4.1 - 4.1C** in **Appendix A**. The physical characteristics of these streams are provided in **Table 4.3**.

There are no designated anadromous fish waters or Primary Nursery Areas (PNA) present in the project study area. There are no designated Outstanding Resource Waters (ORW) within 1.0 mile downstream of the project study area.

⁷ Axiom Environmental, *Natural Resources Technical Report*. August 2017.

**TABLE 4.2
 WATER RESOURCES IN THE PROJECT STUDY AREA**

Stream Name	Map ID	NCDWQ Index Number	Best Usage Classification
UT to McLendon's Creek	SA	17-30	C
UT to McLendon's Creek	SB	17-30	C
UT to McLendon's Creek	SC	17-30	C

Note: C: Class C – Aquatic Life, Secondary Recreation, Fresh Water

**TABLE 4.3
 PHYSICAL CHARACTERISTICS OF WATER RESOURCES IN THE PROJECT STUDY AREA**

Map ID	Bank Height (ft.)	Bankfull Width (ft.)	Water Depth (in)	Channel Substrate	Velocity	Clarity
SA	0.5-2	2-3	1-6	Sand, gravel	Slow	Clear
SB	0.5-2	2-3	1-6	Sand, gravel	Slow	Clear
SC	1-2	2-3	1-6	Sand/cobble	Slow	Clear

No High-Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) are present within the project study area; however, within 1.0 mile downstream of the project study area, Jackson Creek [NCDWR Stream Index Number (SIN) 14-2-5] is listed as WS-II; HQW, and Little River [SIN 18-23-(1)] is listed as HQW. The portions of the project draining to Jackson Creek and Little River will be subject to the *Design Standards in Sensitive Watersheds*.

No streams within 1.0 mile downstream of the project study area are included in the North Carolina 2014 Final 303(d) list of impaired waters.

No benthic sampling or fish surveys have been conducted within the project study area or within 1.0 mile downstream of the project study area.

4.1.3 Biotic Resources

4.1.3.1 Terrestrial Communities

Three terrestrial communities were identified within the project study area: maintained/disturbed land, pine/scrub oak forest, and mesic pine/mixed hardwood forest. Information on community types is included in the NRTR. Terrestrial communities will be impacted by project construction as a result of grading and paving of portions of the project study area.

4.1.3.2 Terrestrial Wildlife

Terrestrial communities in the project study area are comprised of both natural and disturbed habitats that may support a diversity of wildlife species. Those species actually observed, or signs of which were observed, are indicated with an asterisk (*). Mammals that commonly exploit open areas as well as forested habitats and stream corridors found within the project study area include groundhog, gray squirrel, fox squirrel*, eastern mole, eastern cottontail, raccoon, Virginia opossum*, striped skunk, and white-tailed deer*. Birds that commonly use forest and forest edge habitats include the northern cardinal*, black-and-white warbler*, blue-gray gnatcatcher*, hooded

warbler*, eastern wood-pewee*, tufted titmouse*, pine warbler*, summer tanager*, red-eyed vireo*, eastern kingbird*, brown thrasher*, great crested flycatcher*, Carolina chickadee*, eastern bluebird*, and fish crow*. Birds that may use the open habitat within the project study area include prairie warbler*, indigo bunting*, American goldfinch*, red-tailed hawk, northern mockingbird, American crow*, chipping sparrow*, American robin*, and turkey vulture*. Reptile and amphibian species that may use terrestrial communities located in the study area include the ring-necked snake*, corn snake, rat snake, copperhead, eastern box turtle, eastern king snake*, eastern fence lizard, five-lined skink, southern toad, eastern spade-foot toad, Fowler’s toad, pine woods tree frog, spotted salamander, and three-lined salamander.

4.1.3.3 Aquatic Communities

Aquatic communities in the project study area consist of both perennial and intermittent headwater streams and a small open water pond. Shallow, and full of iron oxidizing bacteria, streams within the project study area lack suitable habitat for fish but offer ample habitat for amphibians such as green frog*, pickerel frog, and southern leopard frog. The open water pond within the project study area could support small fish species such as eastern mosquitofish, golden shiner, and flier, and reptiles such as northern water snake, eastern mud turtle, and painted turtle. Additionally, the pond and portions of the project study area streams may support a variety of benthic macroinvertebrates and crayfish*.

4.2 **Jurisdictional Issues**

4.2.1 Clean Water Act Waters of the U.S.

4.2.1.1 Streams and Wetlands

Three jurisdictional streams and seven wetlands were identified within the project study area (Tables 4.4 and 4.5). The locations of these streams and wetlands are shown on Figures 4.1 - 4.1C. It is anticipated that the proposed project will impact 273 linear feet of streams and 0.97 acres of wetlands.

**TABLE 4.4
 JURISDICTIONAL CHARACTERISTICS OF WATER RESOURCES
 IN THE PROJECT STUDY AREA**

Map ID	Length (linear feet)	Impact (linear feet)	Classification	Compensatory Mitigation Required	River Basin Buffer
SA	184/157	0/157	Intermittent/Perennial	Yes	Not Subject
SB	369	116	Intermittent	Yes	Not Subject
SC	333	0	Perennial	Yes	Not Subject
Total	1043	273			

Note: All jurisdictional streams in the project study area have been designated as warm water streams for the purposes of stream mitigation.

**TABLE 4.5
 JURISDICTIONAL CHARACTERISTICS OF WETLANDS IN THE PROJECT STUDY AREA**

Map ID	NCWAM Classification	Hydrologic Classification	NCWAM Wetland Rating*	Area (acre)	Impact (acre)
WA	Headwater Forest	Riparian	Medium	0.21	0
WB	Headwater Forest	Riparian	Low	0.06	0.05
WC	Headwater Forest	Riparian	High	0.19	0.18
WD	Headwater Forest	Riparian	High	0.09	0
WF	Headwater Forest/ Seep	Riparian/ Non-riparian	High	3.83	0.71
WG	Seep	Non-riparian	Medium	0.03	0.03
WI	Headwater Forest	Riparian	High	0.48	0
Total				4.89	0.97

4.2.2 Clean Water Act Permits

The proposed project is a linear transportation project, and as a result, a Nationwide Permit (NWP) 14 would likely be applicable. Temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge and roadway construction may also be authorized under NWP 14. The USACE holds the final discretion as to what permit would be required to authorize project construction. If a Section 404 permit is required, then a Section 401 Water Quality Certification (WQC) from the NCDWR would be needed.

4.2.3 Coastal Area Management Act Areas of Environmental Concern

Moore County is not one of the 20 coastal counties subject to the Coastal Area Management Act (CAMA).

4.2.4 Construction Moratoria

No trout waters or anadromous fish habitat occur within the project study area and Moore County is not a designated trout county. Therefore, no moratoria are anticipated for this project.

4.2.5 N.C. River Basin Buffer Rules

No streams within the project study area are subject to any North Carolina river basin buffer rules.

4.2.6 Rivers and Harbors Act Section 10 Navigable Waters

No streams within the project study area are subject to Section 10 of the Rivers and Harbors Act.

4.2.7 Wetland and Stream Mitigation

4.2.7.1 Avoidance and Minimization of Impacts

The NCDOT will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable. The preferred alternative includes a “best fit” alignment along a majority of the project. This alignment was developed to avoid and minimize impacts to the human and natural

environment. Opportunities to avoid and minimize jurisdictional impacts will continue to be identified as the project progresses into the final design stage.

4.2.7.2 Compensatory Mitigation of Impacts

Compensatory mitigation is not normally considered until anticipated impacts to Waters of the U.S. have been avoided and minimized to the maximum extent possible. Compensatory mitigation for wetland and stream losses may be required where avoidance and minimization of impact is not possible. Mitigation requirements will be dependent upon final project plans. The NCDOT will investigate potential on-site stream and wetland mitigation opportunities. If on-site mitigation is not feasible, mitigation will be provided by North Carolina Department of Environmental Quality (NCDEQ) Division of Mitigation Services (DMS) or by private mitigation banks with agency-approved credits available for purchase.

4.2.8 Endangered Species Act Protected Species

As of December 26, 2012, the United States Fish and Wildlife Service (USFWS) lists four federally protected species for Moore County (**Table 4.6**). Following is a brief description of these species' habitat requirements, as well as the Biological Conclusion rendered based on survey results⁸ in the project study area. Habitat requirements for each species are based on the best available information from referenced literature and/or the USFWS.

**TABLE 4.6
 FEDERALLY-PROTECTED SPECIES LISTED FOR MOORE COUNTY**

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Notropis mekistocholas</i>	Cape Fear shiner	E	No	No Effect
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	Yes	No Effect
<i>Rhus michauxii</i>	Michaux's sumac	E	Yes	No Effect
<i>Schwalbea americana</i>	American chaffseed	E	Yes	No Effect

Note: E - Endangered

Cape Fear shiner (*Notropis mekistocholas*)

The Cape Fear shiner is known only from the Cape Fear River watershed. In general, habitat occurs in streams with clean gravel, cobble, or boulder substrates. It is most often observed inhabiting slow pools, riffles, and slow runs associated with Water Willow (*Justicia americana*) beds, which it uses for cover. Juveniles can be found inhabiting slackwater, among large rock outcrops, and in flooded side channels and pools. Spawning occurs May through June, when water temperatures reach 66 degrees Fahrenheit.

Biological Conclusion: No Effect

A review of the North Carolina Natural Heritage Program (NCNHP) records on June 30, 2017 indicates no known occurrence of this species within 1.0 mile of the study area. A habitat assessment was conducted on October 31, 2017. No habitat for the Cape Fear shiner was

⁸ Axiom Environmental, *Natural Resources Technical Report*. August 2017

observed in the project area. Therefore, completion of this project will have no effect on the Cape Fear shiner.

Red-cockaded woodpecker (*Picoides borealis*)

The red-cockaded woodpecker (RCW) typically occupies open, mature stands of southern pines, particularly longleaf pine (*Pinus palustris*), for foraging and nesting/roosting habitat. The RCW excavates cavities for nesting and roosting in living pine trees, aged 60 years or older, and which are contiguous with pine stands at least 30 years of age to provide foraging habitat. The foraging range of the RCW is normally no more than 0.5 miles.

Biological Conclusion: No Effect

Suitable nesting and foraging habitat exists within the project study area. On June 13, 2017, biologists observed RCWs in the project study area as well as an RCW starter hole. A review of NCNHP records on June 30, 2017 indicates one known occurrence within the project study area. Biologists conducted ground surveys for RCW cavity trees within the project study area and within a 0.5-mile radius in August and September 2017⁹. One relic Red-cockaded woodpecker cavity tree associated with an abandoned cluster occurs within the project study area. No active Red-cockaded woodpecker clusters occur within the Red-cockaded woodpecker survey area.

Michaux's sumac (*Rhus michauxii*)

Michaux's sumac, endemic to the inner Coastal Plain and lower Piedmont, grows in sandy or rocky, open, upland woods on acidic or circumneutral, well-drained sands or sandy loam soils with low cation exchange capacities. The species is also found on sandy or submesic loamy swales and depressions in the fall line Sandhills region as well as in openings along the rim of Carolina bays; maintained railroad, roadside, power line, and utility rights-of-way; areas where forest canopies have been opened up by blowdowns and/or storm damage; small wildlife food plots; abandoned building sites; under sparse to moderately dense pine or pine/hardwood canopies; and in and along edges of other artificially maintained clearings undergoing natural succession. In the central Piedmont, it occurs on clayey soils derived from mafic rocks. The plant is shade intolerant and therefore grows best where disturbance (e.g. mowing, clearing, grazing, periodic fire) maintains its open habitat.

Biological Conclusion: No Effect

Suitable habitat for Michaux's sumac is present in the project study area along the margins of roadways, woodland edges, cleared areas, and under pine forest canopies. Systematic surveys were conducted by Axiom biologists throughout areas of suitable habitat on June 21, 2017. No individuals of Michaux's sumac were observed. In addition, a review of NCNHP records on June 30, 2017 indicates no known occurrences within 1.0 mile of the project study area.

American chaffseed (*Schwalbea Americana*)

American chaffseed generally occurs in habitats described as open, moist to dry Mesic Pine Flatwoods and longleaf pine flatlands, Pine Savannas, Pine/Scrub Oak Sandhills, Sandhill Seeps, and other open grass/sedge-dominated communities. This herb also occurs in the ecotonal areas between peaty wetlands and xeric sandy soils and on the upper ecotones of, or sites close, to Streamhead Pocosins. The species prefers sandy peat or sandy loam, acidic, seasonally moist

⁹ Dr. J.H. Carter II & Associates, *Red-Cockaded Woodpecker Survey*. October 6, 2017.

to dry soils in sunny or partly sunny areas subject to frequent fires in the growing season. The plant is dependent on factors such as fire, mowing, or fluctuating water tables to maintain its required open to partly-open habitat. Most extant populations, and all the most vigorous populations, are in areas subject to frequent fire. This species is also known to occur on road cuts and power line rights-of-way that experience frequent mowing or clearing. Soil series that it is found on include Blaney, Candor, Gilead, Fuquay, Lakeland, and Vaucuse.

Biological Conclusion: No Effect

Suitable habitat for American chaffseed is present within the project study area among cleared areas and roadsides, open woodlands subject to periodic fire, and moist pine forests. On June 21, 2017, systematic surveys were conducted by Axiom biologists throughout areas of suitable habitat. No individuals of American chaffseed were observed. In addition, a review of NCNHP records on June 30, 2017 indicates no known occurrences within 1.0 mile of the project study area.

Northern long-eared bat

During summer, northern long-eared bats (NLEBs) roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds. NLEBs spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances, characterized by constant temperatures and high humidity with no air currents. Specific hibernation areas have very high humidity, such that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.

Biological Conclusion: May Affect, Likely to Adversely Affect

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the NLEB (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Moore County, where R-5726 is located. This level of incidental take is authorized from the effective date of a final listing determination through April 30, 2020.

4.2.8.1 Bald Eagle and Golden Eagle Protection Act

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the project study area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed on April 12, 2017 using 2015 color aerials. Auman Lake provides an open water body large enough and sufficiently open to be considered as a potential feeding source. A review of the NCNHP database on June 30, 2017 indicates no known occurrence of this species within 1.0 mile of the project study area. The study

corridor was investigated for large dominant trees and no bald eagle nests were observed. Due to the lack of evidence of bald eagles within the project study area, lack of known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

4.2.9 Endangered Species Act Candidate Species

As of December 26, 2012, the USFWS lists no candidate species for Moore County.

4.2.10 Essential Fish Habitat

No areas of Essential Fish Habitat (EFH) were identified within the project study area.

4.3 Cultural Resources

Section 106 of the National Historic Preservation Act requires that the properties and sites listed in or eligible for listing in the National Register of Historic Places be considered in the planning of federal undertakings. Federal undertakings include not only federally funded projects, but also locally and state funded projects that are federally licensed, permitted, or approved by the federal government. The proposed project is anticipated to require a Corps of Engineers Nationwide 14 permit, so the Section 106 process applies.

To address Section 106 requirements, cultural resources investigations were undertaken to identify important historic architectural and archaeological resources within the project study area. Coordination with the North Carolina State Historic Preservation Office (SHPO) is included in **Appendix B**.

4.3.1 Historic Architectural Resources

A historic architectural resources study¹⁰ was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and guidelines set forth by the NCDOT and HPO. NCDOT architectural historians conducted a preliminary investigation, identifying one resource warranting additional study and eligibility evaluation, as well as the potential for a West End Historic District. Field surveys of the Area of Potential Effects (APE) were conducted in Summer 2017. The survey evaluated the potential West End Historic District, encompassing twenty-seven (27) resources, including a commercial core area that is also considered in detail, located within the APE for this project. The historic district includes the Moses C. McDonald House, Store, and Carolina Handkerchief Factory and the West End Methodist Church, which were evaluated individually. The report also included documentation of the ca. 1923 John & Mary Monroe House.

The report recommended that one property, the Moses C. McDonald House, Store, and Handkerchief Factory, which was placed on the Study List in 1998, is eligible for National Register listing under Criteria A, B, and C. In a letter dated August 1, 2017, HPO concurred with the recommendation but requested an adjustment to the boundary for that property. A copy of the

¹⁰ Commonwealth Heritage Group, Inc, *Historic Structures Survey Report*. July 2017.

correspondence and a map showing the boundary of the Moses C. McDonald House, Store and Handkerchief Factory is included in **Appendix B**.

On October 18, 2017, NCDOT and HPO met for a consultation about project effects on National register-eligible resources. The HPO agreed that the Build Alternative (Segments A2 and B) would have No Effect on the Moses C. McDonald House, Store, and Handkerchief Factory due to its location outside of the APE (**Figure 4.2**). A copy of the Assessment of Effects form is included in **Appendix B**.

4.3.2 Archaeological Resources

Intensive archaeological investigations were undertaken within the archaeological APE under the auspices of the 2015 Programmatic Agreement between the Federal Highway Administration (FHWA), NCDOT, the Advisory Council on Historic Preservation, and the North Carolina State Historic Preservation Office with regards to minor transportation projects, as amended. Forty-seven new archaeological sites were recorded, none of which were recommended as eligible for the National Register of Historic Places (NRHP). Two of these sites, however, are historic cemeteries (31MR421**, Cedar Grove Missionary Baptist Church Cemetery and 31MR428**, West End Community Cemetery) that while not considered eligible for the NRHP are recommended for avoidance. If the sites can't be avoided, NCDOT will attempt to minimize the impacts. If grave removal is necessary, it will be performed in accordance with N.C.G.S. 65 and 70. No further archaeological investigations are considered necessary for the project as it is currently defined.

4.4 Section 4(f) / 6(f) Resources

4.4.1 Section 4(f)

For federally-funded highway projects, Section 4(f) of the Department of Transportation Act of 1966 protects publicly owned parks, recreational areas, and wildlife/waterfowl refuges, as well as historic sites listed or eligible for listing in the NRHP. Since this project will be funded entirely with state monies, Section 4(f) of the DOT Act is not applicable to this project.

4.4.2 Section 6(f)

Section 6(f) of the Land and Water Conservation Act of 1965 prohibits the conversion of any recreation area developed with assistance from the Land and Water Conservation Fund (LWCF) to other uses without the approval of the U.S. Department of the Interior. The Department of the Interior can only approve such conversions if "the substitution of other recreation properties of at least equal fair market value and or reasonable equivalent usefulness and location" can be ensured. The Natural Heritage Program is the designated administering agency for the LWCF in North Carolina. There are no known properties within the proposed project corridor that have been acquired or developed with assistance of Section 6(f) funds. Therefore, further coordination of impacts under the auspices of Section 6(f) is not necessary.

4.5 Farmland

North Carolina Executive Order Number 96, Preservation of Prime Agricultural and Forest Lands, requires all state agencies to consider the impact of land acquisition and construction projects on prime farmland soils, as designated by the U.S. Natural Resources Conservation Service (NRCS). The NRCS, in cooperation with state and local agencies, developed a listing of Prime and Statewide Important Farmland of North Carolina. All State agencies, as defined in N.C.G.S. 143B-3, under the jurisdiction of the Governor, shall ensure that actions taken by those agencies will minimize the loss of prime agricultural and forest lands.

Farmland soils comprised of Prime Farmland and Farmland of Statewide Importance are present within the project footprint. Approximately 0.4 acres of farmland soils would be converted to non-farm use by Segment A1 and no farmland soils would be converted to non-farm use by Segment A2. Approximately four acres of farmland soils would be converted to non-farm use under Segment B.

4.5.1 Local Farmland Policies

Moore County participates in a Voluntary Agricultural District (VAD) Program. The Moore County Voluntary Farmland Protection Program Ordinance¹¹ was adopted in June 2012. The purposes of the ordinance were to:

- Facilitate communications with non-farm county residents
- Protect the rural nature and character of the county
- Encourage and protect the economic viability of the agricultural community
- Increase the identity and pride in the agricultural community and its way of life

The ordinance includes a public hearing requirement, "Pursuant to N.C.G.S 106-740, which provides that no State or governmental unit may formally initiate any action to condemn any interest in a VAD or an enhanced VAD until such agency or unit has requested the Advisory Board to hold a public hearing on the proposed condemnation."

Three properties that participate in the Moore County VAD Program are within the project footprint (Segment A2 and Segment B). Based on field visit observations, the parcels are wooded and not under cultivation for crops. The three parcels are closely situated to each other near the south end of the project, along the east side of N.C. 211. The parcels are approximately 14 acres, 8 acres, and 6 acres in size. The project would have right-of-way impacts along the frontage of these three VAD parcels located on the east side of N.C. 211 between S.R. 1238 (Love Grove Church Road) and Woodlawn Street.

4.6 Social Effects / Community Impacts

The following sections paraphrase and contain excerpts from the Community Characteristics Report¹² and Community Impact Assessment¹³ prepared for the proposed project.

¹¹ Moore County, *Voluntary Farmland Protection Program Ordinance*. June 5, 2012.

¹² Three Oaks Engineering, *STIP R-5726 Moore County Community Characteristics Report*. 2017.

¹³ Three Oaks Engineering, *STIP R-5726 Moore County Community Impact Assessment*. September 2017.

4.6.1 Demographics/Socio-Economics

The proposed project is in western Moore County and includes the unincorporated areas of West End and Seven Lakes. The Demographic Study Area (DSA) represents the total land area covered by the smallest number of Block Groups that contain the project's Direct Community Impact Area. The DSA for the proposed project includes Census Tract 9503, Block Group 3; Census Tract 9503, Block Group 4; Census Tract 9503, Block Group 2; and Census Tract 9503, Block Group 5.

Substantial changes occurred in the Census Block Group boundaries between 2000 and 2010 and therefore, do not allow an accurate description of percent change or annualized growth rate for the DSA. Moore County experienced an increase in population from 74,769 in 2000 to 88,247 in 2010, an annualized growth rate of 1.7 percent.

The 2010 U.S. Census shows that the DSA has a higher percentage of white residents than Moore County. In 2010, the population within the DSA included 90 percent white, 7.5 percent Black or African American, 0.4 percent Asian, 0.3 percent other race and 1.8 percent two or more races. In 2010, the population within Moore County included 82.7 percent white, 12.7 percent Black or African American, 0.7 percent American Indian and Alaska Native Alone, 0.9 percent Asian, 0.8 percent some other race and 2.2 percent two or more races. Additionally, the 2010 U.S. Census shows the Hispanic or Latino population within the DSA as being substantially lower than that of Moore County (0.9 percent and 6 percent, respectively).

The percent of population of Moore County below poverty is slightly higher than that of the DSA (15.6 percent and 11.3 percent, respectively), while the percentage of the population classified as very poor (under 50 percent of the poverty level) in Moore County is substantially higher than that of the DSA (7.5 percent and 2.4 percent, respectively).

The North Carolina Department of Commerce has split the state into eight "Prosperity Zones." Moore County is within the Sandhills (South-Central) Zone and the Pinehurst-Rockingham Sub-Region, which includes three other counties. The job projections cover years 2014 to 2024. The Pinehurst-Rockingham Sub-Region is projected to add 7,852 jobs by 2024, the majority of growth potentially occurring in the Health Services and Food Preparation and Service sectors. The forecasted employment growth rate for the Pinehurst-Rockingham Sub-Region is 12.2 percent from 2014 to 2024 with an annual growth rate of 1.16 percent.

4.6.2 Neighborhoods/Communities

Four clearly-defined neighborhoods exist in the project study area. Seven Lakes West is located southwest of N.C. 211 at its intersection with S.R. 1239 (Seven Lakes Drive). Seven Lakes South is located northeast of N.C. 211 at its intersection with S.R. 1239 (Seven Lakes Drive) and Seven Lakes North is located southeast of N.C. 211 at its intersection with S.R. 1239 (Seven Lakes Drive). McLendon Hills is located northeast of N.C. 211 midway between the S.R. 1135 (Dead Man Curve Road) intersections with N.C. 211. There is also a residential area in the project study area adjacent to the West End Post Office, located northeast of the intersection of N.C. 211 and Woodlawn Street.

Segment A1 and Segment A2 would require one residential displacement in the West End community as well as several business displacements. Segment B would require numerous residential and business displacements. However, none of the displacements among the Segments would result in neighborhood divisions or loss of community cohesion.

4.6.3 Relocation of Residences and Businesses

Potential residential and business relocations within each of the Segments are presented in **Table 4.7** and included in **Appendix C**. These estimates are based upon preliminary engineering designs and are subject to change as the project progresses through the final, avoidance, minimization, and design phases.

TABLE 4.7
ESTIMATED RELOCATIONS

Segment	Residential Relocations	Business Relocations	Churches Displaced
A1	1	6	0
A2	0	9	0
B	7	14	1

Construction of the proposed project would require acquisition of residential, commercial, and other privately-owned properties throughout the corridor. Based on the preliminary engineering designs, the majority of business right-of-way acquisitions are concentrated at the N.C. 211 / N.C. 73 and N.C. 211/S.R. 1239 (Seven Lakes Drive) intersections.

4.6.4 Environmental Justice

Title VI of the Civil Rights Act of 1964 protect individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), provides that each federal agency must make achieving environmental justice a part of its mission by identifying and addressing, as appropriate, disproportionately high, and adverse human health or environmental effects on minority and low-income populations. Special populations may include the elderly, children, the disabled, low-income areas, American Indians, and other minority groups.

The three environmental justice principles are: 1) to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations; 2) to ensure the full and fair participation by all potentially affected communities in the decision-making process; and 3) to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Table 4.8 shows environmental justice related demographic characteristics for the block groups within the project study area.

TABLE 4.8
ENVIRONMENTAL JUSTICE RELATED DEMOGRAPHIC CHARACTERISTICS
FOR BLOCK GROUPS WITHIN THE PROJECT STUDY AREA

Geography	Minority Population*	Hispanic	Below Poverty Level
CT 9503.02, BG 2	4.4%	0.0%	3.7%
CT 9503.01, BG 4	3.9%	0.0%	2.2%
CT 9503.02, BG 1	11.6%	0.2%	39.2%
CT 9503.01, BG 2	34.3%	0.0%	12.3%
CT 9503.01, BG 3	30.9%	4.8%	23.9%
CT 9503.02, BG 3	6.1%	1.6%	6.7%
DSA	10.6%	0.9%	11.3%
Moore County	22.5%	6.0%	15.6%

Note: * Minority population includes all races that are non-white and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2009-2013)

Census data indicates a notable presence of populations protected by Title VI and related statutes within the DSA as well as minority and low-income Environmental Justice (EJ) populations. Census data indications of Title VI and EJ populations are as follows:

CT 9503.01, BG 2 - 34.3% minority population vs. 22.5% for Moore County

CT 9503.02, BG 1 - 39.2% of the population is below poverty level vs. 15.6% for Moore County

CT 9503.01, BG 3 - 23.9% of the population is below the poverty level vs. 15.6% for Moore County.

The evaluation area used in the Community Impact Assessment (CIA) is called the “Direct Community Impact Area” (DCIA). The DCIA is the area surrounding a construction project that may be directly affected in any way during, throughout, and after project completion. During the field visit, low-income and minority populations were observed within the DCIA at both the north end and south end of the project. A small Title VI community was observed on the west side of N.C. 211 in the vicinity of S.R. 1135 (Dead Man Curve Road) and Sugar Hill Lane. At the south end of the project near the West End community, a Title VI neighborhood was observed in the vicinity of the post office in the neighborhood bordered by Woodlawn Street and Pinewood Street.

Public outreach for the project included additional outreach efforts to reach low-income and minority populations, and is fully documented in the CIA Technical Memorandum Update¹⁴. The project team prepared door knob hanger informational flyers about the project that included an invitation to attend the August 3, 2017 public meeting. The door knob hangers were distributed throughout the two low-income communities, identified in the CCR, prior to the public meeting.

The CIA found that disparate impacts are anticipated under Title VI. The disparate impacts are tied to anticipated residential and non-profit displacements as shown in the NCDOT Relocation Report¹⁵. No minority-owned businesses are anticipated to be relocated by the project. However,

¹⁴ NCDOT, *STIP R-5726 Moore County CIA Technical Memorandum Update*. December 2017.

¹⁵ NCDOT, *EIS Relocation Report*. August 10, 2017.

the project’s residential and non-profit relocations disproportionately impact Title VI populations. The residential and non-profit relocations are summarized in **Table 4.9**.

**TABLE 4.9
 SUMMARY OF RELOCATION IMPACTS BY MINORITY CLASS**

Segment	Type of Relocation	Number of Non-Minority Relocations	Number of Minority Relocations
A1	Residential	1	0
	Business	6	0
	Non-Profit	0	0
A2	Residential	0	0
	Business	9	0
	Non-Profit	0	0
B	Residential	0	7
	Business	14	0
	Non-Profit	0	1*

Note: * denotes Cedar Grove Missionary Baptist Church

As documented in more detail in the *CIA Technical Memorandum Update*, disparate impacts were anticipated in three distinct areas: relocation of Cedar Grove Missionary Baptist Church, relocation of residences adjacent to the church, and residential relocations near McLendon Hills Drive.

Three small group meetings have been held with Cedar Grove Missionary Baptist Church. Interest was expressed in building a new building on the same property but currently this is beyond their financial capabilities. To minimize impacts, NCDOT proposed to exercise a “protective purchase” with a lease-back provision. This early acquisition will provide the church with funds which they may choose to use to construct a new facility behind the current building, or otherwise acquire another building. The lease-back provision allows the congregation to continue to use the current building in the meantime.

Several residences fronting N.C. 211 are located just to the northwest of the church. Preliminary design indicates that all of these residences will require relocation. This section of the roadway directly abuts railroad right-of-way on the side opposite these houses. NCDOT considered relocating the rail facility, but determined that this would relocate a comparable number of other homes and introduce substantial construction delay associated with reconstructing the rail line. As other housing options are available within the surrounding community, unavoidable impacts will be mitigated by the right-of-way acquisition process.

A small group of three residences share a common driveway opposite the intersection with McLendon Hills Drive. In this area, the railroad right-of-way is at a distance from the roadway, providing greater flexibility in design. However, the decision was made to widen away from these houses to avoid relocation and other direct impacts. Almost all impacts will be borne by the subdivision entrance and horse pastures of McLendon Hills.

The findings of the *CIA Technical Memorandum Update* are that impacts to Cedar Grove Missionary Baptist Church will be minimized and mitigated by protective purchase and lease-back

provisions, that unavoidable impacts to adjacent residences will be mitigated by right-of-way acquisition, and that impacts to residences near McLendon Hills will be avoided entirely.

As documented in the NCDOT Relocation Report, although public housing would not be needed for the project, public housing and other forms of adequate decent, safe, and sanitary housing would be available during the relocation period, and there would not be a problem of available housing within the financial means of those being relocated. The Relocation Report also indicated that consideration be given to making Last Resort Housing accommodations available to relocatees as part of the relocation process.

Minimization of impacts to Title VI populations should be a priority as final designs are developed. NCDOT must ensure that no person, on the grounds of race, color, national origin, sex, age, or disability, be subjected to discrimination under any programs, activities, or services, including the right-of-way acquisition and relocation process.

4.6.5 Bicycle and Pedestrian Facilities

Two alignments, A1 and A2, are being evaluated in Segment A at the south end of the project where the existing sidewalks are located. Both alignments include replacement of the existing narrow sidewalks with five-foot sidewalks.

The construction of a superstreet design with medians may provide long-term benefits to bicyclists through a reduction in left turn conflicts between drivers and bicyclists. However, the superstreet design may also result in minor impacts to mobility due to the difficulty of having to move from the far-right lane to a left U-turn lane in traffic, to cross the highway or make a left turn.

4.6.6 Recreational Facilities

The Old West End Gym, located at 134 Old West End School Lane, is used by Moore County Parks and Recreation for dance programs. The 5.8-acre parcel owned by Moore County is located on the west side of N.C. 211 at its intersection with Old West End School Lane/ S.R. 1134 (Von Canon Drive).

A baseball field is located along N.C. 211 in the northeast quadrant of the S.R. 1238 (Love Grove Church Road) intersection. The field is located near West End Elementary School and, according to available parcel data, is owned by the school. The school principal reported that the baseball field is managed and maintained by Moore County Parks and Recreation. Observations made during a field visit indicate that the field is used as a community park. The baseball field is accessed from N.C. 211 and from S.R. 1238 (Love Grove Church Road) via unpaved driveways. Unpaved parking areas extend across the property along both road frontages.

Two alignments, A1 and A2, are being evaluated in Segment A at the south end of the project through the West End community where the Old West End Gym is located. Both alignments would require right-of-way from the larger County-owned parcel where the gym is located, with Segment A2 having the greater amount of impact. However, access would be maintained and neither alternative would directly impact the gym. The project may temporarily impact access to the resource during construction.

The baseball field is in Segment B where there is one proposed alignment. The designs in this location call for curb and gutter along both N.C. 211 and S.R. 1238 (Love Grove Church Road). The amount of unpaved parking would be reduced by the proposed improvements, but the baseball field itself would not likely be impacted. In addition, the project may temporarily impact access to the resource during construction.

4.6.7 Public Facilities and Services

4.6.7.1 Churches and Cemeteries

The churches and cemeteries located in the project area are listed in **Table 4.10** and the churches and cemeteries are shown on **Figures 4.3A & 4.3B**.

**TABLE 4.10
 CHURCHES AND CEMETERIES IN THE PROJECT AREA**

Segment	Church / Cemetery	Location
A1 & A2	West End United Methodist Church	Southeast corner of the N.C. 211 / N.C. 73 intersection
A1 & A2	First Baptist Church - West End	East of N.C. 211 at intersection with Church Street in West End
A1 & A2	Restoration House Church	East of N.C. 211 at intersection with Woodlawn Street in West End
---	West End Presbyterian Church	West of project study area, on Knox Lane
---	West End Cemetery	West of project study area, on Knox Lane
B	God's Love in Action Deliverance Ministries Church	East of N.C. 211 near intersection with Monroe Trail in West End
B	Cedar Grove Missionary Baptist Church and Cemetery	East of N.C. 211, approximately 1,200 feet south of intersection with S.R. 1239 (Seven Lakes Drive)

Note: --- denotes church or cemetery outside of project study area

The proposed project would require the displacement of Cedar Grove Missionary Baptist Church. The Cedar Grove Missionary Baptist Cemetery would not be directly impacted by the proposed project. NCDOT staff attended several small group meetings with Cedar Grove Missionary Baptist Church on August 17, 2017, September 5, 2017, and September 19, 2017. These meetings are discussed in more detail in **Section 5.4**. NCDOT will continue to coordinate with Cedar Grove Missionary Baptist Church during the design and right-of-way acquisition phases of this project.

4.6.7.2 Public Schools

West End Elementary School is located along N.C. 211, in the northeast corner of the intersection with S.R. 1238 (Love Grove Church Road) and serves grades Kindergarten- 5th. The driveway utilized by the school buses to drop off students would be impacted by the proposed project. Staff parking may also be impacted by the proposed project. However, access would be maintained and neither alternative Segment A1 or A2 would directly impact the school. The project may temporarily impact access to the resource during construction.

4.6.7.3 Public Safety

The West End Fire Department is located along N.C. 73, in the southwest corner of the intersection with N.C. 211 and is mostly a volunteer station. The fire station is situated on the west side of the railroad tracks and would not be directly impacted by the proposed project.

4.6.7.4 Postal Services

West End's United States Post Office is located along N.C. 211, in the northeast corner of the intersection with Woodlawn Street. The parking lot would be impacted by the proposed project. However, access would be maintained and neither alternative Segment A1 or A2 would directly impact the Post Office. The project may temporarily impact access to the resource during construction.

4.7 Economic Effects

The project would have right-of-way impacts on businesses and according to the NCDOT Relocation Report (**Appendix C**), would require the relocation of several small and one medium-sized business, including Past Times Antiques, West End Antiques, Nardo's Barber Shop, Log Cabin Country Store, and Andrews Farm & Produce, among other businesses. The report anticipates that adequate business services would still be available within the area after the project is constructed and that suitable sites for business relocations are available.

Both Segment A1 and Segment A2 have been designed to accommodate existing and future traffic, including tractor trailers, travelling on N.C. 73 across N.C. 211 at the south end of the project. In addition, all alignments have been designed to accommodate projected future N.C. 211 truck traffic. Thus, the project would have a positive impact on mobility for all travelers, and on the movement of goods within the DCIA.

4.8 Land Use

The project is located in the Sandhills region of southcentral North Carolina and traverses the unincorporated communities of Seven Lakes and West End in Moore County. The surrounding rural area includes agricultural land, wooded undeveloped land, rural-suburban residential neighborhoods, commercial and retail businesses, and restaurants. The community formerly had ties to the furniture industry, when Stanley Furniture employed many area residents. However, Stanley Furniture left the area in the early 2000s and the plant at the intersection of N.C. 211 and N.C. 73 stands vacant today. Many of the older homes in the area are working-class homes. Newer residential development in the area is primarily comprised of large planned communities developed around amenities such as golf, boating, and equestrian activities. The new residential development is influenced by the relatively affluent golf-oriented communities of Pinehurst, Southern Pines, and Aberdeen, located nearby, approximately five miles southeast of West End, along N.C. 211.

The 2013 *Moore County Land Use Plan* proposes "Commercial/Office/Retail/Institutional" land uses along the N.C. 211 corridor east of S.R. 1239 (Seven Lakes Drive) and at the intersections of N.C. 211 with S.R. 1239 (Seven Lakes Drive) and N.C. 73. This land use includes shopping/retail uses, dining, entertainment, services, general office space, medical offices, banks, schools, daycares, places of worship, libraries, etc. The Seven Lakes communities and McLendon

Hills are proposed to be either “Medium Density Residential” or “Low Density Residential.” Medium density land use recommends two to four single family dwellings per acre and includes a mix of dwelling types. Public infrastructure must be adequate to accommodate the development. Low density land use recommends one residential lot for every five acres of land. Where low density land uses intersect significant cultural and natural features, these aspects of the landscape should be considered as primary open space and conserved. Areas north and west of McLendon Hills are proposed “Rural Agricultural,” which is primarily used to support rural residential life associated with agricultural uses and other rural activities.

4.9 Indirect and Cumulative Effects

Widening existing N.C. 211 is not anticipated to alter travel patterns. Although conflict points would be reduced, resulting in minor travel time savings, this project would not provide new or expanded access to undeveloped properties or open areas for development or redevelopment. This project proposes to improve the existing N.C. 211 facility; therefore, the proposed widening of N.C. 211 will not incur substantive indirect growth.

4.10 Flood Hazard Evaluation

Moore County is a participant in the National Flood Insurance Program. This project does not involve any construction within a designated 100-year floodplain.

4.11 Hazardous Material / GeoEnvironmental

A field investigation to identify geoenvironmental sites of concern (hazardous materials and waste sites) within the project study area was conducted by NCDOT on August 22, 2017¹⁶. Twelve sites of concern were identified within the project study area. The sites are listed in **Table 4.11** and shown on **Figure 4.4**. Additional information regarding each site is included in **Appendix D**.

**TABLE 4.11
KNOWN AND POTENTIAL GEOENVIRONMENTAL IMPACT SITES**

Property Name	Property Use	Property Address	Anticipated Risk
Mac’s Food Store 5	Gas Station/ Convenience Store	5461 N.C. 211	Low
Former Stanley Furniture Plant	Old furniture manufacturing plant	5364 N.C. 211	Medium to High
Vacant Lot	Former Shell station	5375 N.C. 211	Low
Auto Shop (former Shell gas station)	Automotive garage	5365 N.C. 211	Low
Cagle’s Auto Repair	Auto garage and used tire shop	5349 N.C. 211	Low
Vacant Lot	Former Tucker’s Service Station	5337 N.C. 211	Low

¹⁶ NCDOT, *GeoEnvironmental Planning Report*. October 10, 2017.

Property Name	Property Use	Property Address	Anticipated Risk
Vacant Building	Abandoned/ former gas station and auto garage	5114 N.C. 211	Low
Seven Lakes Hardware/ GreeneBow's Southern Cuisine	Hardware store/ restaurant	4379 N.C. 211	Low
Fast Shoppe 29	Gas station/ convenience store	4331 Seven Lakes Drive	Low
Seven Lakes Friendly Mart, Inc	Gas station/ convenience store	4219 N.C. 211	Low
Garden of Eatin'	Former restaurant	4039 N.C. 211	Low
Vacant Building	Abandoned gas station	3525 N.C. 211	Low

Based on the field reconnaissance survey, four sites presently containing underground storage tanks (USTs), seven additional sites with the possibility for UST's, and one geoenvironmental concern were identified within the project study area. With the exception of the former Stanley Furniture Plant, all of these sites are anticipated to present a low geoenvironmental impact to the project. The former Stanley Furniture Plant is anticipated to present medium to high geoenvironmental impacts to the project.

The former Stanley Furniture Plant reportedly had 11 UST's on site, two of which were removed in 1971 and the other nine were removed in 1992. This location is also associated with two UST incidents, #29880 (closed in 2002) and #29986. There are an unknown number of UST's and potential hazardous materials remaining on the site.

If any potential hazardous material sites cannot be avoided or minimized during final design of the project, further assessments of the properties, including soil and groundwater assessments, will be conducted prior to right-of-way acquisition. Once right-of-way plans are complete, final investigations for hazardous materials sites would be conducted according to those plans.

4.12 Traffic Noise

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation *Traffic Noise Policy*¹⁷, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects that include construction of a highway or interchange on new location, the addition of through-traffic lane(s), improvements to an existing highway which substantially change the horizontal or vertical alignment, or projects that involve new construction or substantial alteration of weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model® (Version 2.5) approved by the Federal Highway Administration (FHWA) and following procedures

¹⁷ NCDOT, *Traffic Noise Policy*. October 6, 2016.

detailed in Title 23 CFR 772, the NCDOT Traffic Noise Policy, and the NCDOT Traffic Noise Manual. When traffic noise impacts are predicted, evaluation of noise abatement measures must be considered for reducing or eliminating these impacts.

This section summarizes information contained in the *Traffic Noise Report*¹⁸ (TNR) prepared for the proposed project and is appended by reference.

4.12.1 Traffic Noise Impacts and Noise Contours

Traffic noise levels were modeled at 190 noise-sensitive receptors. The analysis identified those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by substantially increasing noise levels over existing noise levels. The results of the noise analysis indicate that traffic-related noise impacts would occur at 12 receptors under the Build Alternative; therefore, noise abatement was analyzed for the project.

The maximum extent of the 71- and 66- dB(A) noise level contours measured from the center of the proposed roadway is 50 feet and 100 feet, respectively.

4.12.2 Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts were considered for all impacted receptors. The primary noise abatement measures evaluated for highway projects include highway alignment changes, traffic system management measures, establishment of buffer zones, noise barriers and noise insulation (NAC D only). For each of these measures, benefits versus costs (reasonableness), engineering feasibility, effectiveness and practicability and other factors were included in the noise abatement considerations.

Substantially changing the highway alignment to minimize noise impacts is not considered to be a viable option for this project due to engineering and/or environmental factors. Traffic system management measures are not considered viable for noise abatement due to the negative impact they would have on the capacity and level of service of the proposed roadway. Costs to acquire buffer zones for impacted receptors will exceed the NCDOT base dollar value of \$22,500 per benefited receptor plus an incremental increase as defined in the NCDOT Traffic Noise Manual, causing this abatement measure to be unreasonable.

4.12.3 Noise Barriers

Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise. For this project, earthen berms are not found to be a viable abatement measure because the additional right of way, materials, and construction costs are estimated to exceed the NCDOT maximum allowable base quantity of 4,200 cubic yards per benefited receptor plus an incremental increase as defined in the NCDOT Traffic Noise Policy.

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model® (Version 2.5) software developed by the FHWA. Three noise barriers were evaluated for their ability to feasibly and reasonably reduce noise levels at impacted receptors. **Table 4.12** summarizes the results of the evaluation.

¹⁸ HDR | ICA, *Traffic Noise Report*. October 6, 2017.

**TABLE 4.12
 NOISE BARRIER EVALUATION RESULTS**

Noise Barrier Location	Length / Height (feet)	Square Footage (ft ²)	Number of Benefitted Receptors	Square Feet per Benefitted Receptor / Allowable Square Feet per Benefitted Receptor	Recommended for Construction
Noise Study Area 3 (East of N.C. 211 from N.C. 73 to Woodlawn Street)	332 / 7	2,325	3	775 / 2,000	No ¹
Noise Study Area 6 (East of N.C. 211 near West End Elementary School)	473 / 12	5,673	2	2,837 / 2,000	No ²
Noise Study Area 9 (East of N.C. 211 near MacDougall Drive)	389 / 11	4,278	2	2,139 / 2,000	No ²

Notes: ¹ Barrier is preliminarily feasible and reasonable, but not practicable as determined by the Division Engineer due to potential sight distance issues and other factors.

² Barrier is not reasonable due to the quantity per benefitted receptor exceeding the allowable quantity per benefitted receptor.

4.12.4 Construction Noise

The major construction elements of this project are expected to be earth removal, hauling, grading, and paving. General construction noise impacts, such as temporary speech interference for passers-by and those individuals living or working near the project, can be expected particularly from paving operations and earth moving equipment during grading operations.

Furthermore, construction noise impacts may occur due to the close proximity of numerous noise-sensitive receptors to project construction activities. It is the recommendation of the traffic noise analysis that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts.

4.12.5 Summary

Based on this study, traffic noise abatement is not recommended and no noise abatement measures are likely. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project's design or scope.

In accordance with the NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the State Environmental Assessment/Finding of No Significant Impact (SEA/FONSI). For development occurring after this date, NCDOT advocates use of local government authority to regulate land development, planning, design, and construction in such a way that noise impacts are minimized.

4.13 Air Quality

Air pollution originates from various sources. Emissions from industry and internal combustion engines are the most prevalent sources. The impact resulting from highway construction ranges from intensifying existing air pollution problems to improving the ambient air quality. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. Motor vehicles emit carbon monoxide (CO), nitrogen oxide (NO), hydrocarbons (HC), particulate matter, sulfur dioxide (SO₂), and lead (Pb) (listed in order of decreasing emission rate).

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). These were established in order to protect public health, safety, and welfare from known or anticipated effects of air pollutants. The most recent amendments to the NAAQS contain criteria for sulfur dioxide (SO₂), particulate matter (PM₁₀, 10-micron and smaller, PM_{2.5}, 2.5 micron and smaller), carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), and lead (Pb).

The primary pollutants from motor vehicles are unburned hydrocarbons, nitrogen oxides (NO_x), CO, and particulates. Hydrocarbons and NO_x can combine in a complex series of reactions catalyzed by sunlight to produce photochemical oxidants such as ozone and NO₂. Because these reactions take place over a period of several hours, maximum concentrations of photochemical oxidants are often found far downwind of the precursor sources. These pollutants are regional problems. An *Air Quality Report* was prepared for the proposed project and is appended by reference¹⁹.

The proposed project is located in Moore County, which has been determined to comply with the NAAQS. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. The proposed project is not anticipated to create any adverse effects on the air quality of this attainment area.

4.13.1 Construction Air Quality

Air quality impacts resulting from roadway construction activities are typically not a concern when contractors utilize appropriate control measures. During construction of the proposed project, all materials resulting from clearing and grubbing, demolition or other operations will be removed from the project, burned, or otherwise disposed of by the Contractor. Any burning done will be done in accordance with applicable local laws and ordinances and regulations of the North Carolina State Implementation Plan (SIP) for air quality in compliance with 15A NCAC 02D.1903. Care will be taken to ensure burning will be done at the greatest distance practical from dwellings and not when atmospheric conditions are such as to create a hazard to the public. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits. Burning will be performed under constant surveillance.

During construction, measures would be taken to reduce the dust generated by construction, by wet suppression or equivalent, when the control of dust is necessary for the protection and comfort of motorists or area residents.

¹⁹ HDR | ICA, *Air Quality Report*. October 2017.

5.0 Public Involvement and Coordination

5.1 Agency Coordination

NCDOT held a project scoping meeting on April 19, 2017 with resource agencies to begin the planning process for this project. NCDOT has coordinated with appropriate local, state, and federal agencies throughout this project study. Appropriate coordination will continue throughout the design and construction phases of the project. Comments from the agencies invited to the scoping meeting, listed below, were recorded as part of the scoping meeting and are included in the scoping meeting summary (**Appendix E**). Specific project-related comments or concerns were addressed within this environmental document.

- United States Army Corps of Engineers (USACE)
- United States Environmental Protection Agency (USEPA)
- United States Fish and Wildlife Service (USFWS)
- North Carolina Wildlife Resources Commission (NCWRC)
- North Carolina Division of Water Resources (NCDWR)
- State Historic Preservation Office (SHPO)
- Triangle Area Rural Planning Organization (TARPO)
- Moore County
- Moore County School System

5.2 Newsletter

In July 2017, the NCDOT issued the newsletter for STIP Project R-5726. The newsletter provided information about the project and advertised the Public Meeting to be held in August 2017. The newsletter included a project vicinity map and information about the project segments and schedule. **Appendix F** contains a copy of the newsletter.

5.3 Public Meeting

The NCDOT conducted one Public Meeting for STIP Project R-5726. The Public Meeting was held on August 3, 2017 at the West End Presbyterian Church: Crawford Center in West End, N.C. The purpose of the Public Meeting was to present information, answer questions and involve the public in the project planning process. Participants at this Public Meeting were able to view exhibits that depicted environmental constraints, proposed project limits, and typical sections. The Public Meeting was advertised in the local newspaper, in the project newsletter, and through doorhangers distributed to the Environmental Justice communities identified in the *Community Characteristics Report*.

Prior to the Public Meeting, a meeting was held with local officials on July 18, 2017 at the McDonald Center located in the Town of Carthage. The meeting was held to provide information about the proposed project to the local officials and obtain input from them regarding concerns associated with the proposed project.

Approximately 288 people attended the Public Meeting, including local and agency officials. Two hundred and twenty-seven (227) comments have been received either at the Public Meeting or

via mail or email to NCDOT. Concerns raised by the public regarding the proposed project included roadway access; property impacts; safety concerns; additional alternatives suggested; and impacts to the human environment. **Appendix F** contains a copy of the Public Meeting handout. A summary of the NCDOT responses to comments received at the Public Meeting is included in **Appendix F**.

5.4 Other Coordination

Several small group meetings were held with communities and groups during the project planning process.

5.4.1 Cedar Grove Missionary Baptist Church

A meeting was held on August 17, 2017 with Pastor McNair, members of Cedar Grove Missionary Baptist Church, and Title VI Officers, Christy Thaxton and Dene Alexander, representing the NCDOT Office of Civil Rights. The Title VI Officers were invited to the meeting by Pastor McNair in order to listen to the concerns of the church community. Questions and concerns for which the Title VI Officers were unable to answer were passed on to the NCDOT Project Manager to be addressed at the September meeting. Questions and concerns raised by the members of Cedar Grove Missionary Baptist Church were compiled by the NCDOT Title VI Officers and include:

- 1) How was the mailing list distributed?
- 2) Where do you get the addresses?
- 3) Church members would like to discuss the maps.
- 4) Church members would like to discuss the Right of Way Process
- 5) What is the benefit of this project to the church?
- 6) Is this project all about golf? Golf is mentioned on the website.
- 7) How did this project become a project in the STIP?
- 8) What statistics are there that address how many people from the black community are being impacted by this project?
- 9) What statistics are there that address how many black churches are being impacted and how many white churches are being impacted by this project?

A second meeting was held on September 5, 2017 with Pastor McNair of Cedar Grove Missionary Baptist Church, Brandon Jones, Division 8 Engineer, and Patrick Molamphy, NCDOT Board of Transportation, Division 8 Board Member. The Division Engineer explained the right-of-way acquisition process and how the church may be able to benefit from methods of early acquisition. Additionally, Pastor McNair expressed concern about the meeting scheduled for the church on September 19, 2017 and requested that the meeting be educational in nature. The Division Engineer assured Pastor McNair that the meeting would be an opportunity for NCDOT to inform the church members about the project and that the same maps displayed at the public meeting on August 3, 2017 at the West End Presbyterian Church would be displayed. Additionally, the Division Engineer assured Pastor McNair that NCDOT staff attending the meeting on September 19, 2017 would be prepared to answer questions. Pastor McNair reiterated the main concern for the members of Cedar Grove Missionary Baptist Church is that the NCDOT will take the church and that the monetary compensation will not cover the cost to replace the church.

The proposed project would require the displacement of Cedar Grove Missionary Baptist Church. Pastor McNair contacted the Department to get more information regarding the future of his church and explained that neither he nor his church members knew about the Public Meeting held on August 3, 2017 and therefore, no one from his church community attended the Public Meeting. In order to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, the Department held a third meeting with Cedar Grove Missionary Baptist on September 19, 2017. At this meeting, questions and concerns raised at the previous meeting were addressed. The Division Engineer explained the long-range planning process, project prioritization, project funding, and the reasons why N.C. 211 needs to be widened. The Division Construction Engineer explained traffic control and methods of construction and the Division Right-of-Way Agent discussed methods for early compensation and distributed the Department's Right of Way and Relocation brochure. The NCDOT Project Manager explained that additional studies were underway, including geo-environmental, noise and air, historic architecture, and archaeological. Additionally, the large-scale maps and handouts presented at the Public Meeting on August 3, 2017 were made available to the church. The meeting with Cedar Grove Missionary Baptist Church was a mitigation effort as a result of the widening N.C. 211.

5.4.2 McLendon Hills Property Owners Association

A meeting was held with NCDOT and the Property Owners Association (POA) Board of McLendon Hills on September 13, 2017. During the meeting, the widening alignments and typical section in the area were discussed. Concerns raised by the POA regarding the proposed project included roadway access, safety concerns, and right-of-way impacts associated with the location and typical section of the proposed widening. The POA requested that the NCDOT strongly consider widening N.C. 211 to the south side of N.C. 211 to avoid impacts to their entrance.

5.4.3 West End Elementary School

A meeting was held with NCDOT, Mott MacDonald, and school officials, John Birath (Executive Director of Operations), Kevin Griffin (Director of Transportation), and Principal Antigone Peek (West End Elementary School) on October 31, 2017. The meeting was held to discuss the proposed project, particularly in the vicinity of West End Elementary School, and to observe the traffic flow as school dismissed. During the meeting, the widening alignments and typical section in the area were discussed. Concerns raised by the school regarding the proposed project included roadway access, safety concerns, and right-of-way impacts associated with the location and typical section of the proposed widening.

6.0 Summary of Environmental Effects

Table 6.1 presents a summary of impacts associated with the Recommended Alternative (Segment A2/Segment B).

**TABLE 6.1
 SUMMARY OF ENVIRONMENTAL EFFECTS**

Environmental Features	Recommended Alternative
Residential Relocations	7
Business Relocations	23
Non-Profits Displaced	1 (church)
Low-Income / Minority Populations	Yes
Known Archaeological Sites Affected	No sites eligible for the NRHP affected
Adversely Effect ¹ Historic Sites	None
Community Facilities Impacted	Minor right-of-way impacts to West End Elementary, West End Elementary Baseball Field, and Old West End Gym
Section 6(f) ² Properties	None
Federally-Protected Species	No Effect - Red-cockaded woodpecker / Michaux's sumac / American chaffseed / Cape Fear shiner
Length of Impacted Streams (linear feet) ³	273
Wetland Impacts (acres) ³	0.97
Prime Farmland Impacts (acres)	4.0
Floodplain Area Impacted (acres)	None
Noise Receptor Impacts	traffic-related noise impacts at 12 receptors
Underground Storage Tanks (number of potential sites)	11
Construction Cost	\$ 25,000,000
Utility Relocation Cost	\$ 1,801,000
Right-of-Way Cost	\$ 22,082,000
Total Cost	\$ 48,883,000

Notes: Estimate of impacts based on construction limits (slope stakes), unless otherwise noted.

¹ As defined under Section 106 of the National Historic Preservation Act

² As defined under the Land and Water Conservation Act of 1965

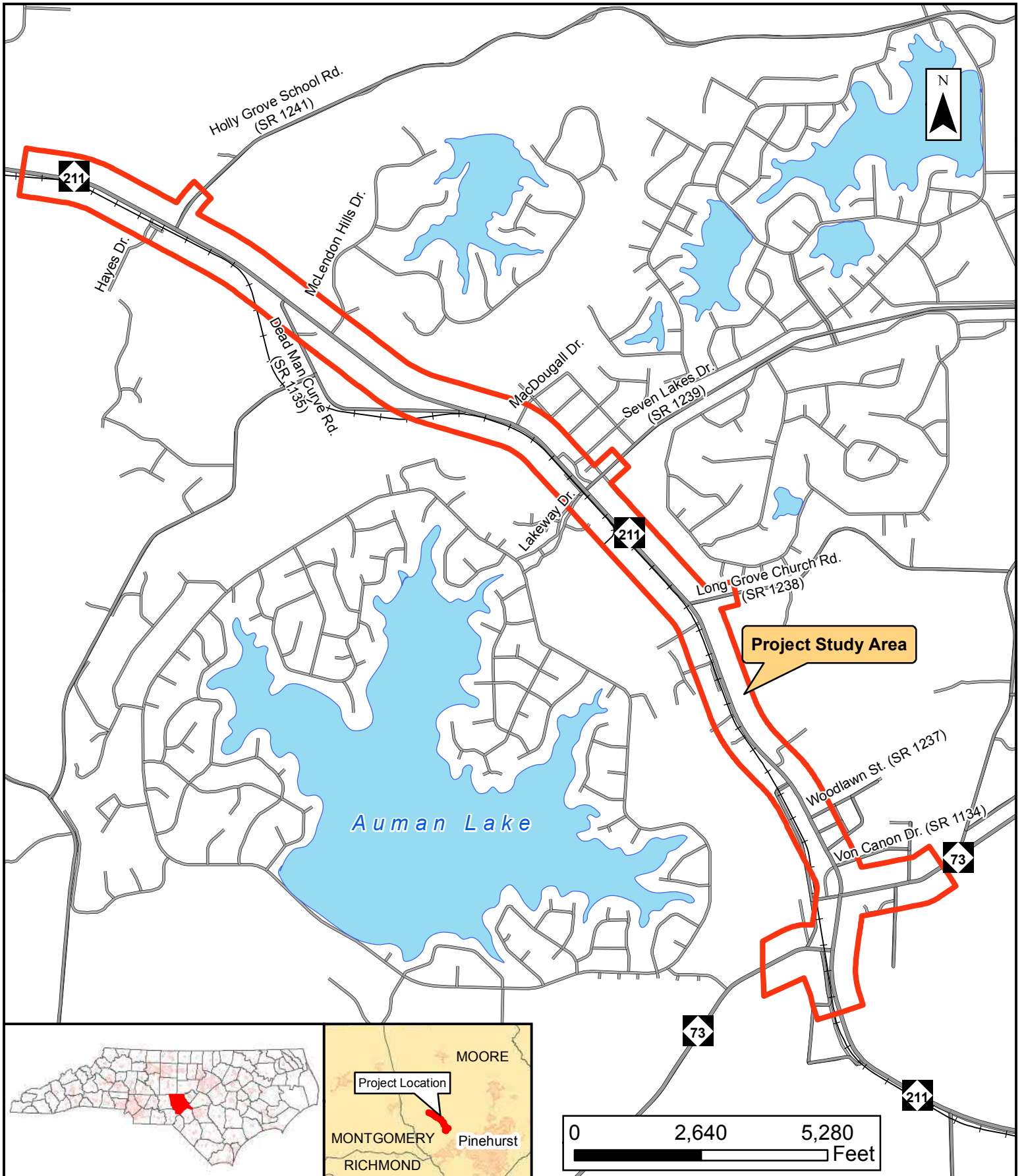
³ Stream and wetland impacts are based on slope stake limits plus a 25-foot buffer

7.0 Basis for Finding of No Significant Impact

Based upon a study of the proposed project documented in this assessment and upon comments received from state agencies, local agencies, and the public, it is the finding of the North Carolina Department of Transportation that this project would not have a significant adverse impact upon the human or natural environment. The proposed project is consistent with local plans. Per this evaluation, a Finding of No Significant Impact is applicable for this project. Therefore, no further environmental analysis will be required.

APPENDIX A

Figures



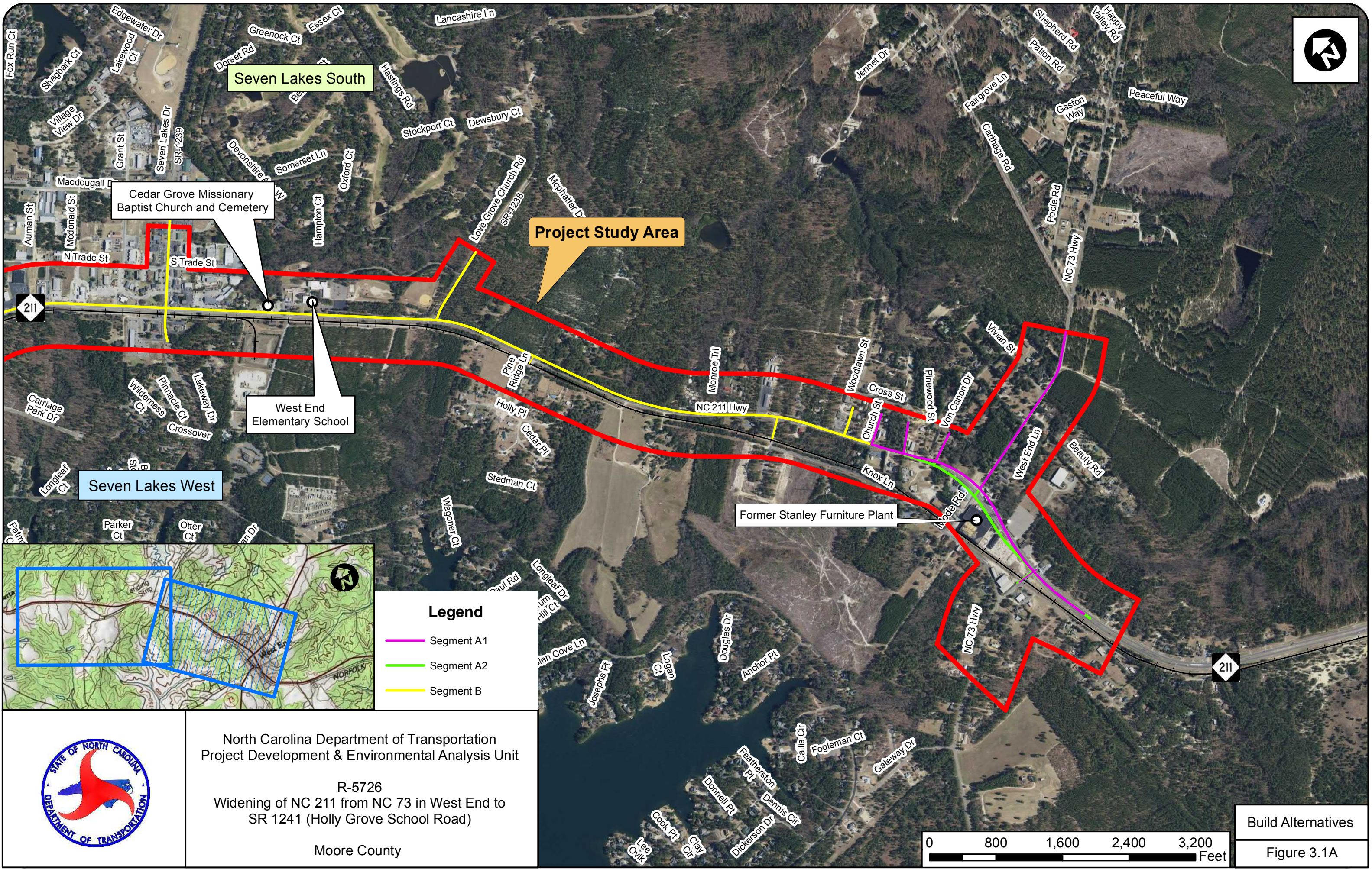
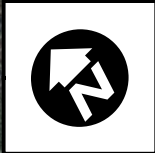
North Carolina Department of Transportation
 Project Development & Environmental Analysis Unit

R-5726
 Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Project Vicinity Map
 Figure 1.1





Seven Lakes South

Project Study Area

Seven Lakes West

Cedar Grove Missionary Baptist Church and Cemetery

West End Elementary School

Former Stanley Furniture Plant



Legend

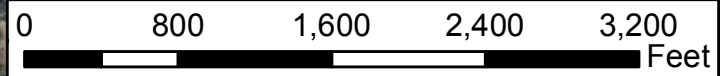
- Segment A1
- Segment A2
- Segment B



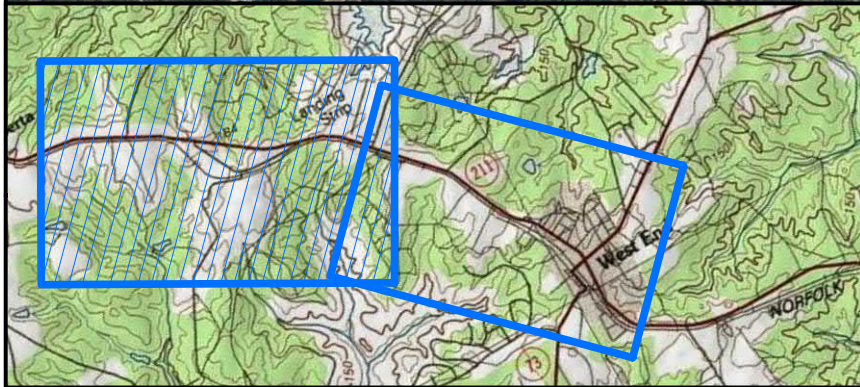
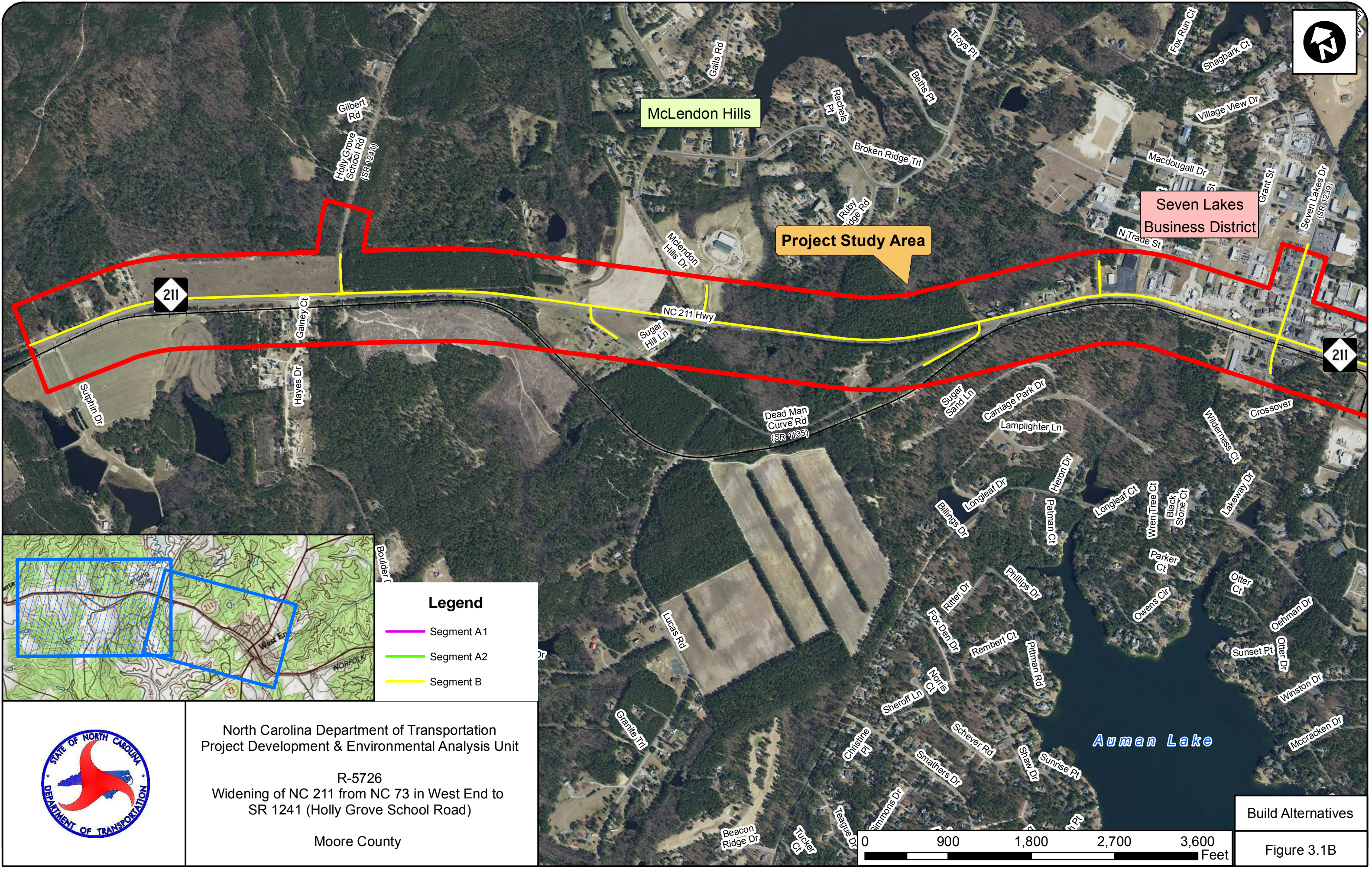
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County



Build Alternatives
Figure 3.1A



Legend

- Segment A1
- Segment A2
- Segment B

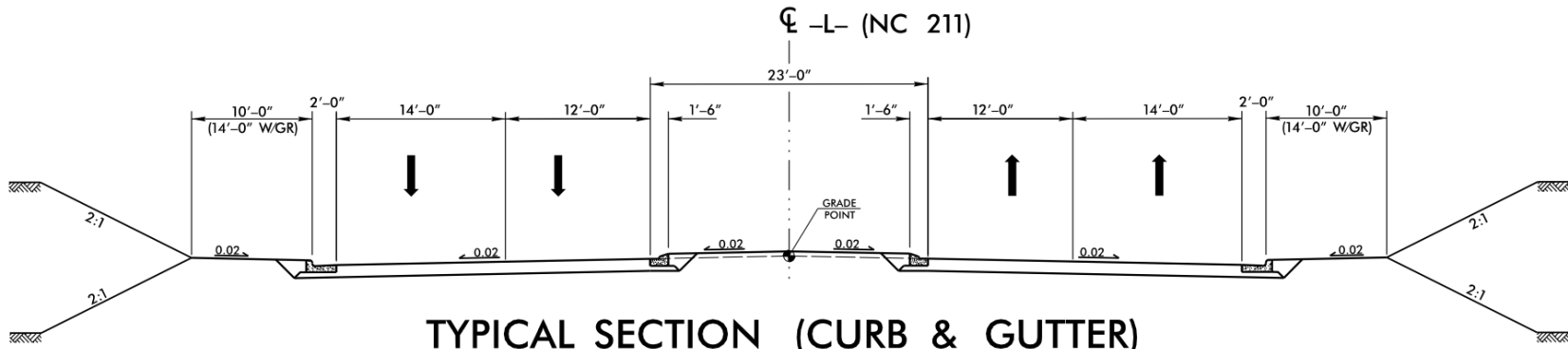


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R-5726
 Widening of NC 211 from NC 73 in West End to
 SR 1241 (Holly Grove School Road)

Moore County

Build Alternatives
 Figure 3.1B



From the intersection of NC 73 and NC 211 (Begin Project)
to Woodlawn Street in West End

From S.R. 1238 (Love Grove Church Road)
to S.R. 1135 (Dead Man Curve Road)

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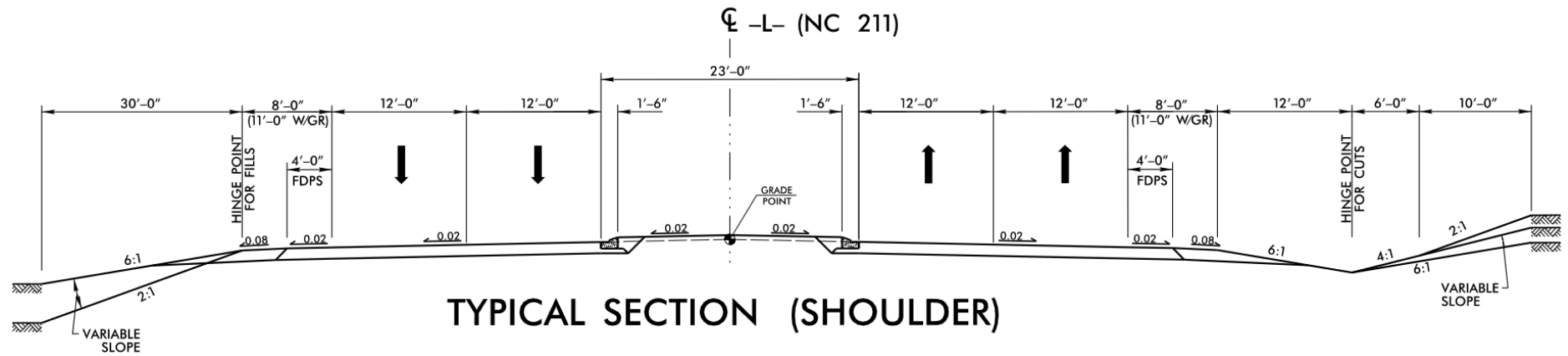
R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County



Typical Cross Sections

Figure 3.2A



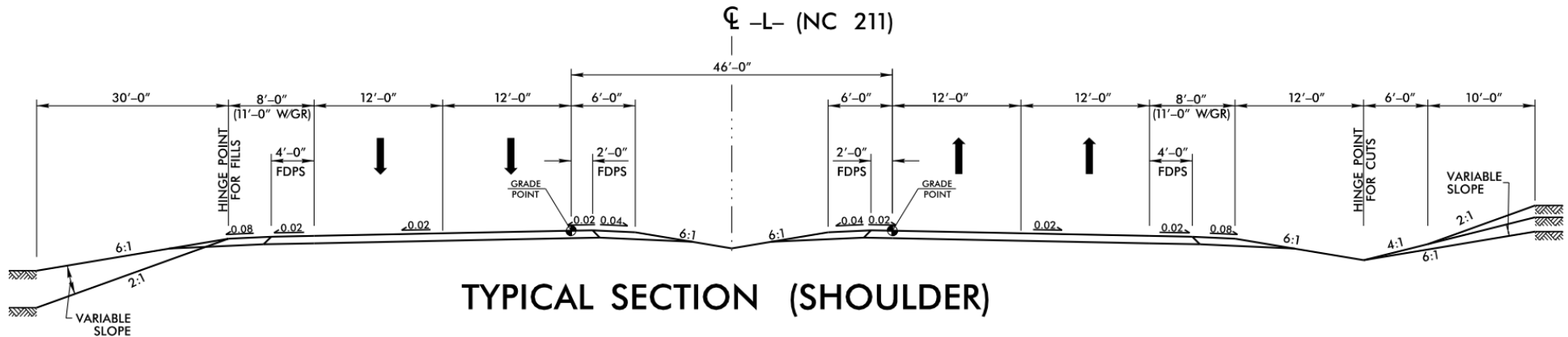
From Woodlawn Street in West End
to S.R. 1238 (Love Grove Church Road)

North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County





TYPICAL SECTION (SHOULDER)

From S.R. 1135 (Dead Man Curve Road)
to S.R. 1241 (Holly Grove School Road)

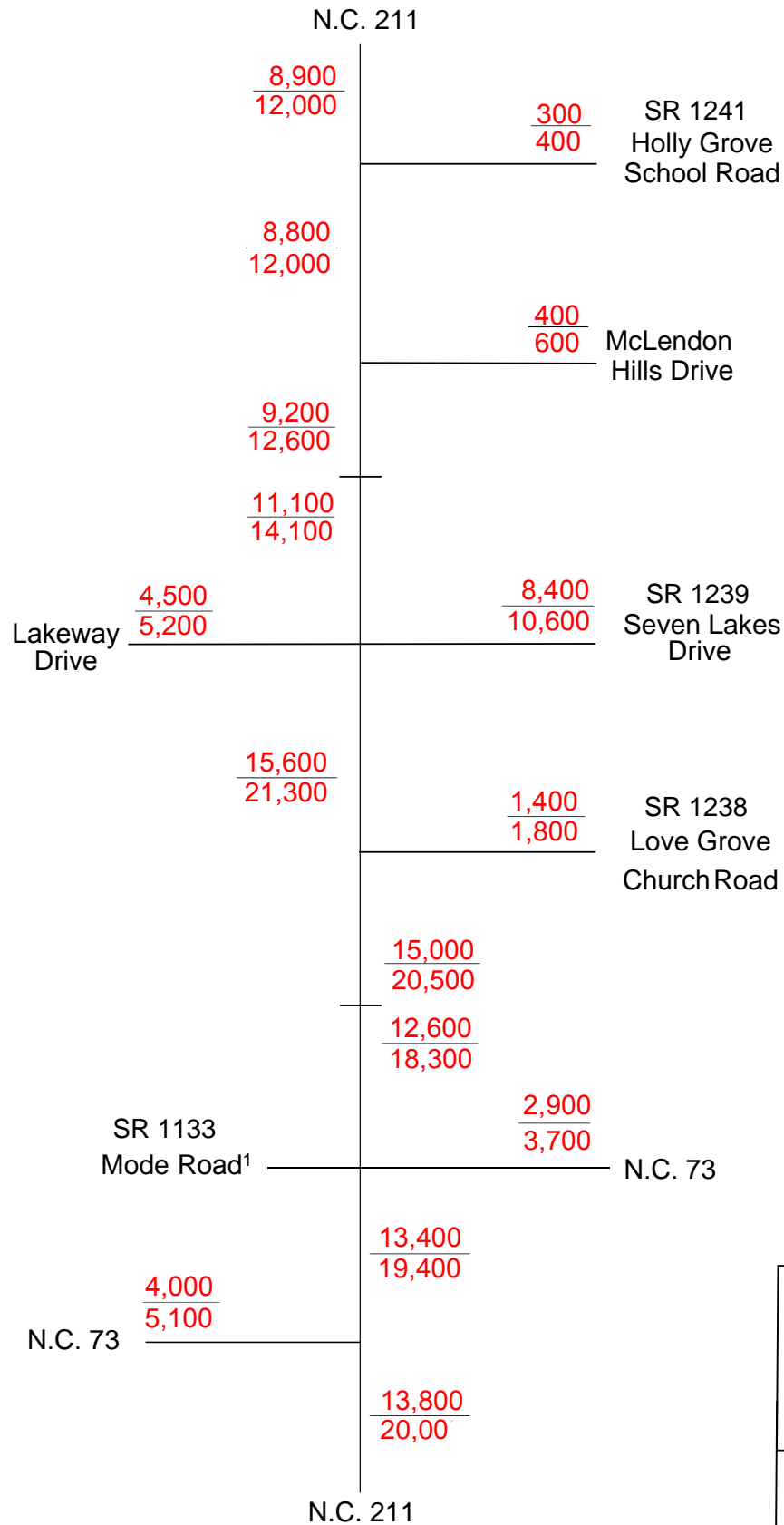
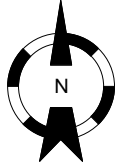


North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Typical Cross Sections
Figure 3.2C



LEGEND

2016 Volumes
2040 Volumes

Vehicles Per Day (VPD)

¹ The SR 1133 (Mode Road) / ACWR at-grade intersection was closed after the March, 2016 traffic forecast was completed.

SOURCE: NCDOT Traffic Forecast, March, 2016



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

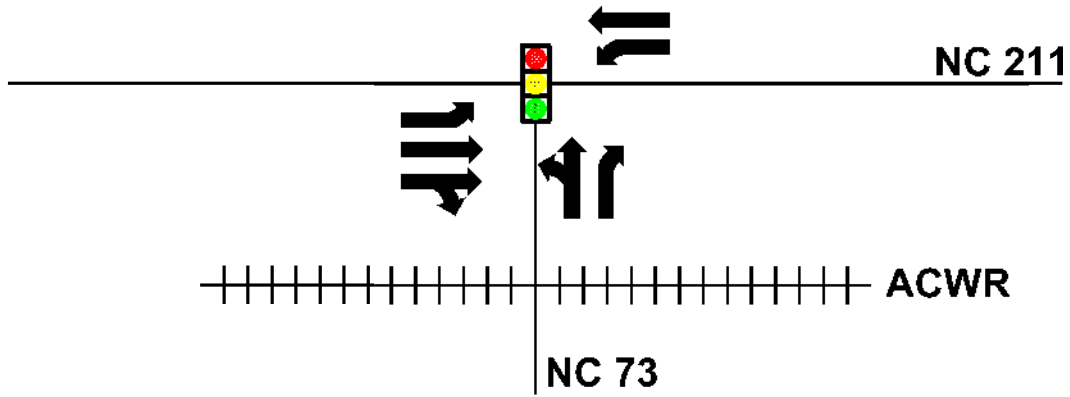
Moore County

Annual Average Daily
Traffic Volumes

Figure 3.3

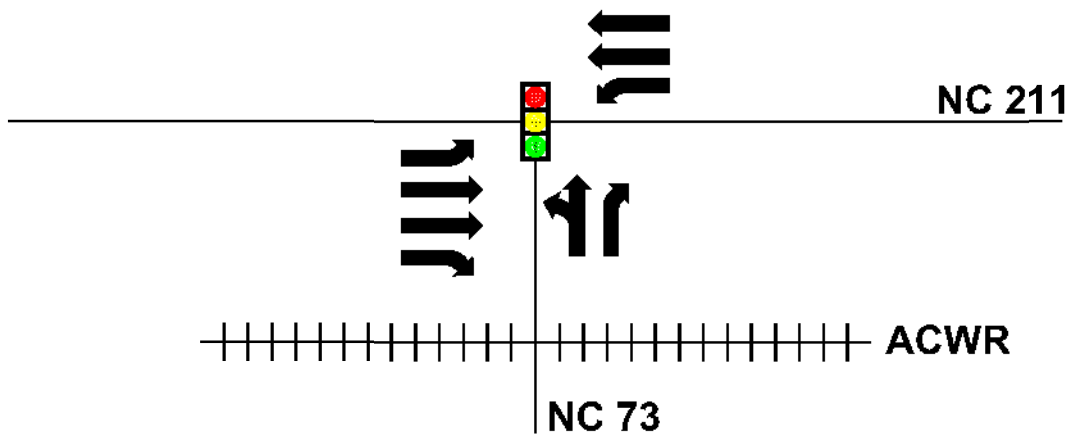


Mac's Food Store



EXISTING LANE CONFIGURATION

Mac's Food Store



PROPOSED LANE CONFIGURATION

North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726

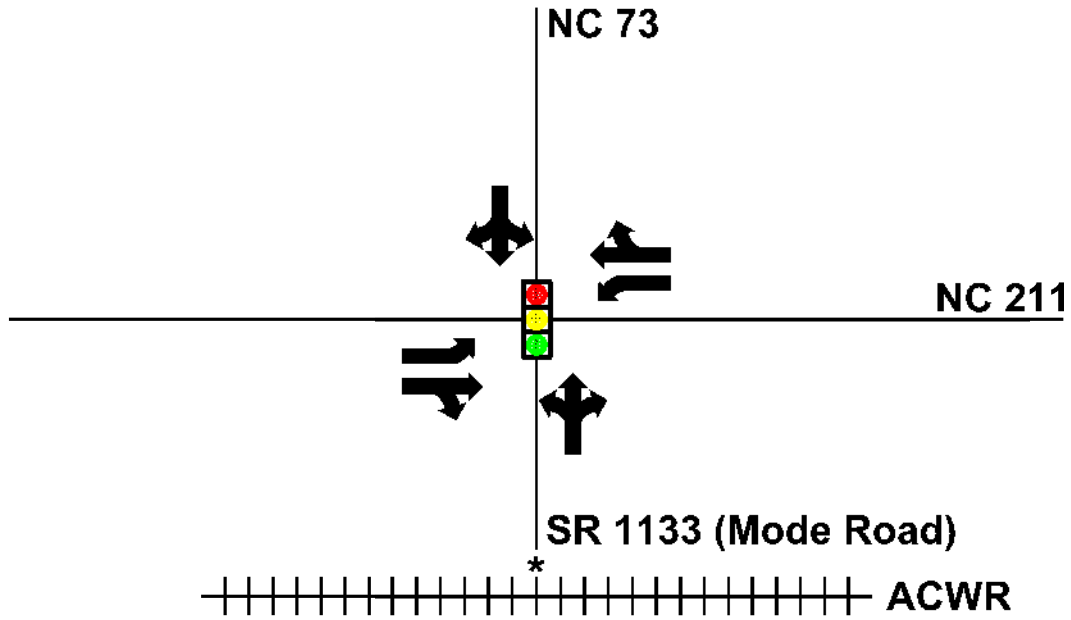
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

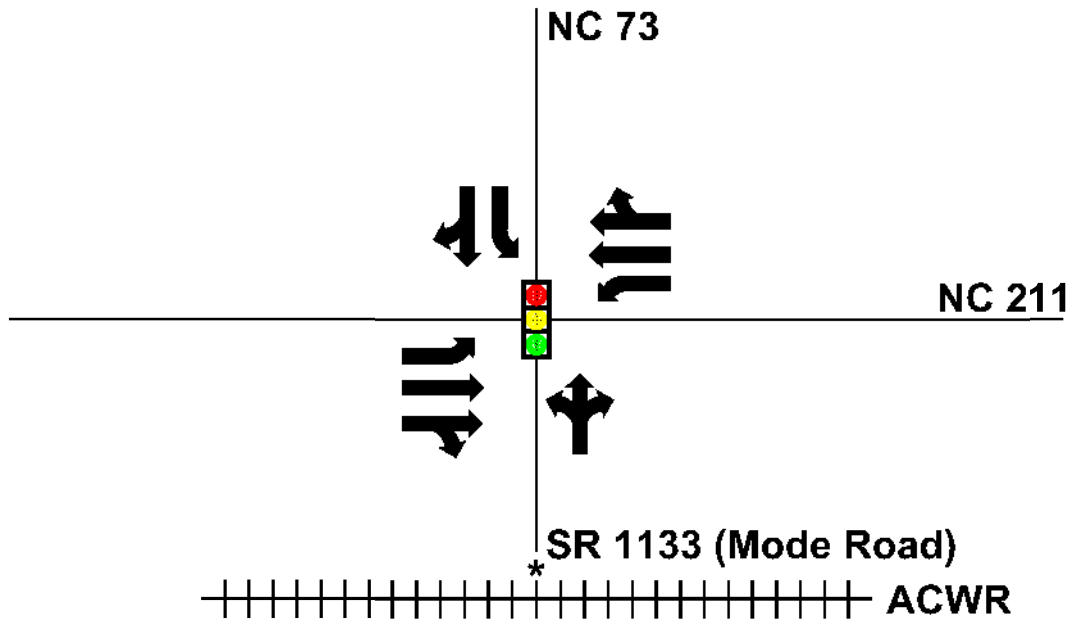


**Proposed Lane
Configuration**

Figure 3.4A



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

* The SR 1133 (Mode Road) / ACWR at-grade intersection is closed.



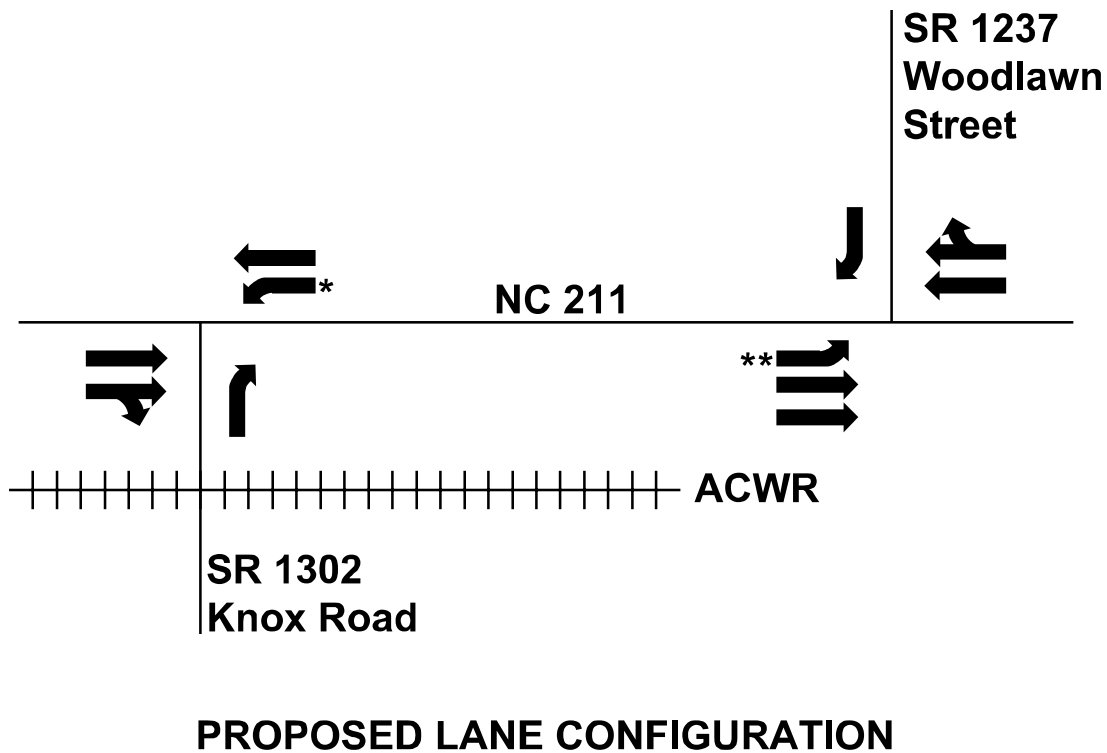
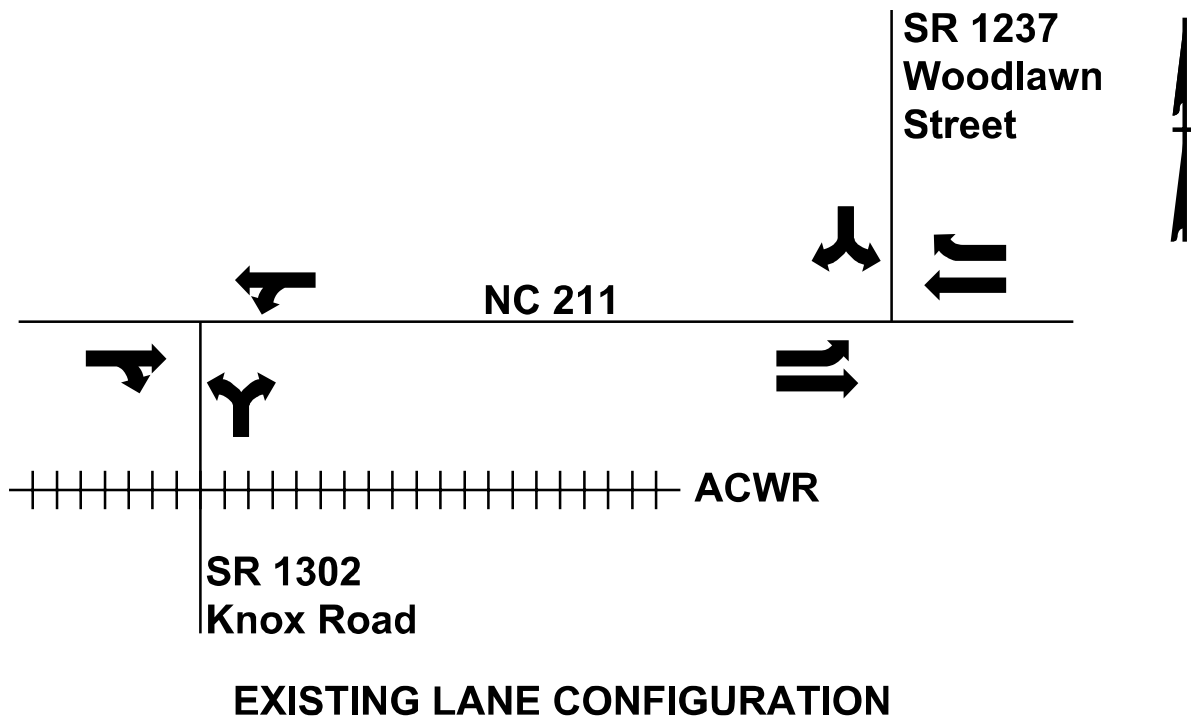
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Proposed Lane Configuration

Figure 3.4B



*U-turn movements allowed

**U-turn movements allowed, no truck U-turns allowed



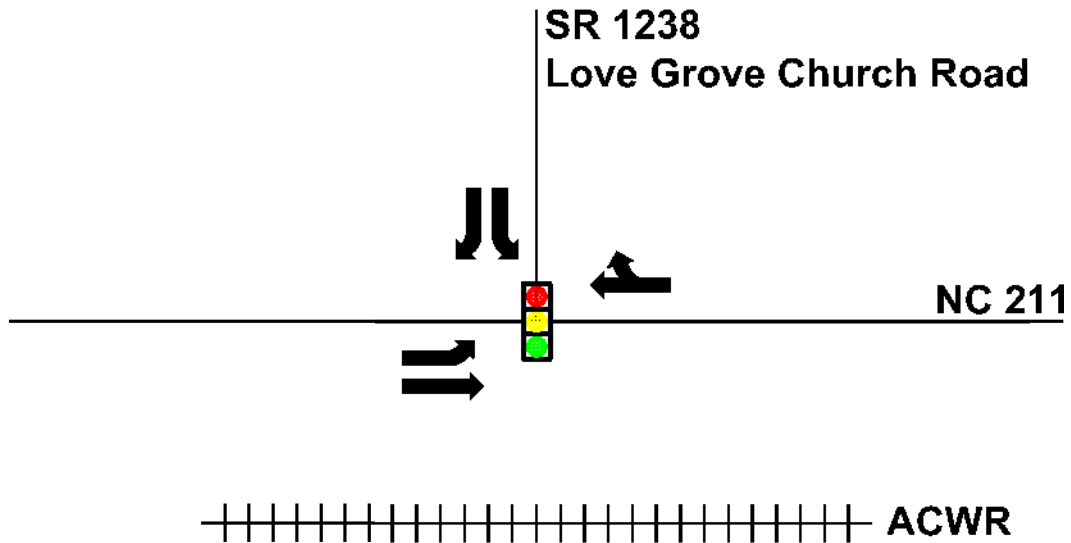
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

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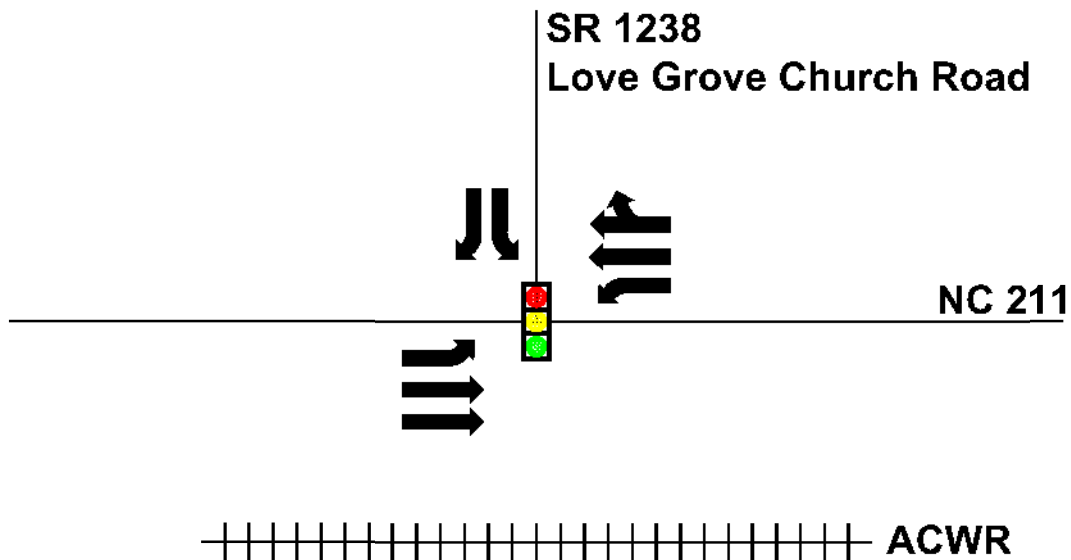
Moore County

**Proposed Lane
Configuration**

Figure 3.4C



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION



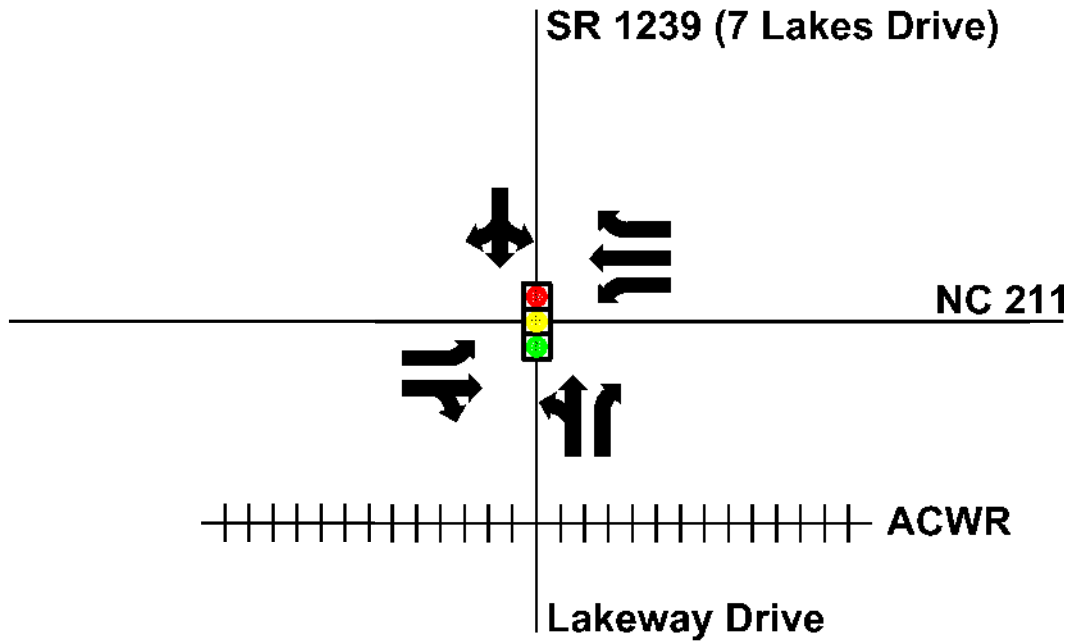
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

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Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

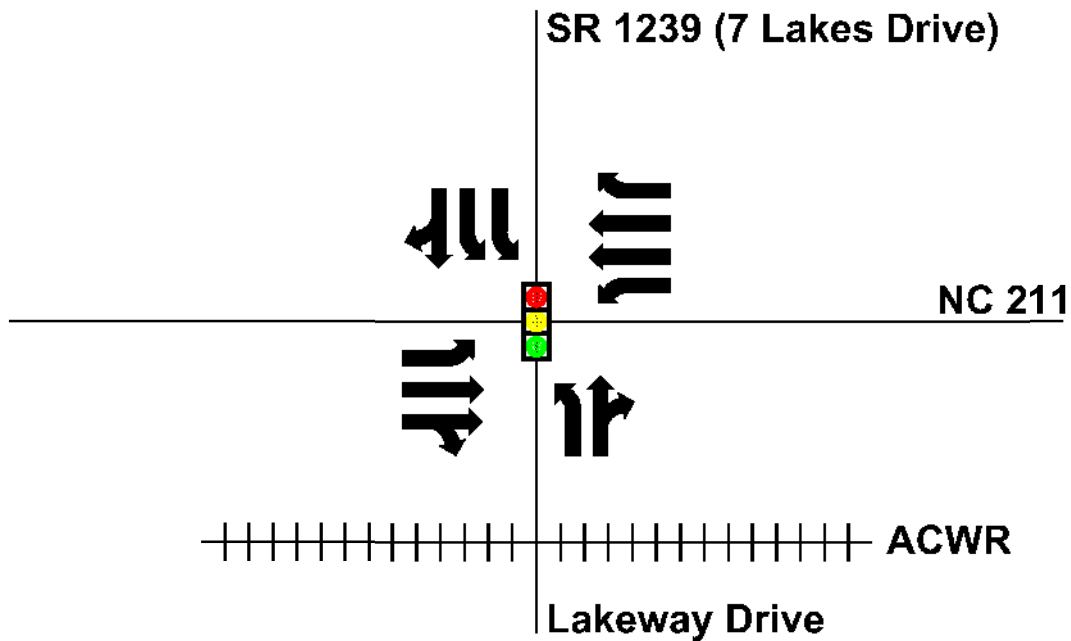
Moore County

**Proposed Lane
Configuration**

Figure 3.4D



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION



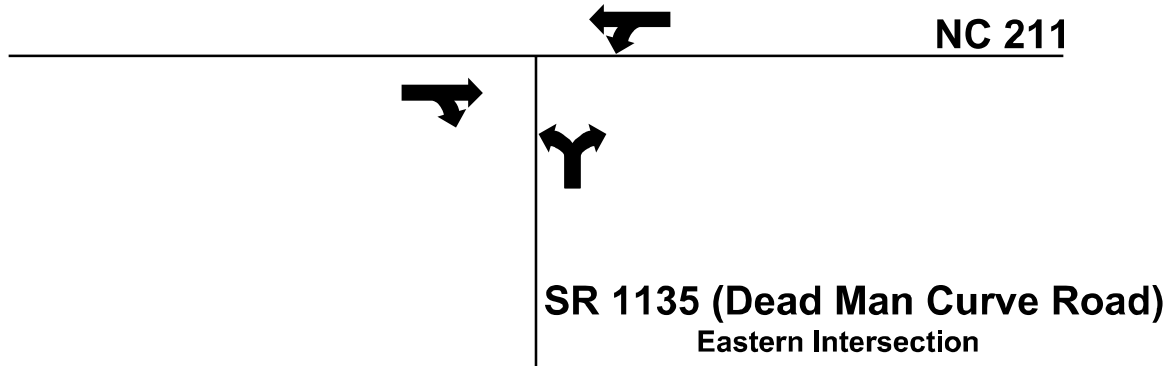
North Carolina Department of Transportation
 Project Development & Environmental Analysis Unit

R-5726
 Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

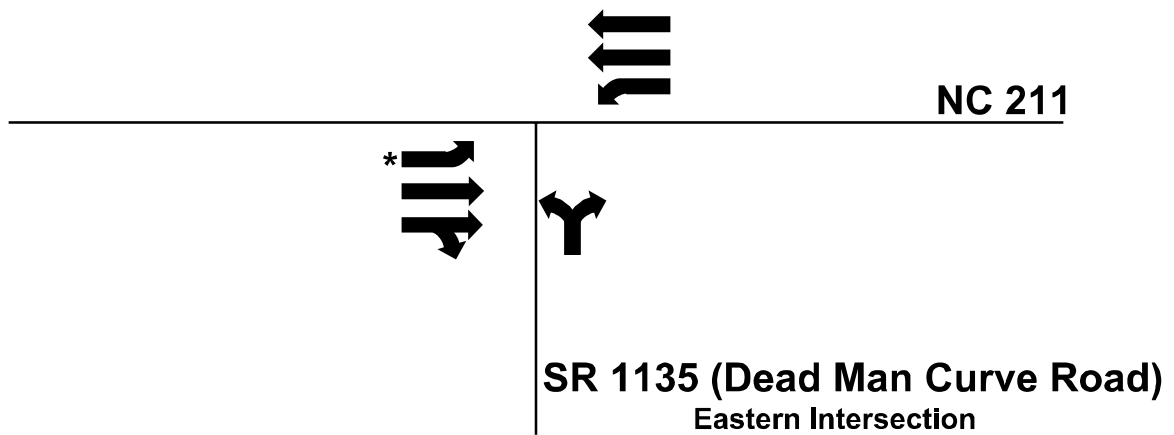
Moore County

**Proposed Lane
 Configuration**

Figure 3.4E



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

*U-turn movements allowed



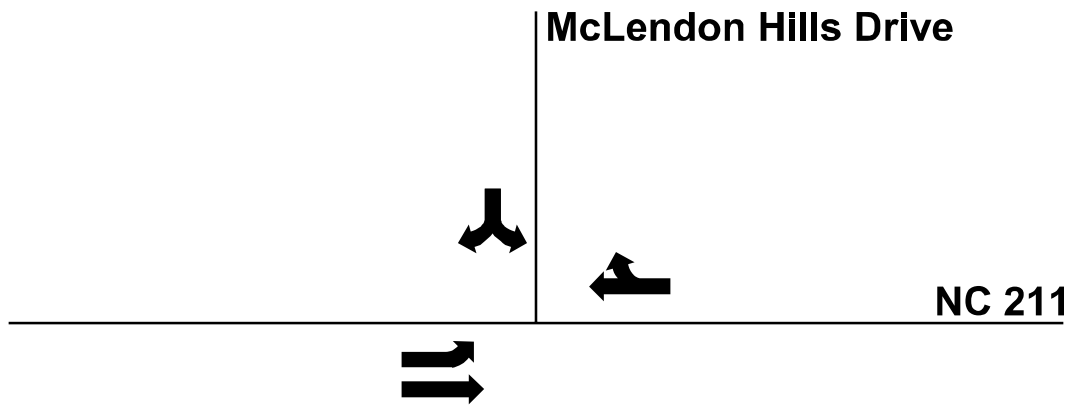
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

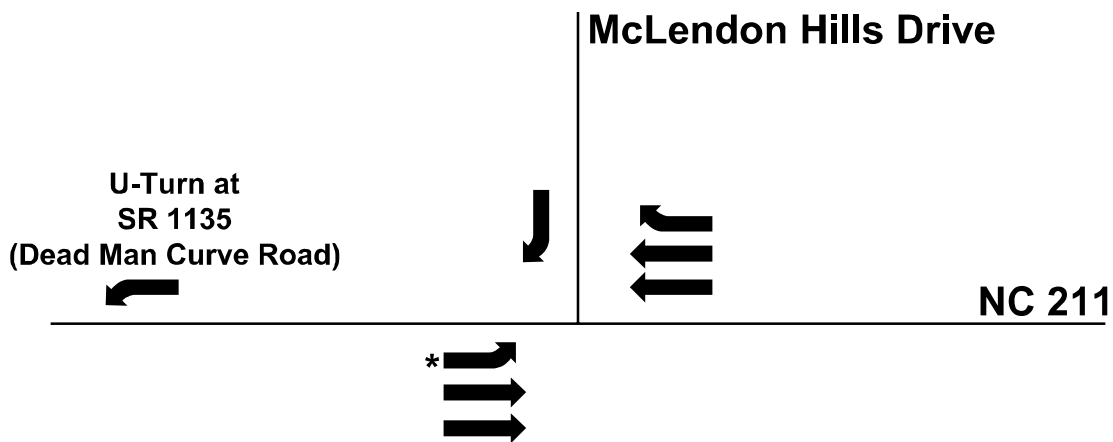
Moore County

**Proposed Lane
Configuration**

Figure 3.4F



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

*U-turn movements allowed



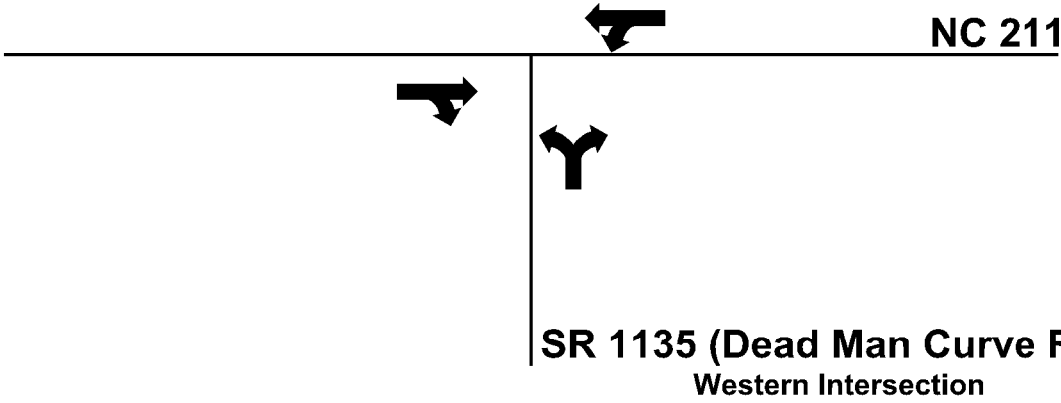
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

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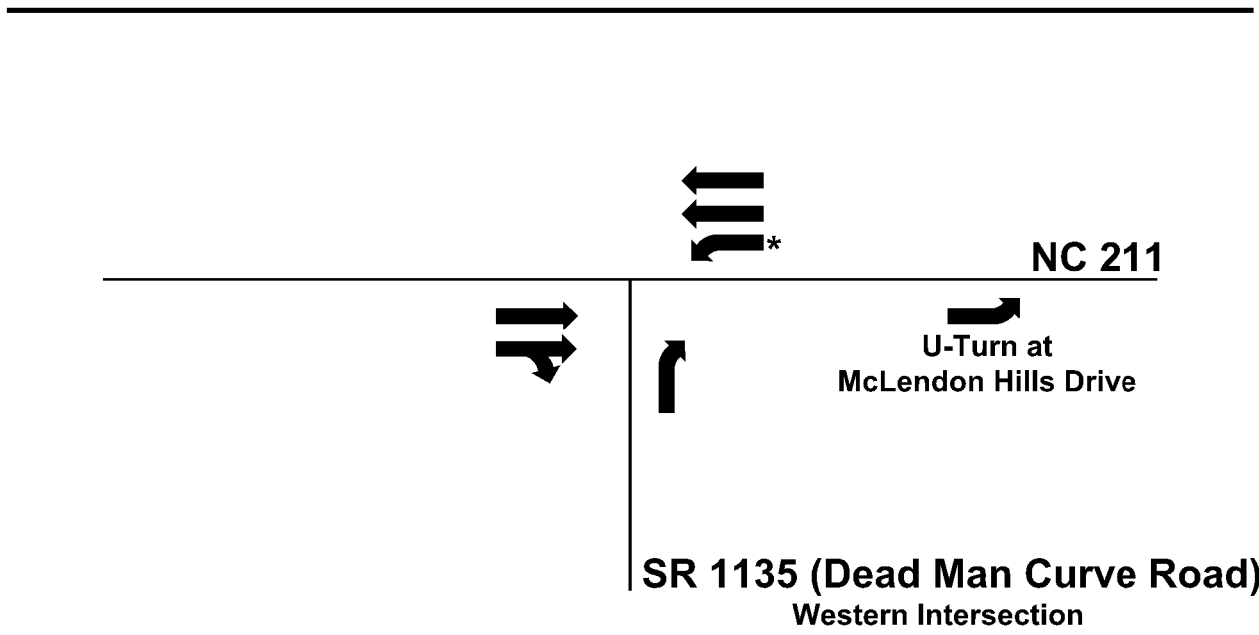
Moore County

Proposed Lane Configuration

Figure 3.4G



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

*U-turn movements allowed

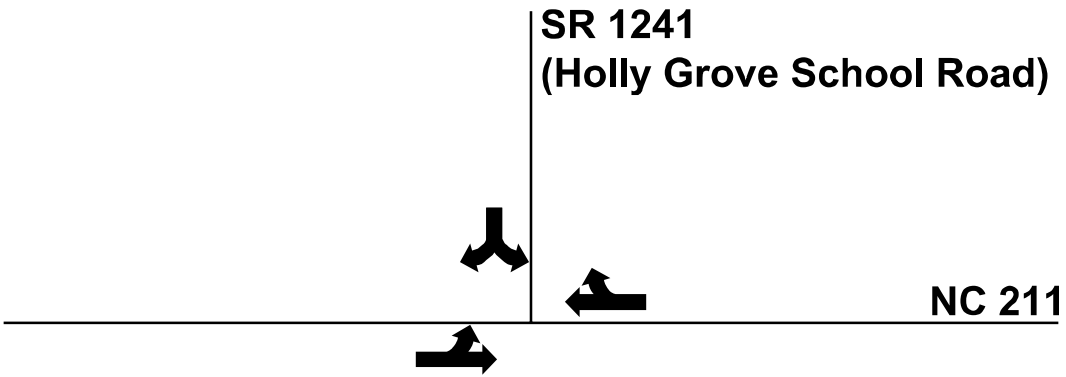
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit



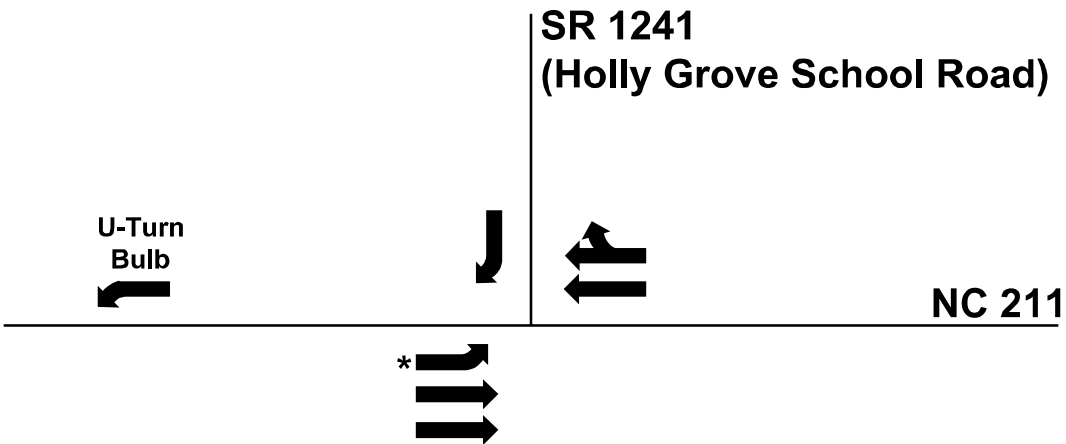
R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Proposed Lane Configuration
Figure 3.4H



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

*U-turn movements allowed



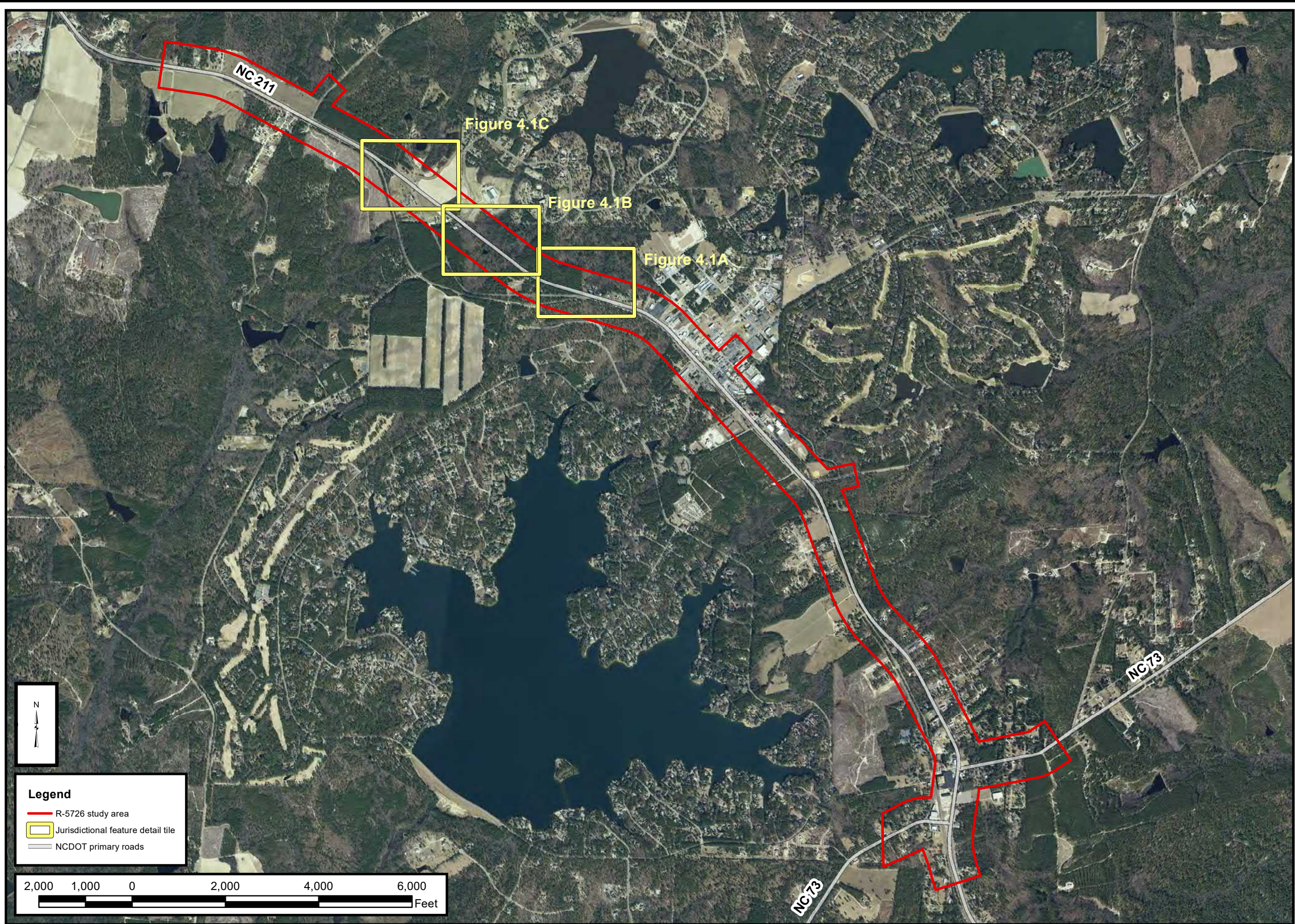
North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Proposed Lane Configuration

Figure 3.4I



Prepared for:




North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

Project:

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)
Moore County

Source:

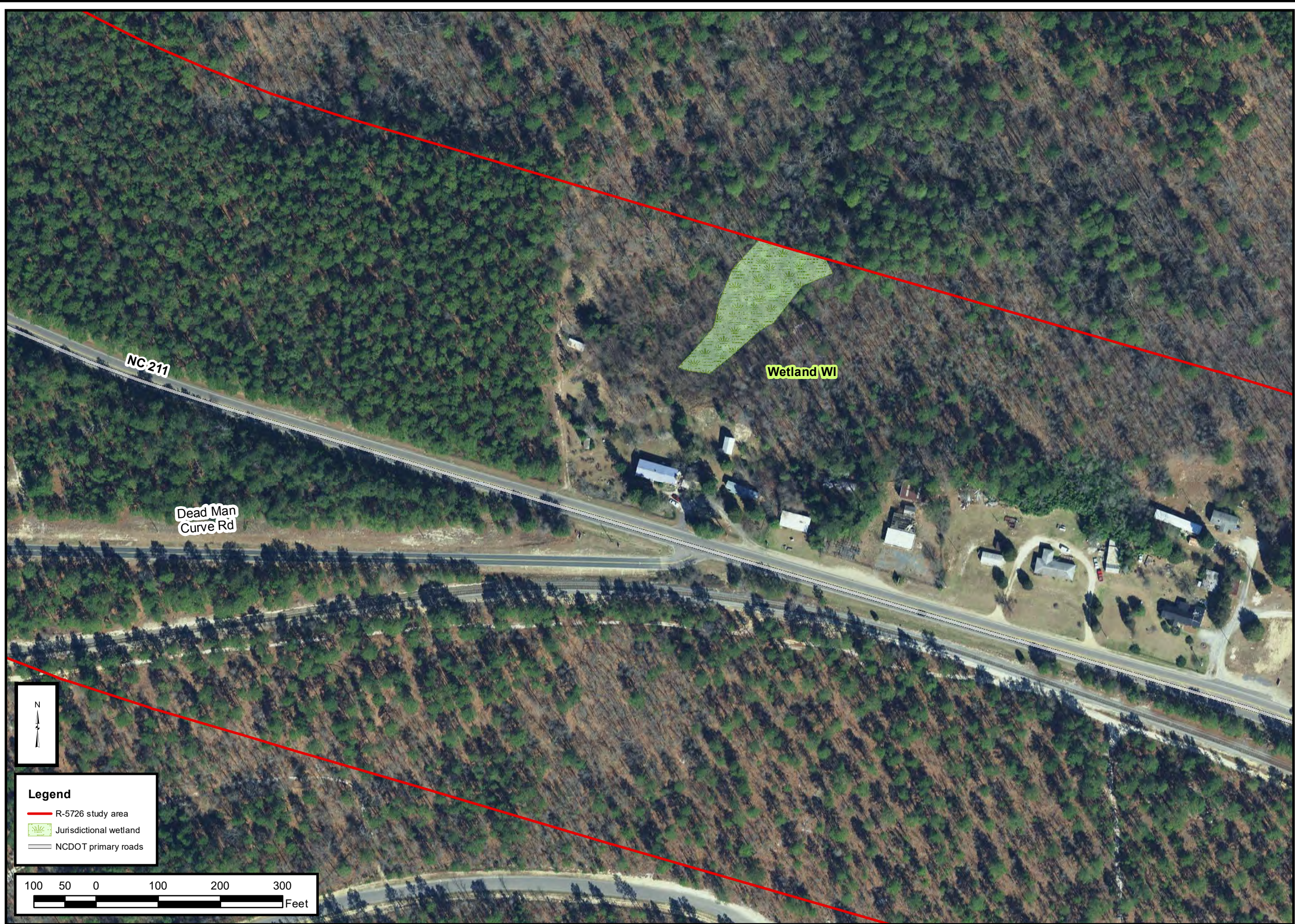
 Axiom Environmental,
Natural Resources Technical Report, August 2017.

Notes:

Background imagery source: 2015 aerial photography provided by the NC OneMap Program (online, supported by the NC Geographic Information Coordination Council).

Water Resources Map INDEX

FIGURE 4.1



Prepared for:



North Carolina Department
of Transportation


Project Development &
Environmental Analysis Unit

Project:

R-5726
Widening of NC 211 from NC
73 in West End to SR 1241
(Holly Grove School Road)

Moore County

Source:

 Axiom Environmental,
Natural Resources Tech-
nical Report, August 2017.

Notes:


Background imagery source:
2015 aerial photography
provided by the NC OneMap
Program (online, supported by
the NC Geographic Information
Coordination Council).

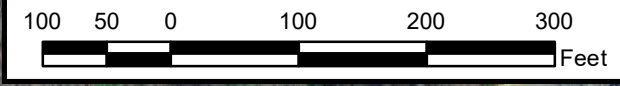
Water Resources Map

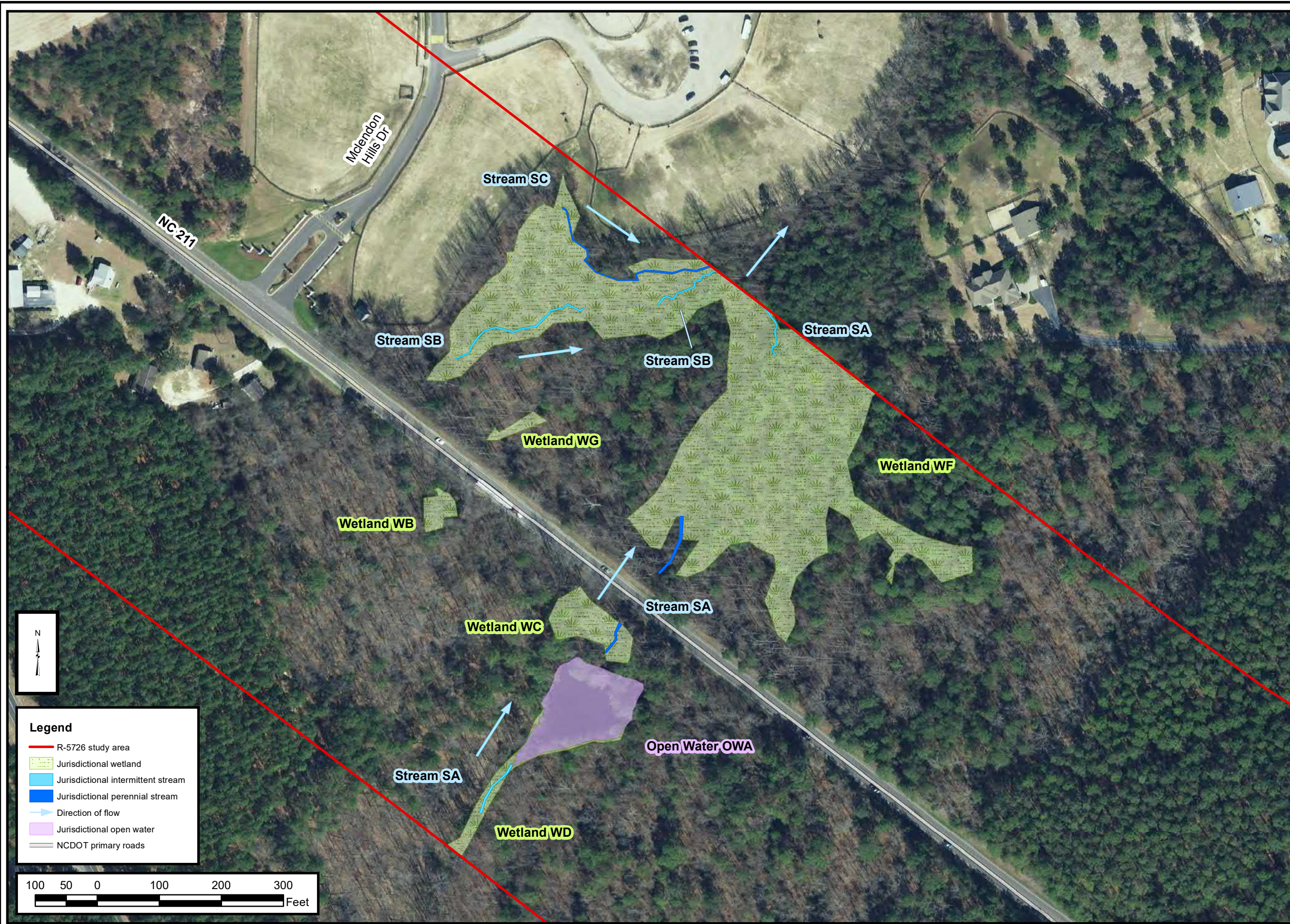
**FIGURE
4.1A**



Legend

-  R-5726 study area
-  Jurisdictional wetland
-  NCDOT primary roads





Prepared for:



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

Project:

R-5726
Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)

Moore County

Source:



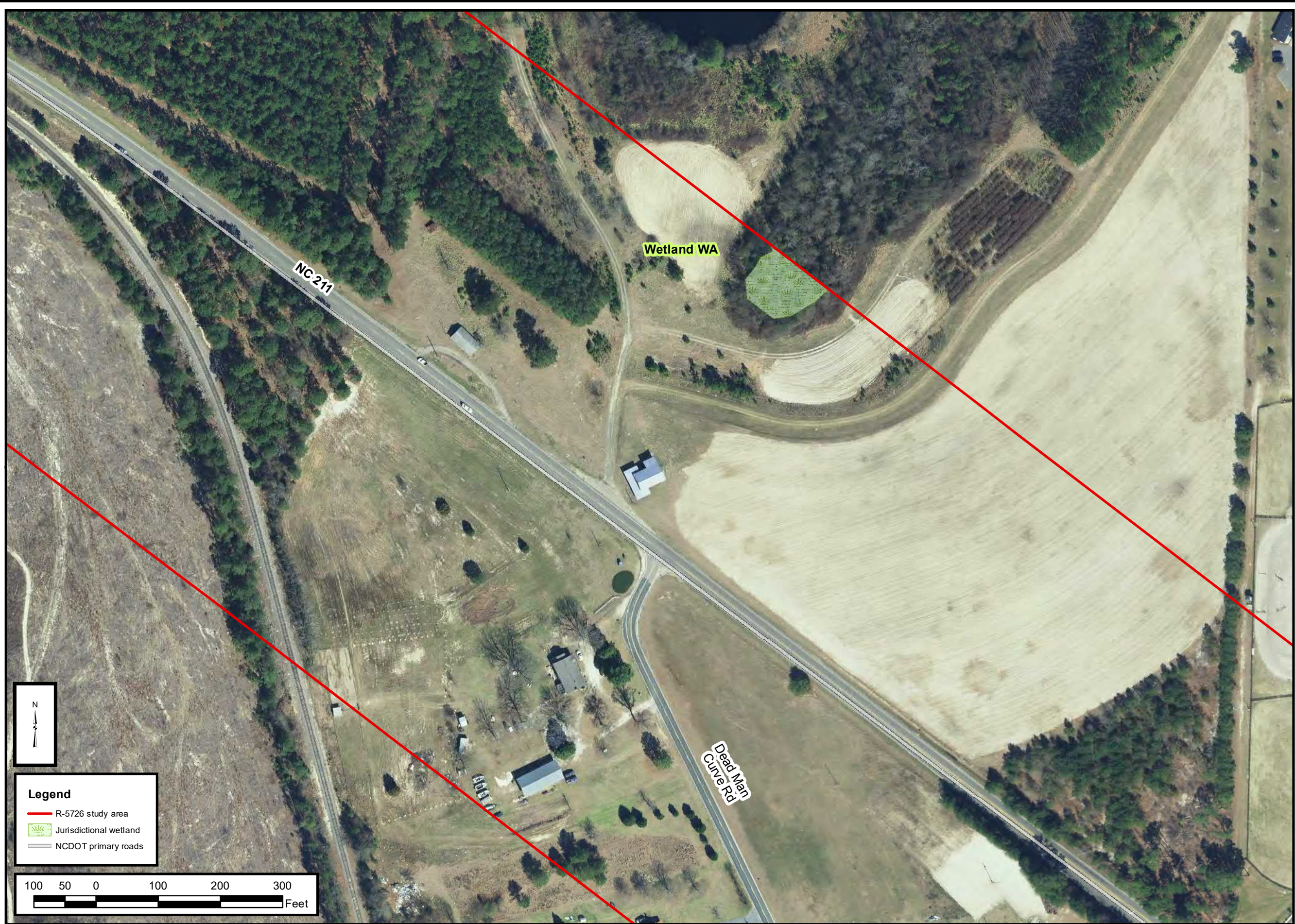
Axiom Environmental,
Natural Resources Technical Report, August 2017.

Notes:

Background imagery source: 2015 aerial photography provided by the NC OneMap Program (online, supported by the NC Geographic Information Coordination Council).

Water Resources Map

FIGURE
4.1B



Prepared for:




North Carolina Department
of Transportation
Project Development &
Environmental Analysis Unit

Project:

R-5726
Widening of NC 211 from NC
73 in West End to SR 1241
(Holly Grove School Road)
Moore County

Source:

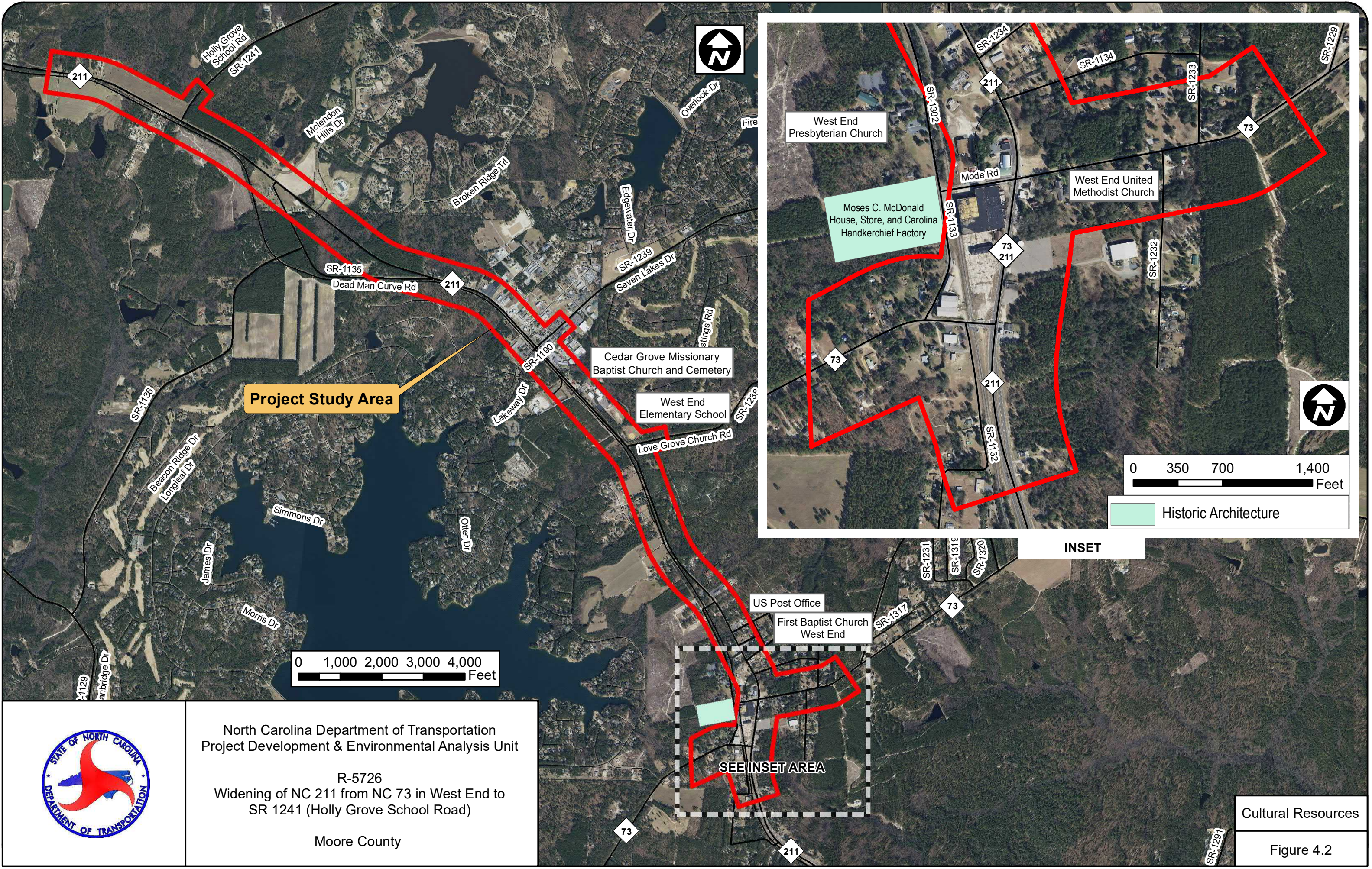
 Axiom Environmental,
*Natural Resources Tech-
nical Report*, August 2017.

Notes:

Background imagery source:
2015 aerial photography
provided by the NC OneMap
Program (online, supported by
the NC Geographic Information
Coordination Council).

Water Resources Map

**FIGURE
4.1C**



Project Study Area

West End Presbyterian Church

West End United Methodist Church

Moses C. McDonald House, Store, and Carolina Handkerchief Factory

Cedar Grove Missionary Baptist Church and Cemetery

West End Elementary School

US Post Office

First Baptist Church West End

North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County



Cultural Resources

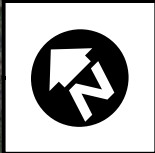
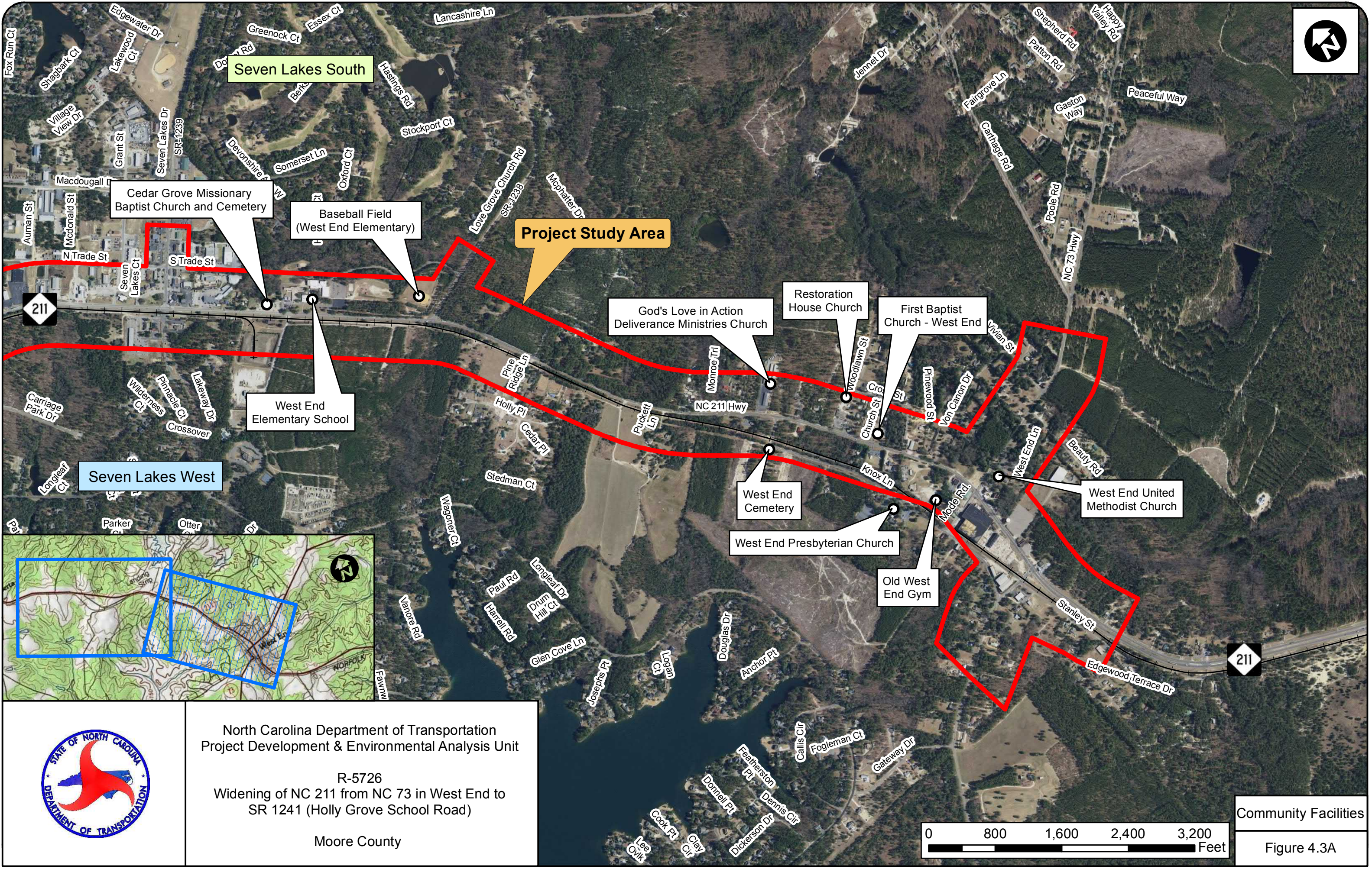
Figure 4.2

INSET

SEE INSET AREA

0 350 700 1,400 Feet

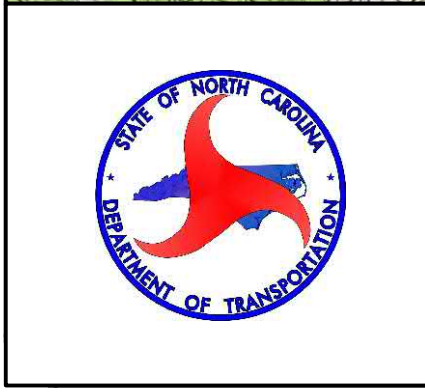
Historic Architecture



Seven Lakes South

Project Study Area

Seven Lakes West



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County

God's Love in Action
Deliverance Ministries Church

Restoration
House Church

First Baptist
Church - West End

Cedar Grove Missionary
Baptist Church and Cemetery

Baseball Field
(West End Elementary)

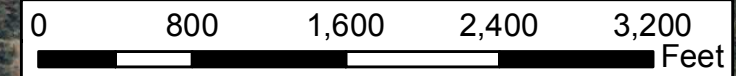
West End
Elementary School

West End
Cemetery

West End Presbyterian Church

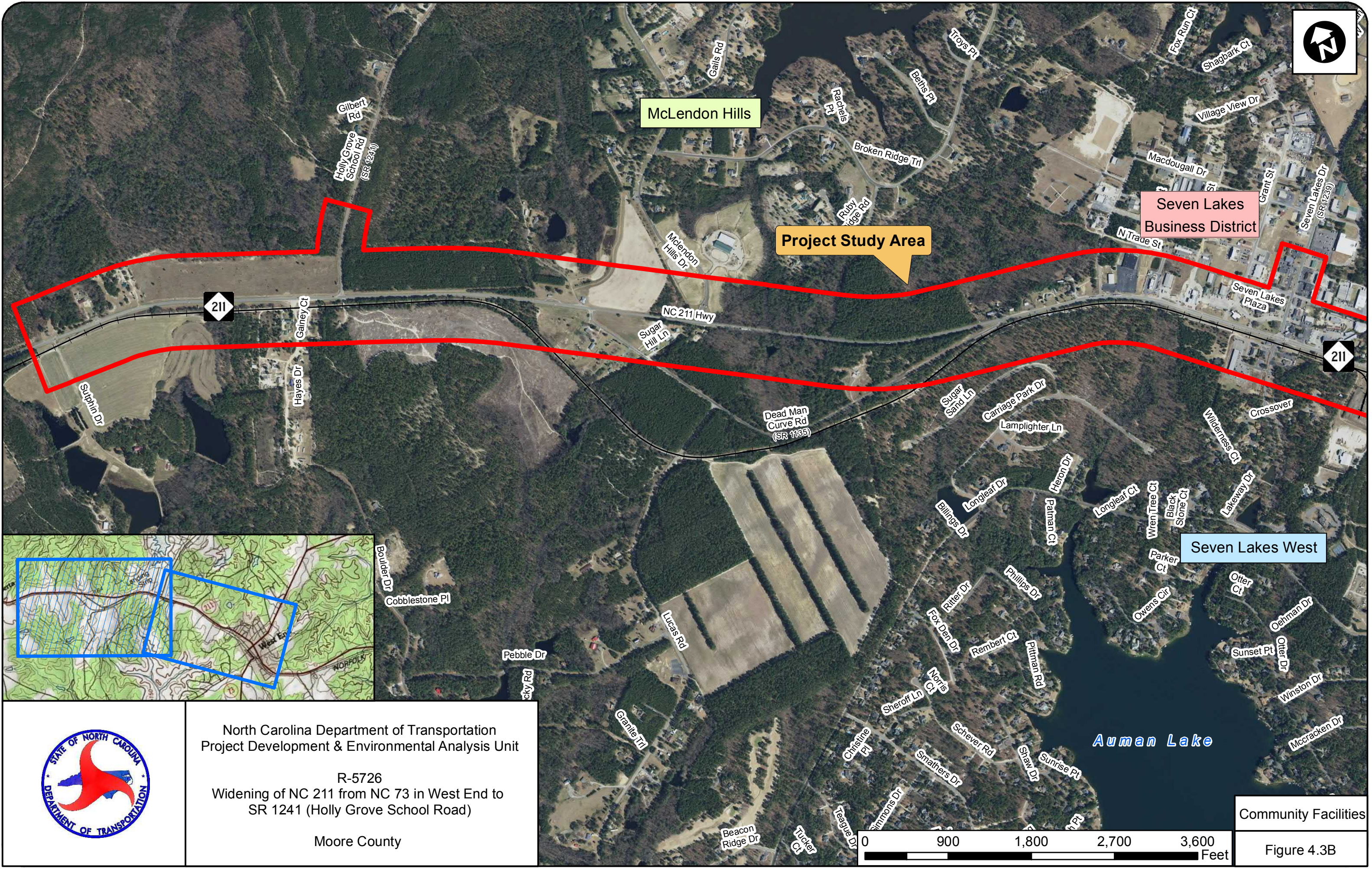
Old West
End Gym

West End United
Methodist Church



Community Facilities

Figure 4.3A



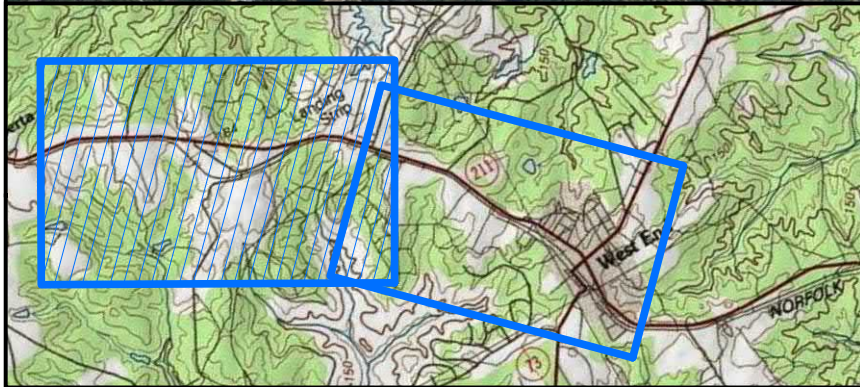
McLendon Hills

Project Study Area

Seven Lakes Business District

Seven Lakes West

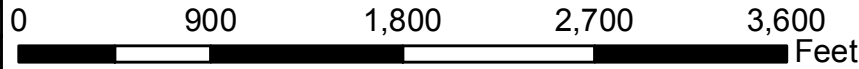
Auman Lake



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

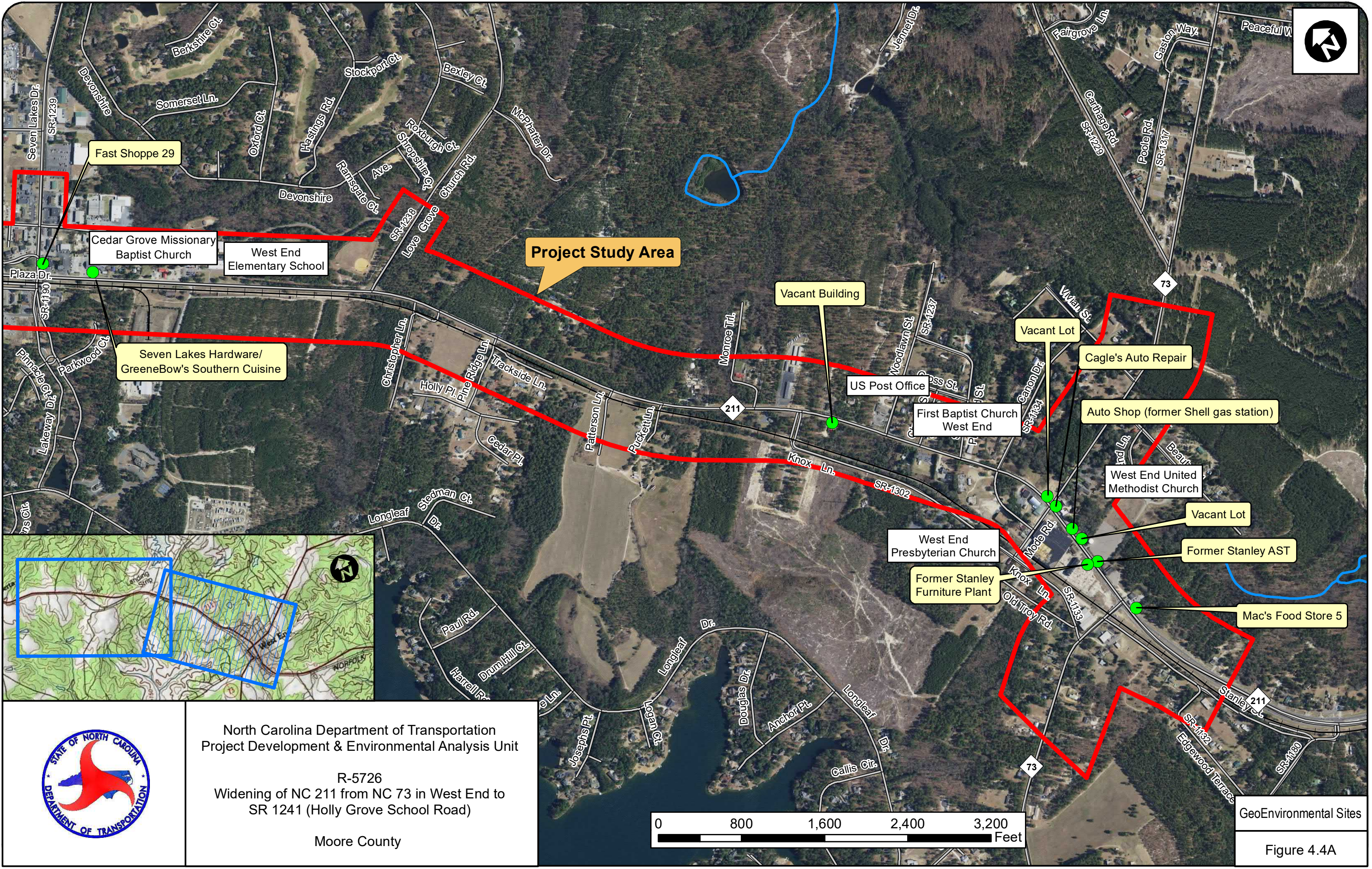
R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County



Community Facilities

Figure 4.3B



Project Study Area

Fast Shoppe 29

Cedar Grove Missionary Baptist Church

West End Elementary School

Seven Lakes Hardware/
GreeneBow's Southern Cuisine

Vacant Building

US Post Office

First Baptist Church West End

Vacant Lot

Cagle's Auto Repair

Auto Shop (former Shell gas station)

West End United Methodist Church

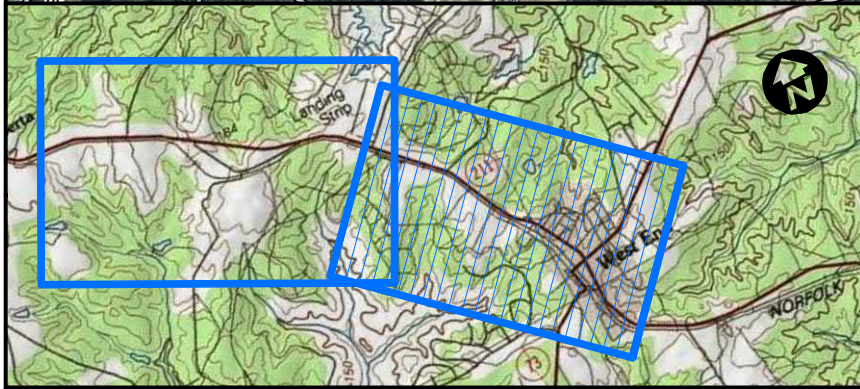
Vacant Lot

Former Stanley AST

West End Presbyterian Church

Former Stanley Furniture Plant

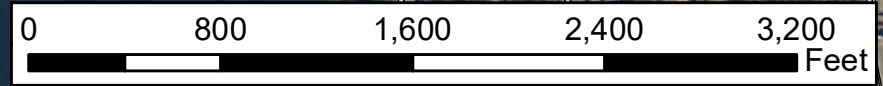
Mac's Food Store 5



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

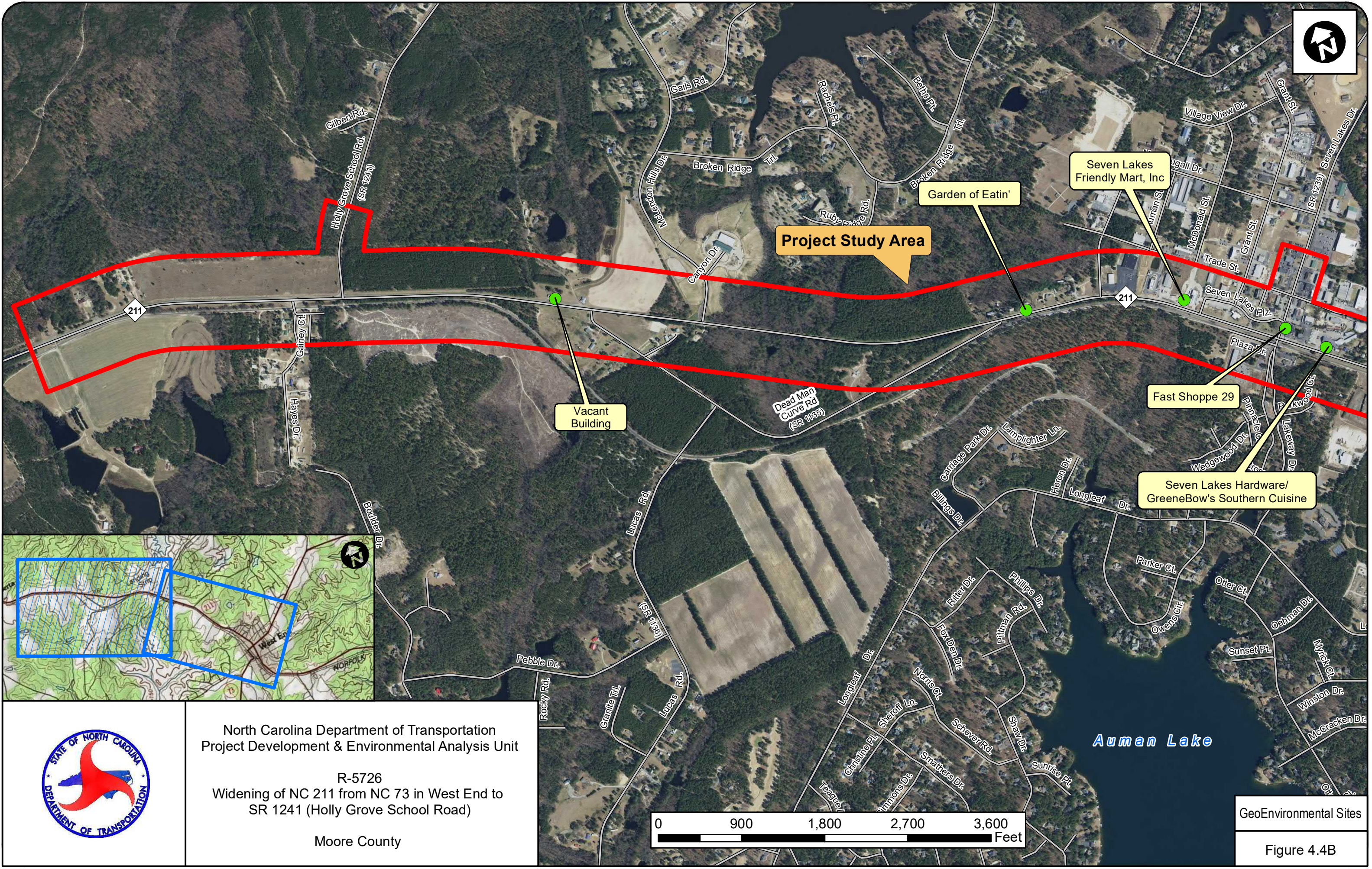
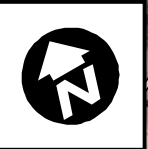
R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County



GeoEnvironmental Sites

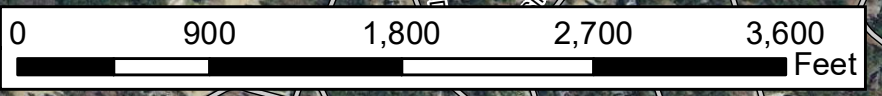
Figure 4.4A



North Carolina Department of Transportation
Project Development & Environmental Analysis Unit

R-5726
Widening of NC 211 from NC 73 in West End to
SR 1241 (Holly Grove School Road)

Moore County



GeoEnvironmental Sites

Figure 4.4B

APPENDIX B

Cultural Resources Concurrence Letters

17-01-0012



HISTORIC ARCHITECTURE AND LANDSCAPES
****EFFECTS ASSESSMENT REQUIRED FORM****

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No.:	R-5726	County:	Moore
WBS No.:	50218.1.1	Document Type:	State EA/FONSI
Fed. Aid No.:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
<u>Project Description:</u> Widen NC 211 from SR 1241 (Holly Grove Rd) to NC 73 in West End			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On January 26, 2017 a search of NC HPOWEB GIS Service map revealed that the Area of Potential Effects (APE) includes a number of properties over 50 years of age. On April 11, 2017 an NCDOT architectural historian conducted a windshield survey and recommended that several properties be evaluated for National Register eligibility. In July 2017 the evaluation report was delivered to the North Carolina Historic Preservation Office (HPO). That report recommended that one property, the Moses C. McDonald House, Store, and Handkerchief Factory (MR0557), which was placed on the Study List in 1998, is eligible for National Register listing. In a letter dated August 1, 2017, HPO concurred with our recommendation but requested an adjustment to the boundary for the property. A copy of that correspondence and a map showing the boundary is attached. An Assessment of Effects will be required for this property.

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- ****EFFECTS ASSESSMENT REQUIRED****

Shelby Reap

August 8, 2017

NCDOT Architectural Historian

Date



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator


Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

August 1, 2017

MEMORANDUM

To: Shelby Reap, Architectural Historian sreap@ncdot.gov
NCDOT/PDEA/HES

From: Renee Gledhill-Earley 
Environmental Review Coordinator

Re: Widen NC 211 from SR 1241 (Holly Grove School Road) to NC 73 in West End,
R-5726, Moore County, ER 17-1302

Thank you for your letter of July 19, 2017, transmitting the above-referenced report. We have reviewed the report and concur that the Moses C. McDonald House, Store, and Carolina Handkerchief Factory (MR0557) are eligible for listing in the National Register of Historic Places under Criteria A and B. We do wonder, however, why the boundary for the property is extended so far to the south in that the buildings appear to be concentrated at the north end of the parcel.

We also concur that the John and Mary House (MR1380), West End Historic District (MR1405), and West End Methodist Church (MR0572) are not eligible for listing in the National Register for the reasons outlined.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR part 800.

Thank you for your cooperation and consideration. If you have any questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/807-6579.

cc: Mary Pope Furr, NCDOT mfurr@ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Renee Gledhill-Earley
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

August 7, 2017

Dear Gledhill-Earley:

RE: R-5726—Widen NC 211 from SR 1241 (Holy Grove Rd) to NC 73 in West End,
Moore County, ER 17-1302

Thank you for your letter dated August 1, 2017. We have revised the National Register boundary for the Moses C. McDonald House, Store, and Handkerchief Factory (MR0557) to follow the boundary that was created when the property was placed on the Study List with the exception of increasing the eastern boundary to follow the utility line along Knox Lane so that the buildings are fully included within the boundary. If you have any questions I can be reached at (919) 707-6088 or by email at slreap@ncdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Shelby Reap".

Shelby Reap
Historic Architecture Section

Attachment

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PDEA-HUMAN ENVIRONMENT SECTION
MAIL SERVICE CENTER 1598
RALEIGH NC, 27699-1598

Telephone: (919) 707-6000
Fax: (919) 212-5785
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1020 BIRCH RIDGE RD
RALEIGH NC 27610



HPO Data Layers

Background View



100 m
400 ft

Search Results

Latitude: 35.24093 Longitude: -79.568927 Scale: 1:12,256.9

17-01-0012



HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	R-5726	County:	Moore
WBS No.:	50218.1.1	Document Type:	State EA/FONSI
Fed. Aid No:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	NWP 14
<u>Project Description:</u> Widen NC 211 from SR 1241 (Holly Grove Rd) to NC 73 in West End			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

On January 26, 2017, a search of NC HPOWEB GIS Service map revealed that in the Area of Potential Effects (APE) the project included a number of properties which are over 50 years of age. An architectural historian conducted eligibility evaluations of properties in the APE. In a letter dated August 1, 2017 the North Carolina Historic Preservation Office concurred with our finding that the Moses C. McDonald House, Store and Carolina Handkerchief Factory (MR0557) is eligible for National Register listing under Criteria A and B.

ASSESSMENT OF EFFECTS

Property Name:	Moses C. McDonald House, Store and Carolina Handkerchief Factory	Status:	DE
Survey Site No.:	MR0557	PIN:	
Effects <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<u>Explanation of Effects Determination:</u> outside of the APE			

List of Environmental Commitments:

SUPPORT DOCUMENTATION

- Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Shelby Reap
NCDOT Architectural Historian

Oct 18, 2017
Date

Renee Medhill-Eady
State Historic Preservation Office Representative

10.18.17
Date

Representative, Federal Agency

Date

R-3776
(ALTERNATIVE 12)



MOSES C. McDONALD HOUSE, STORE, AND HANDKERCHIEF FACTORY
(Eligible for listing in the National Register of Historic Places)

Scale: 1" = 200'
North Arrow
Date: 12/15/11

APPENDIX C

Relocation Report



EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	50218.1.1	COUNTY	Moore	Alternate	A1	of	3	Alternate
T.I.P. No.:	R-5726							
DESCRIPTION OF PROJECT:	Widen NC 211 to east side of NC 211 through West End from NC 73 to Church Street							

ESTIMATED DISPLACED					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	1	0	1	0	0	1	0	0	0	
Businesses	2	4	6	0	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0
Yes	No	<i>Explain all "YES" answers.</i>			40-70M	1	250-400	0	40-70M	6
	X	1. Will special relocation services be necessary?			70-100M	0	400-600	0	70-100M	0
	X	2. Will schools or churches be affected by displacement?			100 UP	0	600 UP	0	100 UP	0
X		3. Will business services still be available after project?			TOTAL	1	0	0	6	0
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)					
	X	5. Will relocation cause a housing shortage?			<p>3. The loss of business involved will not affect the area. 4. See attached list. 6. Realtors, MLS, Newspapers and field search in private market surrounding the project area. 8. As required by law. 11. Section 8 Housing in Moore County. 12. There are no government projects competing for housing. 14. Realtors, MLS, Newspapers and field search in private market surrounding the project area.</p>					
		6. Source for available housing (list).								
	X	7. Will additional housing programs be needed?								
X		8. Should Last Resort Housing be considered?								
	X	9. Are there large, disabled, elderly, etc. families?								
	X	10. Will public housing be needed for project?								
X		11. Is public housing available?								
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?								
	X	13. Will there be a problem of housing within financial means?								
X		14. Are suitable business sites available (list source).								
		15. Number months estimated to complete RELOCATION? 12 months								

 Right of Way Agent	8-10-17 Date	 Relocation Coordinator	8/22/17 Date
--	-----------------	--	-----------------

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM

X E.I.S. CORRIDOR DESIGN


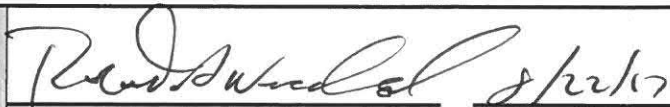
WBS ELEMENT:	50218.1.1	COUNTY	Moore	Alternate	A2	of	3	Alternate
T.I.P. No.:	R-5726							
DESCRIPTION OF PROJECT:	Widen NC 211 to west side of NC 211 through West End from NC 73 to Church Street							

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	0	0	0	0	0	0	0	0	0			
Businesses	2	7	9	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent	
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0	150-250	0
Yes	No	<i>Explain all "YES" answers.</i>			40-70M	0	250-400	0	40-70M	0	250-400	0
	X	1. Will special relocation services be necessary?			70-100M	0	400-600	0	70-100M	0	400-600	0
	X	2. Will schools or churches be affected by displacement?			100 UP	0	600 UP	0	100 UP	0	600 UP	0
X		3. Will business services still be available after project?			TOTAL	0	0	0	0	0	0	0

REMARKS (Respond by number)

3. The loss of business involved will not affect the area. 4. See attached list. 6. Realtors, MLS, Newspapers and field search in private market surrounding the project area. 8. As required by law. 11. Section 8 Housing in Moore County. 12. There are no government projects competing for housing. 14. Realtors, MLS, Newspapers and field search in private market surrounding the project area.

X		3. Will business services still be available after project?
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
	X	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
	X	7. Will additional housing programs be needed?
X		8. Should Last Resort Housing be considered?
	X	9. Are there large, disabled, elderly, etc. families?
	X	10. Will public housing be needed for project?
X		11. Is public housing available?
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?
	X	13. Will there be a problem of housing within financial means?
X		14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 12 months

 Right of Way Agent	8-10-17 Date	 Relocation Coordinator	Date
--	-----------------	--	------

EIS RELOCATION REPORT

North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM


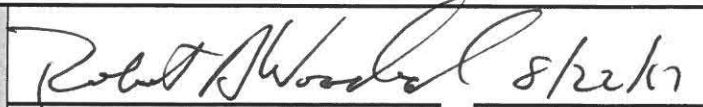
X E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	50218.1.1	COUNTY	Moore	Alternate	B	of	3	Alternate
T.I.P. No.:	R-5726							
DESCRIPTION OF PROJECT:	Best fit widening of NC 211 from Church Street to SR 1241 (Holly Grove School Road)							

ESTIMATED DISPLACED					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	6	1	7	7	0	1	5	1	0			
Businesses	4	10	14	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent	
Non-Profit	1	0	1	1	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
ANSWER ALL QUESTIONS					20-40M	0	150-250	0	20-40M	0	150-250	0
Yes	No	<i>Explain all "YES" answers.</i>										
	X	1. Will special relocation services be necessary?										
X		2. Will schools or churches be affected by displacement?										
X		3. Will business services still be available after project?										
X		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.										
	X	5. Will relocation cause a housing shortage?										
		6. Source for available housing (list).										
	X	7. Will additional housing programs be needed?										
X		8. Should Last Resort Housing be considered?										
	X	9. Are there large, disabled, elderly, etc. families?										
	X	10. Will public housing be needed for project?										
X		11. Is public housing available?										
X		12. Is it felt there will be adequate DSS housing housing available during relocation period?										
	X	13. Will there be a problem of housing within financial means?										
X		14. Are suitable business sites available (list source).										
		15. Number months estimated to complete RELOCATION? 18 months										

REMARKS (Respond by number)

2. Cedar Grove Baptist Church is located in the proposed right of way of the project. 3. The loss of business involved will not affect the area. 4. See attached list. 6. Realtors, MLS, Newspapers and field search in private market surrounding the project area 8. As required by law. 11. Section 8 Housing in Moore County. 12. There are no government projects competing for housing. 14. Realtors, MLS, Newspapers and field search in private market surrounding the project area.

 Right of Way Agent	8-10-17 Date	 Relocation Coordinator	Date
--	-----------------	--	------

Business Displacees-R-5726

Name	Size	Employees	Minorities
Segment A1			
Garage (2 Bay)	Small	2-4	1-2
Medleyanna Antiques	Small	2-4	0
Cagle Auto Used Tires	Small	2-4	1-2
The Head Quarters Beauty Salon	Small	1-2	0
Chisholm Electrical Contractors, Inc.	Small	4-6	1-2

Segment A2

Past Times Antiques	Small	2-4	0
West End Antiques	Small	2-4	0
D & D Hair Designs	Small	2-4	0
G G's Massage & Bodywork Therapy	Small	1-2	0
Surveyor (No Name)	Small	2-4	0
Nardo's Barber Shop	Small	1-2	0
The Head Quarters Beauty Salon	Small	1-2	0
Chisholm Electrical Contractors, Inc.	Small	4-6	1-2

Segment B

Andrews Farm & Produce	Small	1-2	0
Copper Sales	Small	4-6	1-2
Antique Auction House	Small	1-2	0
Log Cabin Country Store	Small	2-4	1-2
Outlet (No Name)	Small	2-4	1-2
Seven Lakes Hardware	Small	2-4	1-2
Green Bow's Southern Cuisine	Small	6-8	1-2
Harris & Son Construction	Small	4-6	1-2
Yates House Construction	Small	4-6	1-2
Shannon Stites	Small	2-4	0
Keller-Williams Realty	Small	4-6	0
First Bank	Medium	8-10	1-2

Note: 1 NPO- Cedar Grove Baptist Church

Note: 1

Additional Business Displacees-R-5726

After further review of the project, there are 3 gas/convenient businesses where the canopy and gas pumps are located in the proposed right of way. Not knowing if the canopy and pumps can be relocated on remaining land, for purposes of this report, I am considering them displacees.

Segment A1 and A2

Mac's Food Store	Small	2-4	1-2
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Segment B

Exxon Fast Shoppe Food Mart	Small	2-4	1-2
Shell Seven Lakes	Small	4-6	1-2

APPENDIX D

GeoEnvironmental Sites

Known and Potential GeoEnvironmental Impact Sites

Property Name	Property Owner	UST Owner	Facility ID #	Incident #
Mac's Food Store 5 5461 N.C. 211 West End, NC 27376	MC, B, MC, LLC PO Box 396 Aberdeen, NC 28315	McNeill Oil Co, Inc. PO Box 396 Aberdeen, NC 28315	00-0-0000020670	N/A
This gas station and convenience store is located on the eastern side of the intersection of N.C. 211 and N.C. 73 W in West End. According to the UST Section Registry, there are three (3) tanks currently in use, located on the south side of the fuel canopy. According to the NCDEQ website, there are no incidents associated with this location. There were no monitoring wells reported at this location. This site is anticipated to present low geoenvironmental impacts to the project.				
Old Stanley Furniture Plant 5364 N.C. 211 West End, NC 27376	Parcels 00020452 & 00020261 JR Square, LLC PO Box 1146 West End, NC 27376 Parcel 20140157 5364 Highway 211, LLC 4030 Wake Forest Rd Raleigh, NC 27609	Stanley Interiors Corp. 5364 N.C. 211 West End, NC 27376 (10 tanks) Huffman Oil Co. of Candor, Inc. Bus. Hwy 220 S. Box 699 Candor, NC 27229 (1 large tank)	00-0-0000020439 0-00-0000020415	29880 29986 (NCDOT)
This is an old furniture manufacturing plant. The main building is located on the western side of N.C. 211, north of N.C. 73 W. There is a parking lot with a large above-ground storage tank associated with the plant on the opposite side of N.C. 211 from the plant building. This site reportedly had 11 USTs on site, two of which were removed in 1971 (NCDOT project file R-2812 Parcel 199) and the other nine were removed in 1992. This location is associated with two UST incidents, #29880, closed in 2002, and #29986. There were unknown number of tanks and potential hazardous material remain in the site. This site is anticipated to present medium to high geoenvironmental impacts to the project.				
Vacant Lot (Former Shell Station) 5375 N.C. 211 West End, NC 27376	West End United Methodist Church PO Box 276 West End, NC 27376	Not Listed	Not Listed	N/A
This vacant lot is reportedly the location of a former Shell gas station, according to locals. It is located on the eastern side of N.C. 211, directly south of the Auto Shop (site 4). This site is anticipated to present low geoenvironmental impacts to the project.				
Auto Shop 5365 N.C. 211 West End, NC 27376	Mark Earl Karshner and Clayton Earl Karshner PO Box 333 West End, NC 27376	McNeill Oil Co, Inc. PO Box 396 Aberdeen, NC 28315	N/A	N/A
This automotive garage is located on the eastern side of N.C 211 in West End, directly across the street from the old Stanley Furniture Plant. According to the Moore County GIS site, this location was once a Shell gas station. This site is anticipated to present low geoenvironmental impacts to the project.				
Cagle's Auto Repair 5349 N.C. 211 West End, NC 27376	McNeill Oil Co, Inc. PO Box 396 Aberdeen, NC 28315	McNeill Oil Co, Inc. PO Box 396 Aberdeen, NC 28315	00-0-0000020664 00-0-0000029510 (NCDEQ)	11631
This auto garage and used tire shop is located on the southeastern quadrant of the intersection of N.C. 211 and N.C. 73/ Mode Road in West End. This shop was once Cagle Exxon, which was the location of incident #11631, closed out 1995. This location was home to five fuel USTs. All five tanks were closed in 1993. Monitoring wells were observed to be resented in the site during the site visit. This site is anticipated to present low geoenvironmental impacts to the project.				

Property Name	Property Owner	UST Owner	Facility ID #	Incident #
Vacant Lot (former Tucker's Service Station) 5337 N.C. 211 West End, NC 27376	Best Offer, LLC 960 Foxfire Road Aberdeen, NC 28315	N/A	00-0-0000020670	29744 29788
This vacant lot was the location of Tucker's Service Station and is located on the northeast quadrant of the intersection of N.C. 211 and N.C. 73/ Mode Road in West End. This site is the location of two UST incidents, #29744 and #29788. Incident #29788 is associated with state project M-0376, the removal of three orphan USTs in 2012 (Division 8 Safety Improvement Project). This site is anticipated to present low geoenvironmental impacts to the project.				
Vacant Building (White Garage with Red Roof) 5114 N.C. 211 West End, NC 27376	Susan McCaskill Moran and Others 2511 Scalybark Road Statesville, NC 28625	N/A	N/A	N/A
This site appears to be an abandoned/ former gas station and auto garage and it is located on the western side of N.C. 211 in West End, about 300 feet south of Knox Lane. There is an old pump island on the front side of the building with possible fuel lines still sticking up out of the ground. The UST registry and tanks database do not have records at this location. This site is anticipated to present low geoenvironmental impacts to the project.				
Seven Lakes Hardware/ Greenebow's Southern Cuisine 4379 N.C. 211 West End, NC 27376	John C. Garner and Joann M. Garner PO Box 86 West End, NC 27376	N/A	N/A	N/A
This small strip mall is the location of GreeneBow's Southern Cuisine and Seven Lakes Hardware and is located on the eastern side of N.C. 211 in West End, about 400 feet southeast of the intersection of N.C. 211 and Seven Lakes Drive. There were no records found for this site in NCDEQ registry USTs database. The pavement in the parking lot; however, is patched up in many locations, indicating there may have been tanks removed in the past. There are no incidents associated with this location. This site is anticipated to present low geoenvironmental impacts to the project.				
Fast Shoppe 29 4331 Seven Lakes Drive West End, NC 27376	Brian K. Neal and Karen P. Neal 1007 Arsenal Ave Fayetteville, NC 28305	Li'l Thrift Food Marts, Inc. 1007 Arsenal Ave Fayetteville, NC 28305	00-0-0000020850	29042
This gas station and convenience store is located on the southeastern quadrant of N.C. 211 and Seven Lakes Drive in West End. According to the UST Section Registry, there are three (3) tanks currently in use and they are located on the north side of the fuel canopy. This site is the location of UST incident #29042, closed out 2012. This site is anticipated to present low geoenvironmental impacts to the project.				
Seven Lakes Friendly Mart, Inc. 4219 N.C. 211 West End, NC 27376	C.S. Davis, Jr, Moore County, LLC and J.B. Davis, Moore County, LLC	C.S. Davis Jr. Moore County, LLC 3959 N.C. 211 Concord, NC 28025	00-0-0000023256	N/A
This gas station and convenience store is located on the eastern side of the NC 211 in West End, about 1,100 feet northwest of the intersection with Seven Lakes Drive. According to the UST Section Registry, there are five (5) tanks currently in use on the site, and they are located on the northwestern side of the fuel canopy. According to NCDEQ's website, there are no UST incidents associated with this location. This site is anticipated to present low geoenvironmental impacts to the project.				

Property Name	Property Owner	UST Owner	Facility ID #	Incident #
The Garden of Eatin' 4039 N.C. 211 West End, NC 27376	Norris Randall Jessup and Kathy T. Jessup 6633 Bruch Creek Rd Bennett, NC 27208	N/A	N/A	N/A
<p>This abandoned restaurant is located on the northern/eastern side of N.C. 211 in West End, roughly 300 feet east-southeast of the intersection with Dead Man Curve Road westbound. This site is closed off with a fence, so a closer inspection of the site was not possible. The NCDEQ's website shows no record of USTs at this location. This site is anticipated to present low geoenvironmental impacts to the project.</p>				
Vacant Building 3525 N.C. 211 Seven Lakes, NC 27376	John William Carter III and Lee Paisley PO Box 172 Eagle Springs, NC 27242	Not Listed	Not Listed	N/A
<p>Based the remnant features of the UST dispensing system, this site appears to be an abandoned gas station and it is located on the northern/eastern side of N.C. 211, approximately 450 feet northwest of the intersection with Dead Man Curve Road eastbound. The NCDEQ's website shows no record of USTs at this location; however, an old pump island is visible on the southeastern side of the building. This site is anticipated to present low geoenvironmental impacts to the project.</p>				

APPENDIX E

**Comments Received from Federal,
State, and Local Agencies**



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

June 1, 2017

Subject: External Scoping Meeting Summary
Proposed Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road)
Moore County, WBS 50218.1.1, STIP R-5726

From: Nora McCann, EIT
Project Development Engineer

An External Scoping Meeting for the subject project was held on April 19, 2017 at 3:00 p.m. in the Structure Design Conference Room located in the Century Center. The following people were in attendance:

Cynthia Van Der Wiele	USEPA	vanderwiele.cynthia@epa.gov
Gary Jordan	USFWS	gary_jordan@fws.gov
Rob Ridings	NCDWR	rob.ridings@ncdenr.gov
John Olinger	Division 8	jolinger@ncdot.gov
Braden Walker	Congestion Management	bmwalker1@ncdot.gov
Greg Myrick	Location & Surveys	gmyrick@ncdot.gov
Jim Harris	Rail Division	jbharris@ncdot.gov
Mark Staley	Roadside Environmental	mstaley@ncdot.gov
Brian Yamamoto	Project Development	byamamoto@ncdot.gov
Nora McCann	Project Development	namccann@ncdot.gov
Deanna Riffey	PDEA- NES	driffey@ncdot.gov
Herman Huang	PDEA-Community Studies	hfhuang@ncdot.gov
Jamille Robbins	PDEA-Public Involvement	jarobbins@ncdot.gov
Gary Lovering	Roadway	glovering@ncdot.gov
Douglas Kretchman	Roadway	dwkretchman@ncdot.gov
Tanga Sampson	Utilities	tnsampson@ncdot.gov
Glenda Gibson	Mott MacDonald	glenda.gibson@mottmac.com
David Waller	Mott MacDonald	david.waller@mottmac.com
Nathan Phillips	Mott MacDonald	nathan.phillips@mottmac.com
Celeste Harvey	Mott MacDonald	celeste.harvey@mottmac.com
Aileen Mayhew	Mott MacDonald	aileen.mayhew@mottmac.com
Rebecca Jackson	Mott MacDonald	rebecca.jackson@mottmac.com

Via Skype Meeting:

Travis Wilson	NCWRC	travis.wilson@ncwildlife.org
Andy Williams	USACE	andrew.e.williams2@usace.army.mil
Alison W. Kluttz	Division 8	awkluttz@ncdot.gov
Jeff Teague	Division 8	jlteague@ncdot.gov
Luis Pages	Division 8- Right of Way	lpages@ncdot.gov

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH, NC 27699-1548

Telephone: (919) 707-6000
Fax: (919) 250-4224
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

The purpose of this meeting was to begin early coordination efforts by discussing the project with resource agencies and other stakeholders. The meeting began with introductions and a brief description of the project. A slide presentation provided a review of the information included in the project data sheet. The Meeting Agenda and Project Data Sheet (including maps) are attached. The draft Purpose and Need was also distributed.

The information relayed to the project team by each group is provided below:

USACE

- Discussed permit options (nationwide vs regional general), depending on impacts
- Inquired about the traffic operations and crash data along NC 211
- Stated the importance of obtaining Jurisdictional Determination as soon as possible

USEPA

- Inquired about access control and how access management along NC 211 fits with the local land use plan

USFWS

- There are no recorded occurrences of threatened or endangered species in the project study area
- Given the presence of red-cockaded woodpeckers nearby and the amount of forested area in the study area, the age of the forests will need to be researched to determine the suitability of habitat for the red-cockaded woodpecker

NCDWR

- McLendons Creek, Big Juniper Creek, and Seven Lakes (& associated tributaries) are Class C
- Jackson Creek, Auman Lake, Von Canon Lake, and Little River (& associated tributaries) are Class WS-III, HQW. Any areas draining to these waters will be subject to “Design Standards in Sensitive Watersheds.”
- Any stormwater concerns along the project should be addressed

NCWRC

- Reiterated concern regarding investigating whether there is critical habitat for the red-cockaded woodpecker in the project area

OPEN DISCUSSION

- Level of Service will be provided to the Team upon approval of the Traffic Report
- Natural Resources
 - Cape Fear shiner is listed for Moore County and may be found in McClendon Creek which drains to the Cape Fear River
- Proposed Alternative
 - One alternative, four-lane divided, with two alignment alternatives through West End
 - Four-lane typical section with a 23’ raised median will be used from NC 73 to MacDougall Drive
 - Seven Lakes and West End will be curb & gutter, all other areas will be shoulder
 - Four-lane typical section with a 46’ median and a shoulder section (4’ paved shoulder) will be used from MacDougall Drive to SR 1241 (Holly Grove School Road)
- NCDOT Historic Architecture is conducting an eligibility evaluation for a potential historic district in West End

- Utilities expressed concern about the schedule, specifically the June 2018 ROW date and requested that they have the PUE for utilities as early as possible
- Railroad Involvement
 - Discussion regarding the railroad, specifically regarding realigning the railroad, may be studied upon receipt of the right-of-way cost
 - New signals and/or gates may be needed at railroad crossings along the Y-lines depending on impacts to the Y-lines
 - Grade along Y- lines will be held to minimize impacts across the rail
- Merger Coordination
 - Discussed drainage features in the area
 - Discussed permit options as they pertain to the Merger Process

ACTION ITEMS/ NEXT STEPS

- USACE is available for site visit as soon as natural resource work is completed
- Merger co-chairs will meet, upon completion of the JD determination, to revisit whether the project will go through the Merger Process
- Mott MacDonald will distribute Purpose and Need via email
 - *Draft Purpose and Need distributed 5/17/17*
- Mott MacDonald/Roadway Design will provide public meeting map to Utilities as soon as possible

If any meeting participants have any comments, questions, or edits to this memorandum, please contact Nora McCann at namccann@ncdot.gov or 919.707.6043.

cc: Meeting Attendees

Attachments

Agenda; Project Data Sheet (including maps)
Purpose and Need

APPENDIX F

Public Involvement

Contacts for Questions and Comments

Public participation is important to the success of the planning process. The NCDOT is committed to ensuring that public concerns are addressed and considered. Your opinions are important to us! Please send comments or questions on the proposed project to:

Contactos para Preguntas y Comentarios

La participación pública es importante en el proceso de planificación. El NCDOT se compromete a asegurar que las inquietudes del público serán consideradas y discutidas. ¡Sus opiniones tienen mucho valor para nosotros! Se ruega enviar comentarios sobre la propuesta de ampliación de dos a cuatro carriles:

Project Managers | Gerentes de Proyecto

NCDOT

Nora McCann, EIT

Project Planning Engineer

Phone: (919) 707-6043

Email: namccann@ncdot.gov

Consultant

Mott MacDonald

Aileen Mayhew, PE

Phone: (919) 552-2253

Email: aileen.mayhew@mottmac.com

Tentative Project Schedule

Environmental Assessment

Scheduled to be completed

December 2017

Right of Way Acquisition

Scheduled to Begin

Summer 2018

Construction

Scheduled to Begin

Summer 2020

Plan Provisional del Proyecto

Evaluación Ambiental

Programado para ser acabado

Diciembre 2017

Adquisición de Derecho de Paso

Planeado para Empezar

Verano 2018

Construcción

Programada para Empezar

Verano 2020

Aquellas personas que hablan español y no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-4694.

STIP Project
R-5726

Widening of N.C. 211 From N.C. 73 in West End to Holly Grove School Road



Moore County

Project Description

The N.C. Department of Transportation proposes to improve a four-mile section of N.C. 211 from N.C. 73 in West End to Holly Grove School Road (S.R. 1241) in Moore County. NCDOT is currently collecting information within the study area for inclusion in the environmental document.

Build Alternatives

The project proposes to widen N.C. 211 from two lanes to a four-lane median divided roadway. NCDOT is studying two alignments through West End (N.C. 73 to Church Street) and one alignment for the remainder of the project (Church Street to Holly Grove School Road):

N.C. 73 to Church Street in West End

- Segment A1: Widening N.C. 211 to the east side of existing N.C. 211
- Segment A2: Widening N.C. 211 to the west side of existing N.C. 211

Church Street to Holly Grove School Road

- Segment B: Best fit widening along N.C. 211

Traffic will be maintained within the existing corridor during construction.

Ampliación de N.C. 211 Desde N.C. 73 en West End Hasta la carretera de Holly Grove School

Project Description

El Departamento de Transporte de Carolina del Norte propone mejoras a una sección de cuatro millas de N.C. 211 desde N.C. 73 en West End hasta Holly Grove School Road (N.C. 73) en el condado de Moore. En el momento, NCDOT está recogiendo información dentro del área de estudio para incluirla en el documento ambiental.

Build Alternative

El proyecto propone ampliar N.C. 211 de una vía de dos carriles a una vía de cuatro carriles con separador. NCDOT está estudiando dos alineamientos a través de West End (N.C. 73 a Church Street) y un alineamiento para el resto del proyecto (Church Street a Holly Grove School Road):

N.C. 73 a Church Street in West End

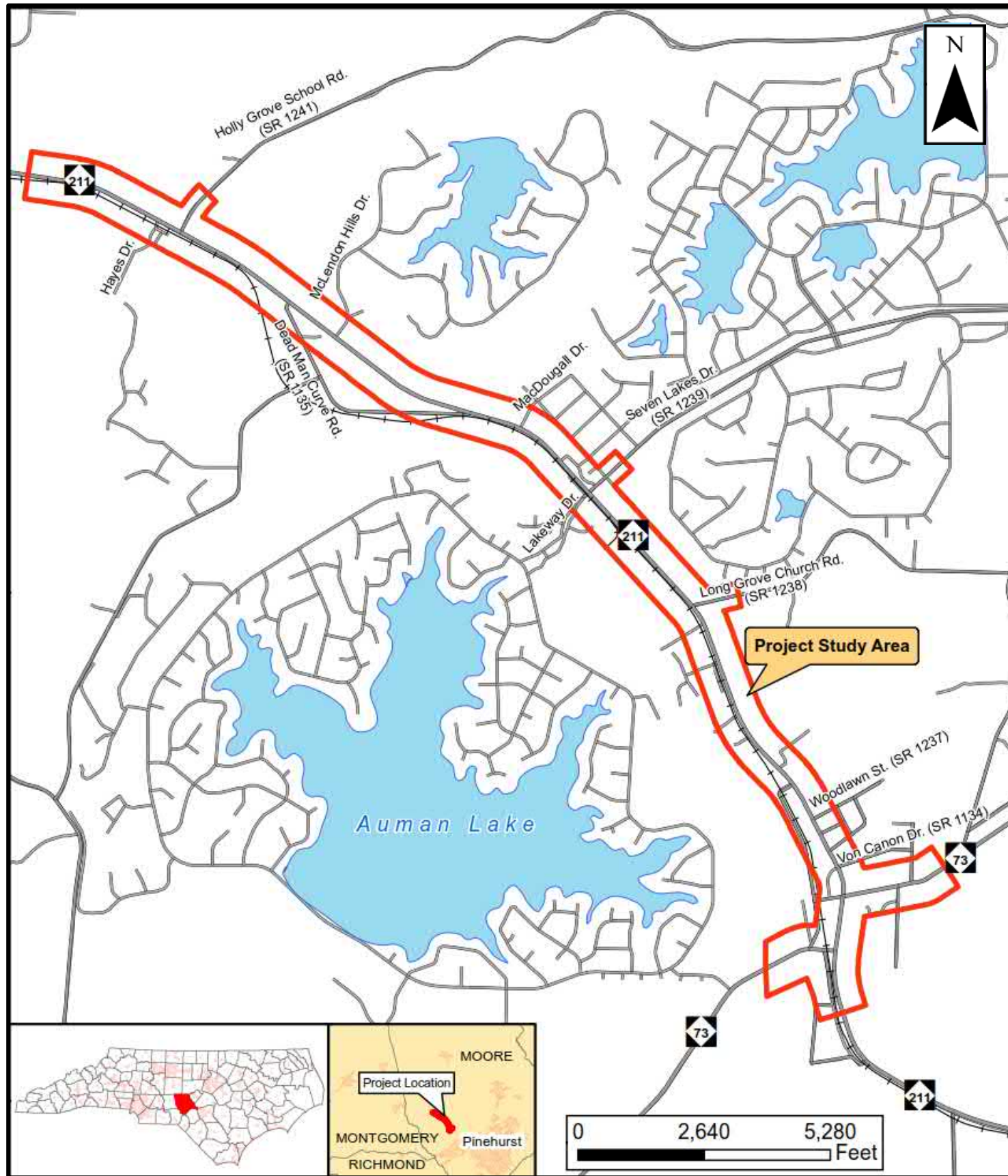
- Segmento A1: Ampliación N.C. 211 al lado este de la actual N.C. 211
- Segmento A2: Ampliación N.C. 211 al lado oeste de la actual N.C. 211

Church Street a Holly Grove School Road

- Segmento B: Ampliación más apropiada a lo largo de N.C. 211

Se mantendrá el tráfico dentro del paso ya existente durante la construcción.

Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina



Widening of N.C. 211 in Moore County, N.C.

Ampliación de N.C. 211 a cuarto carriles en Moore County, Carolina del Norte

Open House Public Meeting

The public is invited to attend an **Open House Public Meeting** at the **West End Presbyterian Church: The Crawford Center** to discuss the proposed widening project. The open house public meeting is held to provide the public an opportunity to participate in the project planning process. Maps of the project area will be on display and the project study team will be available to answer questions and receive comments. Comment sheets will also be provided which can be submitted to Ms. Aileen Mayhew via mail, phone, or email by **August 24, 2017**.

Consultant: Mott MacDonald

Ms. Aileen Mayhew, PE

7621 Purfoy Road, Suite 115 | Fuquay-Varina, N.C. 27526

T: (919) 552-2253 | Email: Aileen.Mayhew@MottMac.com

A copy of the public meeting materials can be viewed on the NCDOT public meetings website at:

www.ncdot.gov/projects/publicmeetings/

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this meeting. Anyone requiring special services should contact Ms. Tamara Makhlof, NCDOT Public Involvement: tmakhlof@ncdot.gov or 919-707-6072, as early as possible so that arrangements can be made.

OPEN HOUSE PUBLIC MEETING

August 3, 2017
anytime between
4 p.m. - 7 p.m.

**West End Presbyterian Church:
The Crawford Center
275 Knox Lane
West End, NC**

Reunión Abierta al Público

Se invita la asistencia del público a la Reunión Pública de Puerta Abierta en **West End Presbyterian Church: The Crawford Center** para discutir la propuesta del proyecto de ampliación. El objetivo de la reunión pública es darle al público la oportunidad de participar en el proceso de planeación del proyecto. Se mostrarán mapas del área del proyecto y el equipo de estudio del proyecto estará disponible para contestar preguntas y recibir comentarios. También habrá hojas de comentarios que pueden ser entregadas a la Sra. Aileen Mayhew por correo, teléfono o electrónicamente para la fecha **agosto 24, 2017**.

Consultant: Mott MacDonald

Ms. Aileen Mayhew, PE

7621 Purfoy Road, Suite 115 | Fuquay-Varina, N.C. 27526

T: (919) 552-2253 | Email: Aileen.Mayhew@MottMac.com

La información del proyecto y los materiales se pueden ver en el website de reuniones públicas de NCDOT:

www.ncdot.gov/projects/publicmeetings/

NCDOT va a proveer ayuda auxiliar y servicios para personas discapacitadas conforme al Acto de Americanos con Discapacidades par alas personas discapacitadas que quieran participar en esta reunión. Cualquier persona que requiera servicios especiales deberá ponerse en contacto con Ms. Tamara Makhlof, NCDOT Public Involvement: tmakhlof@ncdot.gov or 919-707-6072, para hacer los arreglos del caso lo más pronto posible.

REUNIÓN ABIERTA AL PÚBLICO

Augusto 3, 2017
Entre las
4 p.m. - 7 p.m.

**West End Presbyterian Church:
The Crawford Center
275 Knox Lane
West End, NC**

Widening of N.C. 211 From N.C. 73 in West End to Holly Grove School Road



NCDOT is on the Web!

If you have transportation questions on other projects, call our Customer Service Center toll-free at **1-877-DOT-4YOU** or visit the NCDOT website www.ncdot.gov.

Tentative Project Schedule

Right of Way Acquisition	Summer 2018
Construction	Summer 2020

Note: A number of factors (such as availability of funds) can affect a project schedule; and therefore, schedules are subject to change.

Project Managers

NCDOT

Nora McCann, EIT

Project Planning Engineer
Phone: (919) 707-6043
namccann@ncdot.gov

Consultant

Aileen Mayhew, PE

Mott MacDonald

Phone: (919) 552-2253
aileen.mayhew@mottmac.com

Project Description

The N.C. Department of Transportation proposes to improve a four-mile section of N.C. 211 from N.C. 73 in West End to Holly Grove School Road (S.R. 1241) in Moore County. NCDOT is currently collecting information within the study area for inclusion in the environmental document.

The purpose of this project is to alleviate existing congestion at intersections along N.C. 211 and improve travel conditions and access management along N.C. 211 as development continues to increase in the area.

Project Alternatives

The project proposes to widen N.C. 211 from two lanes to a four-lane median divided roadway. NCDOT is studying two alignments through West End (N.C. 73 to Church Street) and one alignment the remainder of the project (Church Street to Holly Grove School Road):

N.C. 73 to Church Street in West End

- **Segment A1:** Widening N.C. 211 to the east side of existing N.C. 211
- **Segment A2:** Widening N.C. 211 to the west side of existing N.C. 211

Church Street to Holly Grove School Road

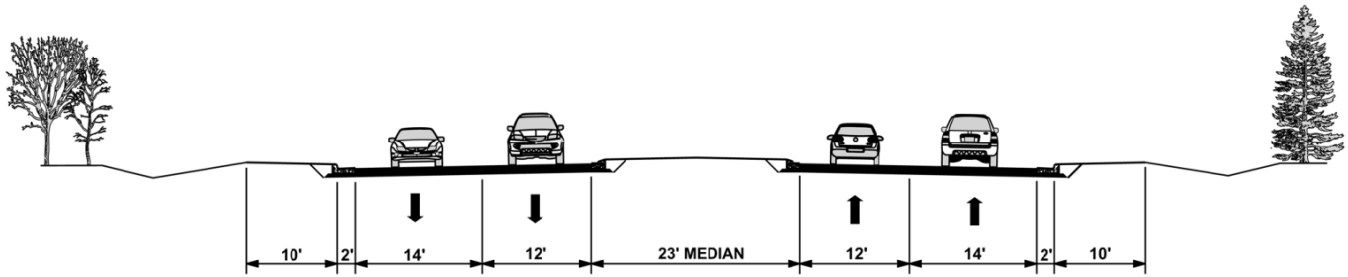
- **Segment B:** Best fit widening along N.C. 211

Traffic will be maintained within the existing corridor during construction.

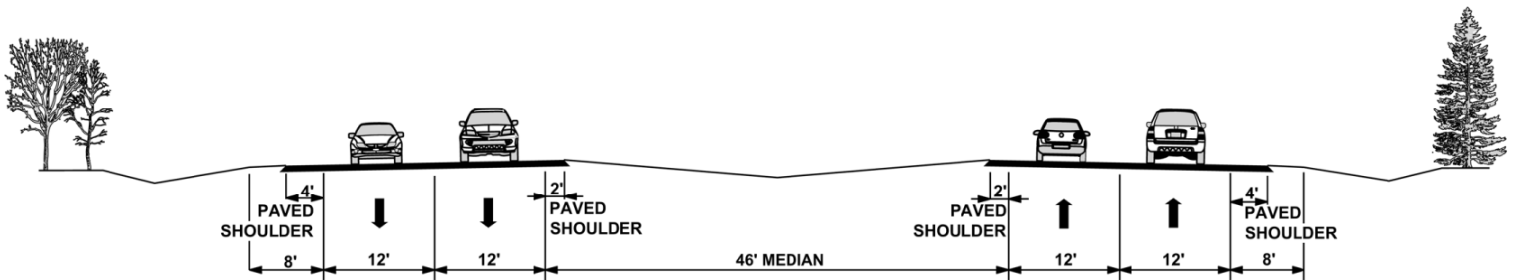
These alternatives may be revised based on comments received from the public, local officials, and resource/regulatory agencies. The maps on display are subject to change due to the potential for design modifications during the planning process.

All comments received will be reviewed, discussed, and where feasible, incorporated into the design. NCDOT will then select a preferred alternative, finalize the preliminary design, and complete the environmental document.

Proposed Typical Cross Sections



**4-LANE DIVIDED (23' MEDIAN) WITH CURB AND GUTTER
N.C. 73 to Deadman Curve Road**



**4 LANE DIVIDED (46' MEDIAN) WITH PAVED SHOULDERS
Deadman Curve Road to Holly Grove School Road**

The proposed project’s typical cross sections (shown above) include:

N.C. 211 (N.C. 73 to Deadman Curve Road)

- One 12-foot inside travel lane in each direction
- One 14-foot outside travel lane in each direction
- 23-foot median
- Curb and gutter along inside and outside travel lanes

N.C. 211 (Deadman Curve Road to Holly Grove School Road)

- Two 12-foot travel lanes in each direction
- 46-foot grass median
- 4-foot paved shoulders on the outside travel lanes
- 2-foot paved shoulders on the inside travel lanes

Additional right of way and temporary easements may be required for construction.

Estimated Project Cost

The project is included in the STIP as Project No. R-5726.

Utilities	\$ 1,525,000
Right of Way Acquisition	\$ 12,708,000
Construction	\$ 26,000,000

Study Area and Potential Impacts

N.C. 211 provides access to residential neighborhoods throughout the project study area. Business development is concentrated predominantly at intersections with N.C. 211, including 7 Lakes Drive and N.C. 73. There are utilities located in the project study area which will likely be relocated as part of this project. The NCDOT will coordinate with businesses, utility companies, and residences as the project progresses.

STIP Project
R-5726

**Widening of N.C. 211
From N.C. 73 in West End
to Holly Grove School Road**



Moore County

Project Comment Sheet

-Please Print-

August 3, 2017

Name:

Address (including zip code):

Email:

Comments and/or Questions:

Comments may be mailed or emailed by **August 24, 2017** to:

**Nora McCann, EIT
NCDOT - PDEA**

1548 Mail Service Center
Raleigh, N.C. 27699-1548
namccann@ncdot.gov

**Aileen Mayhew, PE
Mott MacDonald**

7621 Purfoy Road, Suite 115
Fuquay-Varina, N.C. 27526
aileen.mayhew@mottmac.com

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting	Date: August 3, 2017
Location: West End Presbyterian Church: The Crawford Center	
STIP No.: R-5726	
Project Description: Widening of N.C. 211 from N.C. 73 in West End to Holly Grove School Road	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official, or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Black/African American <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> _____ Central American: <input type="checkbox"/> _____ South American: <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Vietnamese <input type="checkbox"/> Chinese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1896 or toll free at 1-800-508-1886, or by email at sddickens@ncdot.gov.

Thank you for your participation!




STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Memorandum

To: Post-Public Meeting Participants

From: Nora McCann, EIT 
Project Development Engineer

Date: December 15, 2017

Subject: Proposed Widening of NC 211 from NC 73 in West End to SR 1241 (Holly Grove School Road), Moore County, WBS 50218.1.1, STIP R-5726

Post-Public Meeting Meeting Summary

A post-public meeting meeting for the subject project was held on October 10, 2017 at 9:00 a.m. in the Dogwood Conference Room located in the Century Center. The purpose of the meeting was to discuss the comments received from the public at the R-5726 public meeting held on August 3, 2017 at 4:00 p.m., as well as those submitted afterwards. The following people were in attendance:

Gary Lovering	Roadway	glovering@ncdot.gov
Sam St. Clair	Roadway	sstclair@ncdot.gov
John Olinger	Division 8	jolinger@ncdot.gov
Jim Harris	Rail Division	jbharris@ncdot.gov
Nora McCann	Project Development	namccann@ncdot.gov
Harrison Marshall	PDEA-Community Studies	hmarshall@ncdot.gov
Missy Pair	PDEA- Noise & Air	mpair@ncdot.gov
Jamille Robbins	PDEA-Public Involvement	jarobbins@ncdot.gov
Tamara Makhoulf	PDEA- Public Involvement	tmakhoulf@ncdot.gov
Dené Alexander	Office of Civil Rights	dalexander2@ncdot.gov
Christy Thaxton	Office of Civil Rights	cwthaxton@ncdot.gov
David Waller	Mott MacDonald	david.waller@mottmac.com
Aileen Mayhew	Mott MacDonald	aileen.mayhew@mottmac.com
Rebecca Jackson	Mott MacDonald	rebecca.jackson@mottmac.com

Via Skype Meeting:

Luis Pages	Division 8- Right of Way	lpages@ncdot.gov
Robert Woodard	Right of Way Unit	rwoodard@ncdot.gov

Nora McCann opened the meeting with introductions. A summary of the Local Official's Informational Meeting and Public Meeting follows:

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH, NC 27699-1548

Telephone: (919) 707-6000
Fax: (919) 250-4224
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610

- A Local Official’s Informational Meeting was held on July 17, 2017 at the McDonald Building, 207 McReynolds Street, in Carthage, North Carolina from 2:00 p.m. to 3:30 p.m. Moore County Commissioners and representatives of Moore County and Moore County Sheriff’s Office attended the Local Official’s Informational Meeting. The purpose of the meeting was to provide information about the proposed project to the local officials.
- A Public Meeting was held on August 3, 2017 from 4:00 p.m. to 7:00 p.m. at the West End Presbyterian Church - The Crawford Center, 275 Knox Lane, in West End. During the Public Meeting, the public had the opportunity to review project maps, ask questions, provide comments, and informally discuss the project with the project team. There was no formal presentation. Two hundred and eighty-eight (288) citizens registered their attendance at the Public Meeting.

A total of 227 comments were received at the Public Meeting or during the comment period following the meeting. One petition with 89 signatures titled “Comments Concerns and Recommendations Regarding the Widening of NC 211 and its Impact for McLendon Hills Residents” was also received. The most frequent comments expressed by citizens are listed below. A summary of the comments made by the public and responses to those comments as agreed upon at the post-public meeting meeting follows. All public comments received and responses are included in the following pages.

PUBLIC MEETING
SUMMARY COMMENTS/RESPONSES

COMMENT TOPIC (# of times)	RESPONSE
Cedar Grove Missionary Baptist Church (103)	
Concern regarding impacts to Cedar Grove Missionary Baptist Church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Segment A (65)	
Support for Segment A2 (64)	<i>Thank you for your comment. Your preference is noted.</i>
Support for Segment A1 (1)	<i>Thank you for your comment. Your preference is noted.</i>
McLendon Hills- Entering/Exiting Entrance (37)	
Several comments requesting a right-turn lane on westbound NC 211 into McLendon Hills Drive (19). Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
Concern about safety for vehicles entering/exiting McLendon Hills Drive (13). Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>
Concern about vehicles queuing onto NC 211 at the McLendon Hills entrance (2).	<i>NCDOT is proposing the addition of a right-turn lane into McLendon Hills. The proposed right-turn lane would provide additional storage for vehicles turning into McLendon Hills. The proposed right-turn lane would provide additional storage for vehicles turning into McLendon Hills.</i>
Concern about curve radii entering/exiting McLendon Hills Drive (1).	<i>Curve radii in the vicinity of McLendon Hills and Holly Grove School Road have been designed for a WB-50 vehicle (Tractor Trailer Semi Truck [TTST]).</i>
Concern regarding the sight distance from McLendon Hills Drive to westbound NC 211 (1).	<i>In this area, the sight distance is approximately 1,800 feet. The minimum required sight distance for a 60 mph design speed is 570 feet.</i>
Request for overpasses to access McLendon Hills Drive (1).	<i>Providing overpasses at the entrance to McLendon Hills or Holly Grove School Road would be cost prohibitive due to the expense of providing structures at these locations. Overpasses would result in substantial right-of-way impacts on both sides on NC 211 due to the fill and length of roadway required to achieve vertical clearance under the structures. In addition, the volume of vehicles turning into and out of McLendon Hills Drive does not necessitate that type of design.</i>
U-turn at McLendon Hills (28)	
Concern regarding design of U-turn near McLendon Hills (17).	<i>The U-turn bulb is designed for WB-50 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
Request that U-turn bulb be moved further north (9). Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
Concern regarding safety by replacing a traditional intersection with a U-turn movement (2).	<i>NCDOT is providing a four-lane median divided facility with U-turn bulbs. Performing a U-turn will reduce the number of lanes a vehicle will have to cross in one move in order to complete a turn, thus reducing the number of conflict points and the severity of accidents.</i>

COMMENT TOPIC (# of times)	RESPONSE
Right-of-Way (23)	
Concern regarding right-of-way acquisition process (13).	<p><i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete.</i></p> <p><i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i></p>
Concern regarding compensation for the entrance to McLendon Hills (2).	<p><i>NCDOT's meeting with McLendon Hills on 9/13/17 included discussions regarding potential impacts to the McLendon Hills entrance. McLendon Hills will be compensated for improvements they have made to their entrance. NCDOT will continue to coordinate with McLendon Hills regarding their entrance during the right-of-way acquisition phase.</i></p>
Concern regarding possible right-of-way impacts to West End United Methodist Church on NC 73 (1).	<p><i>This project may require the acquisition of a small amount of right-of-way along NC 73 and NC 211. However, the buildings on the West End United Methodist Church property would not be impacted by the proposed project.</i></p> <p><i>There was a former NCDOT project (R-2807) that proposed realigning NC 73 in the vicinity of West End United Methodist Church. Project R-2807 has been removed from consideration because the proposed widening of NC 211 will address the turning movements concerns at the NC 73 and NC 211 intersection.</i></p>
Concern regarding who is affected by the project and what concerns have other people expressed (1).	<p><i>There are several property owners along NC 211 and NC 73 that will be impacted by the proposed project. During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete. Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property.</i></p> <p><i>Comments submitted by the public will be included in the environmental document, which will be made available to the public.</i></p>
Concern whether work will occur outside of the right-of-way and how will property owners be notified or compensated for trespassing or damages that occur outside of right-of-way (1).	<p><i>All work associated with the proposed widening project will be contained within the purchased right-of-way and easements. Any damages outside of the right-of-way by the contractor will be investigated by NCDOT.</i></p>
Concern regarding how NCDOT will address the Highway Corridor Overlay District zoning (1).	<p><i>Moore County does have a Unified Development Ordinance which seeks to promote orderly development relative to a comprehensive plan of land use and population density. In addition, the Rural Highway Corridor Overlay District includes building setbacks and a required 20-foot vegetation buffer. During final design, right-of-way impacts will be minimized as much as possible to any property located along the corridor. The NCDOT will only acquire land necessary for the proposed widening. However, exact impacts will not be known until final design is complete.</i></p>
Concern that surveys do not reflect recently subdivided property lines (1).	<p><i>The project surveys have been updated to reflect the subdivided property lines.</i></p>
Concern regarding what will happen to disturbed property lot markers (1).	<p><i>NCDOT will discuss the options to resurvey the impacted parcels with the property owner during right-of-way negotiations.</i></p>
Concerned how NCDOT will notify and compensate property owners of any environmental issues NCDOT creates (1).	<p><i>NCDOT will follow all required state and federal environmental regulations during the planning, design and construction of this project.</i></p>
Concern about loss of jobs if businesses in West End are acquired (1).	<p><i>Widening along NC 211 will be minimized to the greatest extent possible. The NCDOT Right-of-Way Agent will work with affected property owners to provide suitable business sites in the area that are available.</i></p>

COMMENT TOPIC (# of times)	RESPONSE
Alignment in vicinity of McLendon Hills (20)	
<p>Several comments requesting the alignment be shifted to the south of the entrance of McLendon Hills (16).</p> <p>Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.</p>	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
<p>Several comments requesting eastbound NC 211 be relocated along Dead Man Curve Road (3).</p>	<p><i>Utilizing Dead Man Curve Road for eastbound NC 211 would not meet NCDOT design standards and NCDOT would not support this option.</i></p>
Access (14)	
<p>Concern how access to the Seven Lakes Business District will be maintained (4).</p>	<p><i>A full movement intersection will be provided at the intersection of NC 211 and Seven Lakes Drive. Restricting access to NC 211 to right-only turns at minor intersections will reduce conflict points and increase the efficiency of the NC 211 corridor.</i></p>
<p>Concern about the lane configuration at the intersection of Seven Lakes Drive (4).</p>	<p><i>Your comment is noted. At the Seven Lakes Drive / NC 211 intersection, two left-turn lanes and a through/right lane will be provided on southbound Seven Lakes Drive. A left-turn lane and a through/right lane will be provided on northbound Lakeway Drive.</i></p>
<p>Request for a right-turn lane on the south side of eastbound NC 211 at Seven Lakes Drive (1).</p>	<p><i>Due to the constraint of the railroad, a dedicated turn lane on the south side of NC 211 at Seven Lakes Drive cannot be provided. However, the proposed four-lane divided typical section will accommodate the queue of cars in the right lane during rail crossing closures, while through traffic can pass in the left lane.</i></p>
<p>Comment stating West End United Methodist Church is planning to add an entrance on NC 211 (1).</p>	<p><i>Your comment is noted. Please coordinate any driveway permits with the NCDOT District Engineer's Office.</i></p>
<p>Concern how access will be provided to the West End Cemetery (1).</p>	<p><i>Right-in, right-out access will be maintained to Knox Lane (S.R. 1302).</i></p>
<p>Comment stating hearing maps do not show access to properties (1).</p>	<p><i>The project surveys have been updated to reflect the subdivided property lines. All existing, permitted driveways onto NC 211 that are impacted by this project would be replaced by NCDOT.</i></p>
<p>Comment requesting NCDOT provide a traditional intersection at Holly Grove School Road (1).</p>	<p><i>Providing a median facility that also incorporates the use of "median left-overs" at some intersections improves mobility by reducing the number of conflict points along NC 211. The full movement intersections would be limited to major intersections with NC 211.</i></p>
<p>Concern how eastbound traffic from Candor accesses McLendon Hills Drive (1).</p>	<p><i>Traveling eastbound on NC 211 from Candor, residents of McLendon Hills will be able to make a left-turn into the entrance of McLendon Hills at McLendon Hills Drive.</i></p>
McLendon Hills- Traffic Light (7)	
<p>Consider installing a traffic light at entrance of McLendon Hills.</p>	<p><i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i></p>

COMMENT TOPIC (# of times)	RESPONSE
Public Involvement (7)	
Concern regarding mailing list and why some people were not notified (3).	<i>The project newsletter was mailed to all properties within the project study area, based upon the most recent mailing addresses available in the Moore County tax record.</i>
Request that decision be publicized in local media including The Pilot (1).	<i>NCDOT will coordinate with public involvement during the design and construction phases of the project which may include articles in The Pilot.</i>
Request from a reporter for The Pilot, Ms. Douglass, for more information on the project (1).	<i>Nora McCann provided information to Ms. Douglass on July 17, 2017. The Pilot newspaper published an article on July 18, 2017 regarding the proposed project and public meeting.</i>
Concern that someone may have submitted the same comment several times (1).	<i>Your comment is noted. NCDOT considers public input, as well as other factors such as impacts to the human and natural environment.</i>
Comment requesting NCDOT work with public to enhance this project (1).	<i>The NCDOT is proposing a four-lane median divided facility along NC 211. Providing a median reduces the conflict points along NC 211 and improves mobility. A Public Meeting was held to obtain public input on the proposed project.</i>
Speed (6)	
Request to reduce speed limit west of Dead Man Curve Road to 45 mph (2).	<i>Lowering the speed limit alone is not an effective tool to slow down traffic. Drivers tend to base their speed on existing road conditions instead of posted speed limits.</i>
Request not to increase the speed limit to 60 mph in the vicinity of McLendon Hills (2).	<i>Although the proposed roadway is designed for 60 mph, the posted speed limit in the area of McLendon Hills is anticipated to remain at 55 mph.</i>
Concern about vehicles being unable to stop in time at the Seven Lakes Drive intersection because of the speed limit (1).	<i>The current speed limit through Seven Lakes, 45 mph, would be maintained under this project. The signal at the Seven Lakes Drive intersection would be timed to coincide with the speed limit in the area to give vehicles a long enough yellow light to slow down and stop before the red light.</i>
Statement that vehicles drive faster when additional lanes are added to a road (1).	<i>Thank you for your comment.</i>
Typical Section west of Dead Man Curve Road (6).	
Several comments requesting a narrower median from Dead Man Curve Road to the end project terminus. Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
Purpose and Need (5)	
Concern regarding the purpose of the proposed project.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
Bicycle and Pedestrian (5)	
Concern about bicycle and pedestrian accommodations.	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area.</i> <i>Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes while the shoulder sections will include a 4-foot paved shoulder. Access will not change at the existing signalized intersections and the proposed median will provide a refuge for bicyclists and pedestrians at these intersections.</i> <i>Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks. The curb & gutter sections can accommodate sidewalks at a later date if cost sharing with Moore County becomes available.</i>

COMMENT TOPIC (# of times)	RESPONSE
Hydraulics (5)	
Concern about hydraulic impacts.	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction.</i>
Noise (4)	
Concern about increased noise caused by the removal of trees in the vicinity of McLendon Hills (3).	<i>A Traffic Noise Report has been prepared for this project that includes an analysis of noise receptors near the entrance of McLendon Hills. None of the receptors within the Noise Sensitive Area at the entrance of McLendon Hills meet the conditions for traffic noise impacts. The traffic noise model used to identify traffic noise impacts does not include trees, so the reported impacts represent a worst-case scenario by not considering any noise abatement remaining vegetation would provide. NCDOT will only remove trees necessary for the construction of the proposed project.</i>
Concern about what will be done to mitigate additional noise along project (1).	<i>A Traffic Noise Report was completed for this project. The results of the noise analysis indicated that traffic-related noise impacts would occur at 12 receptors under the Build Alternative. Therefore, noise abatement was analyzed for the project. Noise barriers were evaluated for their ability to feasibly and reasonably reduce noise levels at impacted receptors. After analysis of the noise barriers, none of the barriers were recommended for construction.</i>
Schedule (4)	
Questions regarding the project schedule (3).	<i>The preferred alternative in West End is Segment A2. Right-of-way acquisition is scheduled to begin June 2018 with construction scheduled to begin June 2020. The estimated completion date for construction is 2022.</i>
Concern that there is not enough traffic to necessitate the current project schedule (1).	<p><i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i></p> <p><i>Traffic volumes along NC 211 are anticipated to increase by approximately 45 percent through the design year (2040). Local land use plans note the expansion of water and sewer along NC 211 anticipated to be provided over the next 10-15 years would attract additional development in this corridor. In addition to the expansion of infrastructure, an increase in the number of building permits requested and school growth pressure are indicators of growth. Additionally, West End and Seven Lakes have been experiencing the highest growth rate in the county.</i></p>
Maintenance (4)	
Concern about the maintenance of local roads adjacent to the project (2).	<i>During construction, traffic will be maintained along existing NC 211. The NCDOT Division Office will determine if local roads within the project area need maintenance prior to construction of the proposed project.</i>
Request that Trade Street become a State Road and be repaved (1).	<i>The NCDOT Division 8 Office prioritizes local roads that need to be paved. Please contact them to discuss this request.</i>
Concern about who will maintain grassed areas and conduct debris pick up (1).	<i>NCDOT will maintain the grass median along the proposed project. Debris collection will occur on a schedule determined by the NCDOT Maintenance Office.</i>

COMMENT TOPIC (# of times)	RESPONSE
Project Development (4)	
Concern regarding how and when project was created (1).	<i>Projects that appear in the State Transportation Improvement Program (STIP) follow a defined process that starts with local planners and community leaders identifying transportation challenges and potential solutions. A project is then individually evaluated and scored in a process that is devoid of politics. The better-scoring projects are added to the STIP as funding becomes available. This project was added to the 2016-2025 STIP.</i>
Concern regarding what evaluations are made during project development (1).	<i>As part of the environmental document, environmental studies were performed in the project study area to evaluate natural resources (including threatened and endangered species), cultural resources, farmland, community facilities and services, economic effects, land use, noise and air quality, among others. Additionally, public input was considered during the design of the project and selection of the preferred alternative. The results of these studies will be summarized in the environmental document, which will be made available to the public.</i>
Concern regarding what alternatives were considered in project development (1).	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County. The environmental document evaluates alternatives that meet this purpose and need.</i>
Concern regarding project costs and whether bids have been requested (1).	<i>Cost estimates will be included in the environmental document. Final design plans are being prepared for the proposed project. This project is scheduled to be let in fiscal year 2020.</i>
Roadside (3)	
Concern about impacts to the aesthetics of the natural environment (2).	<i>Thank you for your comment. NCDOT employs Best Management Practices during project construction in an effort to preserve as much of the existing environment as possible.</i> <i>Additionally, NCDOT will only remove trees necessary for the construction of the proposed project.</i>
Comment inquiring if a green median will be provided through West End (1).	<i>The 23-foot median will be a grassed median with concrete curb and gutter. Where the median reduces to less than 8-feet for turn lanes and intersections, the median will transition to concrete for the width of the median.</i>
McLendon Hills Entrance (3)	
Concern about compensation for the entrance to McLendon Hills (2).	<i>NCDOT's meeting with McLendon Hills on 9/13/17 included discussions regarding potential impacts to the McLendon Hills entrance. McLendon Hills will be compensated for improvements they have made to their entrance. NCDOT will continue to coordinate with McLendon Hills regarding their entrance during the right-of-way acquisition phase.</i>
Comment inquiring how much of island on McLendon Hills Drive will be lost (1).	<i>NCDOT is working to minimize right-of-way impacts. An exact measurement of the McLendon Hills island to be acquired will not be known until final design plans have been completed.</i>
Street Lighting (3)	
Comments recommending the inclusion of street lighting near McLendon Hills.	<i>No street lighting is included in this project. Street lighting requests are typically provided by the County.</i>
Location of End Project Terminus (3)	
Request to terminate project before the entrance of McLendon Hills (2).	<i>One of the purposes of this project is to increase east-west connectivity in Moore County by upgrading NC 211. This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to the NC 73 in West End. Although widening NC 211 from Holly Grove School Road to the county line has no identified funding, NCDOT anticipates widening NC 211 to four lanes for the length of NC 211 in Moore County.</i>
Request to extend project limits to Candor, NC (1).	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Funding has not yet been identified for the widening of NC 211 from Holly Grove School Road to the Moore County-Montgomery County line.</i>
General Opposition to Project (3)	
Comments expressing general opposition to project.	<i>Thank you for your comment.</i>

COMMENT TOPIC (# of times)	RESPONSE
GeoEnvironmental (2)	
Concern about the impacts and cost of cleaning up the former Stanley Furniture Plant.	<i>At this time, NCDOT does not know the cost of remediation of the former Stanley Furniture Plant. NCDOT is only responsible for remediation of contaminated materials that they disturb. Remediation costs will be deducted from the right-of-way acquisition settlement if the cost exceeds \$10,000. It is anticipated that environmental work required at the former Stanley Furniture Plant would be performed within the existing project schedule.</i>
Alignment in vicinity of Cedar Grove Missionary Baptist Church (2)	
Comments requesting the project be shifted to the west (opposite the church) of the proposed alignment.	<i>NCDOT studied widening NC 211 to the west side of NC 211 (opposite of the church); however the railroad tracks in this area eliminate the option of widening to the west side of NC 211 without relocating the railroad tracks. Despite minimization efforts in this area; the front of the church would still remain within the proposed right-of-way.</i>
Fill in the vicinity of McLendon Hills Entrance (2)	
Concern about fill in the area of McLendon Hills entrance washing into lake. Comment was included in the McLendon Hills "Comments, Concerns and Recommendations [...]" petition, which included 89 signatures.	<i>Fill in this area will be minimized to the greatest extent possible. NCDOT will adhere to Best Management Practices for the Protection of Surface Waters during construction. In the McLendon Hills area, wetlands occur on both sides of NC 211. NCDOT will minimize impacts to wetlands to the greatest extent possible.</i>
General Support for Project (2)	
Comments expressing support for the project.	<i>Thank you for your comment.</i>
NC 73 Widening (1)	
Concern about impacts of widening NC 73.	<i>NC 73 widening will be minimized to the greatest extent possible. Minor widening would occur at the NC 73/ NC 211 intersection where dedicated left-turn lanes would be incorporated to accommodate the turning traffic at the intersection.</i>
Typical Section through West End (1)	
Request to utilize a five-lane typical section through West End.	<i>NCDOT is providing a four-lane median divided roadway through the West End business district. Providing a median instead of a center turn lane through the West End business district will reduce conflict points and the severity of accidents.</i>
Alignment in the vicinity of Holly Grove School Road (1)	
Concern that the curve in the vicinity of Holly Grove School Road is unsafe and road could be realigned closer to railroad.	<i>The curve in the area of Holly Grove School Road is within the design parameters for NC 211. Additionally, there is a U-turn bulb proposed on the south side of NC 211 near Holly Grove School Road that limits the proposed widening alignment.</i>
Traffic Safety (1)	
Inquiry about the statistics of the safety of superstreet type intersections relative to traditional intersection.	<i>In 2016, NCDOT completed a study of 93 unsignalized superstreet intersections that were installed between 1997 and 2012. The study demonstrated a 59-percent reduction in total crashes and a 71-percent reduction in fatal and injury crashes after the installation of the superstreet facilities.</i>
Environmental Justice (1)	
Concern about adverse impacts to minority communities along project corridor.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Seven Lakes West's NC 73 entrance (1)	
Request that NCDOT provide a turn lane for the NC 73 entrance into Seven Lakes West.	<i>Your comment is noted. The east gate entrance to Seven Lakes West is not within the project study area. Please coordinate with the NCDOT District Engineer's office concerning your request.</i>
West End Elementary (1)	
Request for a wall for West End Elementary School.	<i>NCDOT is coordinating with Moore County Schools to minimize impacts to West End Elementary School. Coordination is ongoing and will continue through right-of-way and construction.</i>

PUBLIC MEETING
INDIVIDUAL COMMENTS/RESPONSES

Name	Comment No.	Topic/Area	Comment	Response
Joan Anderson	1	Segment Preference	I am in hopes that the old Stanley building will be torn down (1B)	<i>Thank you for your comment. Your preference is noted.</i>
Maren Anderson	1	Purpose and Need	Where is the upside to this proposal? To give golfers and golf fans better roads to access Pinehurst for the US Open every few years? If that's the case, then I can only shake my head in dismay.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
	2	Bike & Ped	I am an avid cyclist. Being on my bicycle makes me feel glad to be alive. Fifty percent of my rides lie south of 211. I currently am able to cross 211 without too much difficulty, although I admit it is not pleasant. However, with a four lane highway in its place I would have to go so far out of my way in order to cross safely that all my rides on that side of 211 would no longer be feasible, greatly reducing the number of rides I am able to do and therefore negatively impacting my lifestyle, the lifestyle I knew was possible when I moved here in the first place.	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area. Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes. Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks. Please coordinate with Moore County regarding requests to add additional bicycle and pedestrian facilities in this area.</i>
	3	Hydraulics	[McLendon Hills] I have concerns over what could happen to the spring which feeds this lake as a result of road construction. Since the age of 10 my dream was to own a home on a lake one day. That dream came true when I moved here to McLendon Hills. I feel so proud to live in this beautiful neighborhood, proud of myself that I was able to make my dream come true. I fish, swim and kayak on the lake, as well as enjoy the view and resultant serenity it affords me every day.	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 at McLendon Hills Drive and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i>
	4	Noise	McLendon Hills is presently quiet and peaceful – another huge reason for moving here. With the tearing down of trees which not only enhance the beauty but provide a natural sound barrier, I am concerned the noise would be like having an L.A. freeway running through the yard. Who would want that?	<i>A Traffic Noise Report has been prepared for this project that includes an analysis of noise receptors near the entrance of McLendon Hills. None of the receptors within the Noise Sensitive Area at the entrance of McLendon Hills meet the conditions for traffic noise impacts. The traffic noise model used to identify traffic noise impacts does not include trees, so the reported impacts represent a worst-case scenario by not considering any noise abatement remaining vegetation would provide. NCDOT will only remove trees necessary for the construction of the proposed project.</i>
	5	Roadside Environmental	My first positive impression of McLendon Hills occurred as I drove west on 211 from Seven Lakes to see a beautiful tree lined highway, which in the Fall when the leaves change color is gorgeous. If those trees had not been there, I seriously doubt I would have been interested in looking at property in McLendon Hills. So even though that is not our property, it is the neighboring environment that adds to our property value.	<i>Thank you for your comment. NCDOT employs Best Management Practices during project construction in an effort to preserve as much of the existing environment as possible. Additionally, NCDOT will only remove trees necessary for the construction of the proposed project.</i>
	6	Access	Coming from the direction of Candor how are we supposed to return home to McLendon Hills? Go through the back gate and congest Holly Grove School Road with more traffic than it was built to endure, as well as causing residents to incur several extra miles to get home?	<i>Traveling eastbound on NC 211 from Candor, residents of McLendon Hills will be able to make a left-turn into the entrance of McLendon Hills at McLendon Hills Drive.</i>

Name	Comment No.	Topic/Area	Comment	Response
	7	Access	Currently it is a challenge to turn right (heading west on 211 from Seven Lakes) safely into McLendon Hills when there is traffic behind me. People simply do not want to slow down. As a result I make the right turn going as fast as I can go while safely making the turn. This in turn means I have little space to slow down before getting to the gate, even less if there is a car or horse trailer already in front of the gate. Having less space to approach the gate would only make it more dangerous.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	8	McLendon Hills U-Turn	[McLendon Hills] I am trying to envision horse trailers merging from a dead stop into the fast lane in order to slow almost to a stop in order to make a U-turn when needing to head east. This can't be appealing to barn customers who board at the Equestrian Center. Should that affect the financial stability of that business entity, as an integral part of our community, we too will be negatively impacted.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	9	McLendon Hills U-Turn	[McLendon Hills] If there will be no way to turn left onto 211 to head east, I am concerned over driving onto 211 from a dead stop only to have to quickly merge into the fast/passing lane in order to then slow down to the degree necessary to make a safe U-turn.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	10	Right-of-Way	One day I will need to sell my house. When that day comes I worry that no-one would want to buy property in here, or if they do they would be willing to buy the house for far less than it is worth today and should always be worth. I don't care about making a profit from the eventual sale of my home, I merely hope to get out what I put into it. Today that is possible. Tomorrow? Doubtful in my opinion should this widening project go through.	<i>Thank you for your comment.</i>
Dave Anisansel	1	Hydraulics	[McLendon Hills] Of major concern to the POA is the effect of two additional paved roads on drainage into wetland area (westbound side) and ultimate effect on Lake Troy Douglas. Environmental, archaeological and protected animal species impacts have not been done at this point. Reinforce to DOT the potential impact on our lake in particular.	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 at McLendon Hills Drive and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i>
	2	Right-of-Way	[McLendon Hills] Will the shed, which is in the proposed right-of-way, be allowed to stay?	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
	3	Right-of-Way	[McLendon Hills] The bridle trail is very close to the new right-of-way-impact unknown.	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>

Name	Comment No.	Topic/Area	Comment	Response
	4	Right-of-Way	[McLendon Hills] Per page 4 map, there will be a loss of pasture area which impacts boarders (some of which may be POA boarders)- impact unknown	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
	5	Alignment	Utilize Deadmans Curve as an alternative eastbound road (for NC 211) (see comment sheet for additional text)	<i>Utilizing Dead Man Curve Road for eastbound NC 211 would not meet NCDOT design standards and NCDOT would not support this option.</i>
	6	Typical Section	[McLendon Hills] Comment should be made regarding reduction of the proposed median and right-of-way widths that they be reduced as they appear to be arbitrary thereby accommodating better access into our development	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	7	Speed Limit	[McLendon Hills] Request DOT to reduce speed from 55 mph to 45 mph and continue such speed past the intersection of Holly Grove School Road U-Turn	<i>Lowering the speed limit alone is not an effective tool to slow down traffic. Drivers tend to base their speed on existing road conditions instead of posted speed limits.</i>
	8	Access	[McLendon Hills] There is no right hand turn lane going west to allow vehicles and horse trailers time to exit NC 211 into our development. (see comment sheet for additional text)	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	9	McLendon Hills U-Turn	[McLendon Hills] The proposed entrance way and U-turn area need to be addressed to ensure that the U-turn addresses the needs of our community. What is the width of the eastbound portion of the U-turn and is it wide enough to accommodate turning vehicles and trailers? (see comment sheet for additional text)	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	10	McLendon Hills U-Turn	[McLendon Hills] In regards to the U-turn, major concern needs to be expressed regarding the ability of vehicles/horse trailers to gain speed and safely cross 2 lanes of west bound traffic in the allowed feet. (see comment sheet for additional text)	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	11	McLendon Hills Drive Intersection	[McLendon Hills] Request DOT install traffic light- already 1 death at our entrance	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
	12	McLendon Hills Entrance	[McLendon Hills] Exactly how much of the island do we lose, if any? Comment that the island remain as it is integral to traffic safely entering and leaving our development.	<i>NCDOT is working to minimize right-of-way impacts. An exact measurement of the McLendon Hills island to be acquired will not be known until final design plans have been completed.</i>

Name	Comment No.	Topic/Area	Comment	Response
Ruby Armstrong	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Edward Ashbridge	1	Typical section	Reduce median size of 46' to less (~half) from Deadman's Curve (Map 3/4). Saves money and our LAND. Understand it is for recovery, but you do NOT have it from West End to Pinehurst or west of the project.	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	2	Speed Limit	[McLendon Hills] DO NOT increase speed to 60 mph- keep it 55. The section after the project is 55 mph!	<i>Although the proposed roadway is designed for 60 mph, the posted speed limit in the area of McLendon Hills is anticipated to remain at 55 mph.</i>
	3	Access	Need to add a right turn lane into McLendon Hills Drive when heading west on 211 (to allow you to slow for turn safety).	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	4	Alignment	In lieu of narrowing the 46' median after Deadmans Curve, consider relocating the section of road by McLendon Hills drive to the south (towards the houses). If this can be done, it would allow more entrance road to be saved before MH's gate.	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

Name	Comment No.	Topic/Area	Comment	Response
Stephen Auster	1	Alignment	Move road to North Side involved danger to horses from equestrian center since road close to where horses are which could affect individuals caring for these horses. The cost to expand west lane to the north is prohibitive versus expanding the road to the south. Moving to the south involved 3 homes versus 200 homes.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	Alignment	Use of Deadman's Curve (for NC 211)	<i>Utilizing Dead Man Curve Road for eastbound NC 211 would not meet NCDOT design standards and NCDOT would not support this option.</i>
	3	McLendon Hills Entrance	Need right hand turn lane into McLendon Hills, especially with 60 mile per hour speed limit. The accident potential is great with this intersection.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	4	McLendon Hills U-Turn	Extremely dangerous right hand turn out of McLendon Hills, up a hill, to get to U-Turn @ 200 feet w/ 60 mile per hour speed limit. Especially with a horse trailer. And same comment in U-turn going east- need to move U-turn much further down.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
George Bailey	1	McLendon Hills U-Turn	[McLendon Hills] I suggest moving the West to East turn around at least further West, to for example, include the nearby intersection of Deadman Curve Road.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	2	McLendon Hills U-Turn	Noting that the August 2017 R-5726 plan calls for a right turn exit only onto NC211 from McLendon Hills, combined with a large vehicle turnaround from Eastbound NC211 to Westbound NC 211, are there any statistics on the relative accident rate per vehicle of this type of combined design relative to a disjoint right turn only from a residential road to a rural highway?	<i>In 2016, NCDOT completed a study of 93 unsignalized superstreet intersections that were installed between 1997 and 212. The study demonstrated a 59-percent reduction in total crashes and a 71-percent reduction in fatal and injury crashes after the installation of the superstreet facilities.</i>
	3	Sight Distance	What is the line of sight distance to the East for a driver attempting to enter Westbound NC 211 from McLendon Hills?	<i>In this area, the sight distance is approximately 1,8 feet. The minimum required sight distance for a 6 mph design speed is 57 feet.</i>
Lisa Bailey	1	McLendon Hills Entrance	I agree with the statements from our McLendon Hills POA about our concerns with the widening of 211. On a personal note, we have 5 horses, 2 of which are close to 2000 pounds each. Our trailer is over 38 feet in length, plus, add about 16 feet for a pick-up truck.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>

Name	Comment No.	Topic/Area	Comment	Response
Armani Baldwin	1	Cedar Grove Church	I do not want to see my church go.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Marie Baldwin	1	Cedar Grove Church	Please don't tear church down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Marilyn Barrett	1	Cedar Grove Church	We do not want Cedar Grove Church moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Wanda Bass	1	Public Involvement	Commented that someone at public meeting may have written the same comments several times.	<i>Your comment is noted. NCDOT considers public input, as well as other factors such as impacts to the human and natural environment.</i>
	2	Right-of-Way	[Via phone] Expressed sadness that she will be losing her house. She bought it from her grandmother and raised her children there. Her father lives next door and she looks after him.	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete. Upon completion of final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your property.</i>
Jon Bolle	1	Segment Preference	I am in favor of Option B. Removal of the Stanley Plant for the widening of Rt 211	<i>Thank you for your comment. Your preference is noted.</i>
Bernice Bovain	1	Cedar Grove Church	I do not want Cedar Grove church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Elizabeth Brezinski	1	Segment Preference	My preference would be MAP 1B- taking out Stanly Furniture (eyesore) and cleaning up what lies below. Environmentally and physically preferred	<i>Thank you for your comment. Your preference is noted.</i>
Raymond Brezinski	1	Segment Preference	Map 1b- widen to the west side of 211 in West End and removing the old Stanley Furniture Factory. If the factory is removed, the other property on the east and west side will develop on its own.	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
Natasha Brower	1	Cedar Grove Church	Don't want to lose the church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Sharon Brower	1	Cedar Grove Church	I don't want to lose our church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Benny L. Brown	1	Segment Preference	Vote for 1B	<i>Thank you for your comment. Your preference is noted.</i>
Ella Bryant	1	Cedar Grove Church	I do not want this church to be moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Francheska Butler	1	Cedar Grove Church	Don't want the church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Shelia Cameron	1	Cedar Grove Church	I do not want to see my church go, just to widen a highway.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Pearlie Cameron	1	Cedar Grove Church	I do not want the widening of NC 211. This is a historical building of 134 years and I would hate to see it go.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Betty Cameron	1	Cedar Grove Church	I have been brought up in this church and I do not approve of the widening of NC 211, this is my home church and would love to continue to see my church family all worship here.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Gale Castaldi	1	Segment Preference	My opinion and vote on widening of 211 is for it to bisect the Stanley Plant property.	<i>Thank you for your comment. Your preference is noted.</i>
Adele Chambers	1	Cedar Grove Church	I don't want the church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Jacqueline Chambers-Abdoulaye	1	Cedar Grove Church	I do not want Cedar Grove Baptist Church moved. This church is historic and 134 years old, that our grandparents worked very hard to build and beautify. Please keep this church and the grounds where they are.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Marcus Chambers	1	Cedar Grove Church	I grew up in that church and we want it to remain standing there.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Tony Chambers	1	Cedar Grove Church	Save Cedar Grove Church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Wanda Chambers Quick	1	Cedar Grove Church	I am not in agreement of this highway 211 change at Cedar Grove Missionary Baptist Church. We don't want the church to be removed because of a road, when you can keep the 3 lanes that's already there without disturbing the church and homes of people. All black people in that area. Please reconsider. This is a historic church.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>

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Cynthia Chatham	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Miranda Chavis	1	Cedar Grove Church	I think that this project is wrong. We should never destroy anything that belongs to our Lord and Savior. I think that there should be another solution to this issue.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Harry Chisholm	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Michelle Chisholm	1	Cedar Grove Church	I don't want church tore down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Prince Chisholm	1	Cedar Grove Church	Don't tear down church please.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Robert Chisholm	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Debbie Christner	1	Segment Preference	I want option 1B. The Stanley Furniture Building should be destroyed. This is an excellent opportunity to cleanup the West End area. This option will serve the community and increase the safety of all local citizens	<i>Thank you for your comment. Your preference is noted.</i>
Debra Christner	1	Lane Configuration	On 211 at intersection of Seven Lakes, I would like to see 3 lanes dedicated to 1 lane south (left), 1 lane west straight through and 1 lane turning right going NE. The traffic light could make middle lane dual purpose and during peak times, 2 lanes could be going lefts and then after 9 or 10 am, left lane can be redirected to straight and left.	<i>Your comment is noted. At the Seven Lakes Drive / NC 211 intersection, two left-turn lanes and a through/right lane will be provided on southbound Seven Lakes Drive. A left-turn lane and a through/right lane will be provided on northbound Lakeway Drive.</i>
Jim Christner	1	Segment Preference	Recommend project move forward. However the old Stanley Furniture Building should definitely be torn down. Proceed with Plan 1B	<i>Thank you for your comment. Your preference is noted.</i>
Davis Clark	1	Right-of-Way	Both Maps 1A and 1B appear to have a detrimental effect on the gas station we own at the intersection of Hwy 211 and Hwy 73. The proposed right of way cuts through our canopy and pumps. This would kill the store causing loss of jobs and a loss of access to choices by consumers. Shifting toward Hwy 73 would eliminate the need to ruin this business. We actually sold the property across from the store to DOT. There appears to be room to do this.	<i>NCDOT will attempt to minimize the amount of right-of-way in the area of the McNeill Oil and Propane during final design. The public meeting maps showed the worst-case impacts required for the project.</i>
Jennifer Clark	1	NC 73	I would prefer not to see NC Hwy 73 widened at all because this highway does not have the volume of traffic that NC Hwy 211 has. Therefore, if possible, minimize the widening of NC Hwy 73 as much as possible due to the fact that the properties along the proposed widening path are already close to the road. The proposed easement for drainage, utilities, construction is going to have a major effect on everyone's property.	<i>NC 73 widening will be minimized to the greatest extent possible. Minor widening would occur at the NC 73/ NC 211 intersection where dedicated left-turn lanes would be incorporated to accommodate the turning traffic at the intersection.</i>
	2	Segment Preference	Recommend widening NC Hwy 211 to the east side of existing NC Hwy 211	<i>Thank you for your comment. Your preference is noted.</i>
Jennifer Clark	1	Right-of-Way	Family owns property along NC 73 (shown on maps as Eva Clark) that will have property taken under both alternatives. Expressed concern whether house will be acquired. Survey indicates this structure is abandoned, but house is occupied.	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
Shashana Clegg	1	Cedar Grove Church	We do not want Cedar Grove Church moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Don & Champa Codpilly	1	Segment Preference	With regard to the first segment of work, we would very well support the option A2 where road construction will cut through the property requiring removal of the Stanley Plant structures.	<i>Thank you for your comment. Your preference is noted.</i>

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Dwight Cole	1	Cedar Grove Church	I do not want Cedar Grove church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Sandra Corr	1	Typical section	The 46' median at McLendon seems very wide- Why?	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	2	Speed Limit	[McLendon Hills] Why would the speed increase past a busy intersection?	<i>Although the proposed roadway is designed for 6 mph, the posted speed limit in the area of McLendon Hills is anticipated to remain at 55 mph.</i>
	3	Access	Need right turn lane into McLendon Hills (long enough for horse trailer to slow down).	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	4	McLendon Hills U-Turn	[McLendon Hills] Crossing 4 lanes of high speed traffic with a horse trailer (or even a car) is DANGEROUS. This would be required with current map/plan for exit from McLendon Hills.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	5	McLendon Hills Drive Intersection	Engineering the intersection at McLendon Hills needs to accommodate safe turning for 4 horse trailers AND add traffic lights	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
Jim Cresswell	1	Right-of-Way	I live at 144 Woodlawn Street in West End. What does this mean for my family?	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
Norma E. Cresswell	1	Segment Preference	Change is good, but it will hurt business. I vote for 1B	<i>Thank you for your comment. Your preference is noted.</i>
Thelma Louise Crutchfield	1	Cedar Grove Church	I do not want to see the highway come there as I am a dweller. I am 74 years old where will I go. I'm not for the move. I pay my taxes and I am not behind. Been here for 50 years. Not for it! This community will stick together no doubt.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Cindy Crutchfield	1	Cedar Grove Church	I do not think that this highway should come through here because we all worked hard for our land and pay our taxes faithfully. We have families that would be affected and businesses and school for the children. The church also will be affected that has been here for our community and others.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Zaire Curry	1	Cedar Grove Church	We do not want Cedar Grove Church moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Gisela Danielson	1	Segment Preference	My preference for the first segment of the NC 211 widening project is for A2.	<i>Thank you for your comment. Your preference is noted.</i>
Laura Douglass	1	Public Involvement	[Via phone] Ms. Douglass, a reporter for the Pilot newspaper, called inquiring about the public meeting and the availability of the public meeting maps.	<i>Nora McCann provided information to Ms. Douglass on July 17, 2017. The Pilot newspaper published an article on July 18, 2017 regarding the proposed project and public meeting.</i>
Harriet Dowd Wicker	1	Schedule	When will this take place? How soon will we know which plan you choose for the center of West End?	<i>The preferred alternative in West End is Segment A2. Right-of-way acquisition is scheduled to begin June 2018 with construction scheduled to begin June 2020. The estimated completion date for construction is 2022.</i>
	2	Right-of-Way	[West End] What happens to businesses who rent their buildings?	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
	3	Right-of-Way	If you take the side of my shop (Medleyannas) and then my cottages become West End corner. What happens to them? It looks like the right of way comes up to the steps of both houses. My septic is in the front yard.	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
	4	Typical section	[West End] Why not 4 lane and turning lane through the business district?	<i>NCDOT is providing a four-lane median divided roadway through the West End business district. Providing a median instead of a center turn lane through the West End business district will reduce conflict points and the severity of accidents.</i>
	5	Roadside Environmental	Is there going to be a green median through West End?	<i>The 23-foot median will be a grassed median with concrete curb and gutter. Where the median reduces to less than 8-feet for turn lanes and intersections, the median will transition to concrete for the width of the median.</i>
Greg Downer	1	Segment Preference	Prefer 1B	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
Brenda Dunevant	1	Segment Preference	I would love to see the new highway come through the old Stanley Furniture Building. I live directly behind the Stanley Furniture building. Drug addicts and alcoholics sleep and party in the abandoned buildings. That Stanley Building needs to be torn down.	<i>Thank you for your comment. Your preference is noted.</i>
David Duvall	1	Schedule	The proposed widening of NC 211 from West End to Holly Grove School Road is unnecessary in the foreseeable future and will cause extreme disruption to a church, businesses and residents of Seven Lakes. Its intent is to avoid traffic congestion no sooner than 2040. There currently is no congestion between Holly Grove School Road and West End even during morning and evening "rush" hours. The project is scheduled to begin in 2018 and be completed by the 2024 US Open in Pinehurst. There is no reason this project needs to be started in 2018. It could be started in 2034 if subsequent traffic projections indicate that it really is needed by 2040.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i> <i>Traffic volumes along NC 211 are anticipated to increase by approximately 45 percent through the design year (24). Local land use plans note the expansion of water and sewer along NC 211 anticipated to be provided over the next 1-15 years would attract additional development in this corridor. In addition to the expansion of infrastructure, an increase in the number of building permits requested and school growth pressure are indicators of growth. Additionally, West End and Seven Lakes have been experiencing the highest growth rate in the county.</i>
Jeannette Euille	1	Cedar Grove Church	No you don't move the church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Frank Feggeler	1	Segment Preference	I prefer Map 1B	<i>Thank you for your comment. Your preference is noted.</i>
Tiffany Ferguson	1	Cedar Grove Church	I am a member of Cedar Grove Baptist Church in West End, NC. I am concerned about them taking our church and other properties in this community where is only affects the blacks in this area. It is suspect how the NCDOT stops the widening of this highway at the start of the whites community. It will not be beneficial for the black community to tear down their homes and community church, which the church is also a historical mark for over 100 years. I am not for the widening of this NC211 in West End and taking these black owned properties! If the church and other properties are affected they should be very well compensated for loss of property and pain and suffering.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Anthony Ferguson	1	Cedar Grove Church	I am a constant visitor of the church (Cedar Grove). I have concern of the widening of the road that would take the church and several homes in the area. All the homes in question are of elderly. The history of the church and the memories of the homes. Also the history of the school in the same area. I do not agree with the proposal of the widening of the road. The history, the uprooting of families, church families, and friends of the area. This is a project that can be left as is.	<i>Your comment is noted. The purpose of this project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
Jodi Ferrie	1	Segment Preference	Either way it's going to hurt businesses and church parking- but 1B seems to be the better of the 2 choices	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
Michael Florence	1	Maintenance	Make Trade Street in Seven Lakes, NC a state road and pave it property	<i>The NCDOT Division 8 Office prioritizes local roads that need to be paved. Please contact them to discuss this request.</i>
	2	Segment Preference	Get Rid of the Stanley Building	<i>Thank you for your comment. Your preference is noted.</i>
Angie Frye	1	Cedar Grove Church	Please we need the church	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Rose Frye	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
John R. Gash	1	Roadside Environmental	Who will maintain green areas, pick up debris and how often?	<i>NCDOT will maintain the grass median along the proposed project. Debris collection will occur on a schedule determined by the NCDOT Maintenance Office.</i>
	2	Noise	Noise will increase- what will be done to keep noise levels down? We moved here to enjoy quiet country living!	<i>A Traffic Noise Report was completed for this project. The results of the noise analysis indicated that traffic-related noise impacts would occur at 12 receptors under the Build Alternative. Therefore, noise abatement was analyzed for the project. Noise barriers were evaluated for their ability to feasibly and reasonably reduce noise levels at impacted receptors. After analysis of the noise barriers, none of the barriers were recommended for construction.</i>
	3	Speed Limit	[Seven Lakes] Speed limit 50-60 mph past businesses and schools is too fast! Lots of large trucks, etc. cannot stop at lights on time. I observe many trucks and cars running red at 211 & Seven Lakes Drive at 35 mph limit. 50-60 is a disaster waiting to happen	<i>The current speed limit through Seven Lakes, 45 mph, would be maintained under this project. The signal at the Seven Lakes Drive intersection would be timed to coincide with the speed limit in the area to give vehicles a long enough yellow light to slow down and stop before the red light.</i>
Janice Gillespie	1	Cedar Grove Church	Cedar Grove Church not moved. It has been my family church since birth.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Kirsty Gilpin	1	Roadside Environmental	The section of NC 211 between the two intersections with Dead Mans Curve Rd. is perhaps one of the prettiest pieces of road in our area due largely to the predominance of hardwood/deciduous trees which bloom in spring and burst into color in the autumn. I would simply ask that every effort be made to preserve some of the beauty of this special piece of road - this break in the pines.	<i>Thank you for your comment. NCDOT employs Best Management Practices during project construction in an effort to preserve as much of the existing environment as possible. Additionally, NCDOT will only remove trees necessary for the construction of the proposed project.</i>

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	2	General	Like many of my neighbors, I struggle to embrace this project and the impact it will surely have on our small village and neighborhoods. Indeed, having a major two lane highway going right through the heart of our village will forever change it's homey feel. That said, I realize that we have little voice in the matter in the face of the return of the US Open to our area.	<i>Thank you for your comment.</i>
	3	Segment Preference	Given the choice of options for the NC 73 intersection, I would choose the route that may demolish the old Stanley building.	<i>Thank you for your comment. Your preference is noted.</i>
Sherenna Glenn	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Curt Goodrich	1	McLendon Hills U-Turn	I live in McLendon Hills. As a horse owner and frequent horse trailer user, I am very concerned about coming onto 211 and immediately having to get over into a turn lane. I also wonder if turn around will accommodate large trailers wanting to go east toward Southern Pines.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
Julia Goodrich	1	Alignment	[McLendon Hills] These proposals severely and negatively impact the safety, beauty and value of our neighborhood. Why when the small homes across the street are not always occupied	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	McLendon Hills U-Turn	I am very concerned about the impact of the proposed westbound lane of 211 at the entrance of McLendon Hills. Horse trailers and school buses regularly use this entrance- will the proposed U-turn accommodate their length safely?	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>

Name	Comment No.	Topic/Area	Comment	Response
Danette Grider	1	Alignment	We don't understand why you are not looking at purchasing the homes on the south side of 211 instead of taking the land on our side of the road. There are 2 or 3 homes and it seems to make more sense to move them. I really think/wish you would reconsider and see about widening the road on the south side of the road. I feel it would be safer for all the people in the area.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	Access	[McLendon Hills] We see the dedication to someone who lost their life while trying to make a U-turn. We are concerned that someone else is going to lose their life with the proposal of the widening. The cars and trucks go way too fast on 211. When you are trying to turn into the subdivision from Seven Lakes there have been multiple times that we were almost hit from behind because the car or truck doesn't slow down. They usually go into the left turn lane to go around our car. Are you going to include a right-hand turn lane from Seven Lakes driving west? I think this is critical and I don't see it in your plans.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills Entrance	We are concerned that the merge lane when turning right out of McLendon Hills is not long enough and needs to be extended. Again the traffic is going so fast it will be hard to merge into the traffic with the lane as short as it is.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
	4	McLendon Hills U-Turn	Coming out of McLendon Hills it will also be difficult to get over in the left lane to make the U-turn when going to Seven Lakes. All of our shopping for food, clothing etc. we have to turn left out of McLendon Hills. We don't have any shopping to the right of McLendon Hills. So most of the traffic coming out of the subdivision goes left. I don't understand why you don't put a traffic light in. Making a U-turn put people's life in jeopardy.	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
	5	McLendon Hills Entrance	[McLendon Hills] With the current Right of Way, only one or two cars can wait at the entrance gate without being in the roadway. This is a safety issue and should be corrected.	<i>NCDOT is proposing the addition of a right-turn lane into McLendon Hills. The proposed right-turn lane would provide additional storage for vehicles turning into McLendon Hills.</i>

Name	Comment No.	Topic/Area	Comment	Response
Alita Hamilton	1	Cedar Grove Church	Please do not move Cedar Grove Church. This church is vital to the growth of the community.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Liz Hammond-Stebbins	1	Alignment	[McLendon Hills] Kindly contact the land/home owners on the south side of the existing Rt 211 to get their input of selling their land to allow the new road to be on that side.	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	2	Access	[McLendon Hills] Please include a right-hand turn lane from Seven Lakes driving west. This is a critical safety issue in our minds and a feature we strongly believe was overlooked in the design.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills U-Turn	Could DOT move the turn-around further west from McLendon Hills to allow all traffic, especially horse trailers, enough space to cross two lanes of traffic and enter the turn-around safely?	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	4	McLendon Hills U-Turn	[McLendon Hills] Would DOT consider extending the merge lane from the turn-around to allow traffic, especially horse trailers, enough space to accelerate and safely merge into the traffic?	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	5	McLendon Hills U-Turn	Would it be possible to extend the merge lane when turning right out of McLendon Hills? With a horse trailer, the current short merge lane will not allow enough room to increase speed to safely merge into traffic.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
	6	McLendon Hills Entrance	[McLendon Hills] With the current Right of Way, only one or two cars can wait at our entrance gate without being in the roadway. This is a safety issue and needs to be corrected.	<i>NCDOT is proposing the addition of a right-turn lane into McLendon Hills. The proposed right-turn lane would provide additional storage for vehicles turning into McLendon Hills.</i>

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Ervin Harrington	1	Cedar Grove Church	The church has been here for 134 years and there's no room close for another.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Angela Harrington	1	Cedar Grove Church	Do not remove our church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Shalonda Harris	1	Cedar Grove Church	I do not want Cedar Grove church removed!!	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Teresa Harris	1	Cedar Grove Church	I don't think the church should be removed because of a sport. That means people are putting things before the Lord Jesus Christ.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
Don Hauck	1	Segment Preference	Like Map 1B. It will take the Stanley Building. Thanks for holding the meeting	<i>Thank you for your comment. Your preference is noted.</i>
Mary B. Hauck	1	Segment Preference	Definitely feel Map 1B is the best. It would take down the vacant, ugly Stanley Factory, which members of the Seven Lakes have petitioned to have removed for years. Thank you for this meeting	<i>Thank you for your comment. Your preference is noted.</i>
Barbara Haughey	1	Segment Preference	I am a West End resident and would like to express my vote for option A2 when widening NC 211 through West End.	<i>Thank you for your comment. Your preference is noted.</i>
Bionca Henderson	1	Cedar Grove Church	Please don't remove my church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Jessica Henderson	1	Cedar Grove Church	Not for removing church	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Karen Henderson	1	Cedar Grove Church	Not in favor of removing our church for highway. That is not right.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Diana Monroe Henshaw	1	Segment Preference	I appreciate that NCDOT is seeking public comment on Project R-5726. As a resident of Seven Lakes West whose ancestors for many generations lived in Moore County, I have a strong interest in the project. I want to urge the DOT to consider Option A2 as the best path forward with the most benefit for our community. Thank you very much.	<i>Thank you for your comment. Your preference is noted.</i>
Harry Herdrich	1	Segment Preference	Preference is Map 1B. Get rid of Stanley Plant!	<i>Thank you for your comment. Your preference is noted.</i>
Mercedes Herdrich	1	Segment Preference	Would seem option 1A is preferable. To remove only a part of the Stanley Building makes no sense.	<i>Thank you for your comment. Your preference is noted.</i>
Richard Hilbert	1	Segment Preference	I prefer Map 1B. Anything to be rid of the old Furniture Plant	<i>Thank you for your comment. Your preference is noted.</i>
Marge & Tom Holleman	1	Segment Preference	I would like to support option A2 to widen the road to the west side of existing NC 211. This option will remove a major eye sore (the abandoned furniture factory) and eliminate the potential problem area that a large abandoned building presents to the community.	<i>Thank you for your comment. Your preference is noted.</i>
Steve Horton	1	Cedar Grove Church	Please don't move the church	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Carol and Earl Houck	1	Alignment	First and foremost is the impact to our front gate and the aesthetics when you first drive in. Taking so much land away from McLendon Hills will affect the "WOW" appearance when you first drive into the development. That is one reason we bought within McLendon Hills. [...] We request NCDOT take a stronger look at taking all, if not some, from the other side of the existing NC 211. This will also reduce the impact to our wetlands in that area and reduce the impact to the streams that feed into our lake.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 at McLendon Hills Drive and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i></p>
	2	Access	Even with the current NC 211, making a right-hand turn into the development is somewhat risky. [...] We need a right-hand turn lane to come into the development. [...] Cars behind us often pass over the solid yellow line and make it very unsafe for on-coming traffic as well as those of us driving the car/horse trailer	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills Entrance	We also think modifications should be made to how we exit McLendon Hills. We must turn right using a very small/short merge lane. We then need to quickly cross two lanes of 55-mph traffic and use the turn-around if we want to go east into Seven Lakes, Southern Pines, Pinehurst and almost all other towns in that direction. Again, we then need to use another very small/short merge lane to once again merge into the 55 mph traffic. Request a few things with this design- lengthen the merge lane out of McLendon Hills so we can easily gain speed for the merge' then move the turn-around further west to allow us to gather speed and have more time to cross the two lanes of 55-mph traffic; last, extend the merge land from the turn-around to allow enough distance to safely merge. These three changes are especially critical for horse trailers- we can't increase or decrease speed quickly and we can't make quick turns.	<p><i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills existing traffic to cross directly into the U-turn lane from the entrance. Also, the turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i></p> <p><i>In addition, NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane in each direction would allow vehicles turning out of McLendon Hill's drive or the turn-around to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i></p>
	4	Typical section	During the town meeting in West End, it was explained to us the reasoning behind widening the median from 23' to 46'- a rural area and no curbs or gutters would be installed. We request the expansion from 23' to 46' be delayed until after McLendon Hills given the amount of land it will take from the area as well as the amount of fill needed (less impact to our wetlands, streams, and lake).	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

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Carole Hunter	1	Access	Some concern about the right only turn lanes throughout the project in Seven lakes	<i>A full movement intersection will be provided at the intersection of NC 211 and Seven Lakes Drive. Restricting access to NC 211 to right-only turns at minor intersections will reduce conflict points and increase the efficiency of the NC 211 corridor.</i>
	2	Public Involvement	Please publicize your decisions in the Pilot and Seven Lakes papers so citizens know what will be happening.	<i>NCDOT will coordinate with public involvement during the design and construction phases of the project which may include articles in The Pilot.</i>
	3	Segment Preference	Prefer you do 1B as it seems to have less impact on West End.	<i>Thank you for your comment. Your preference is noted.</i>
John Hunter	1	Access	I am concerned about RT only turns to 7 Lakes. Do it right, not on the cheap- provide left hand turns.	<i>A full movement intersection will be provided at the intersection of NC 211 and Seven Lakes Drive. Restricting access to NC 211 to right-only turns at minor intersections will reduce conflict points and increase the efficiency of the NC 211 corridor.</i>
	2	Project Termini	Why not push the 4 lane 211 out to 220 and Candor at the same time?	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Funding has not yet been identified for the widening of NC 211 from Holly Grove School Road to the Moore County- Montgomery County line.</i>
	3	Segment Preference	I would prefer to see plan 1B using the west side for enlarging 211. (the side that the Stanley Plant is located)	<i>Thank you for your comment. Your preference is noted.</i>
Barbara Hussey-McRae	1	Cedar Grove Church	I am against this, no I do not want to see the church or people's houses going. I have been in this world 72 years. I was raised in this church until I left West End, but I've been back 23 years and Cedar Grove is a church I have known all my life. I'm not a member of Cedar Grove but it's still home. Love Grove AME Zion church and Cedar Grove always was as one because we serve one God.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Kay Ingram	1	Bike & Ped	Has consideration been given to pedestrian traffic in the Seven Lakes area? I see a bit of pedestrian traffic from Love Grove Church Road into the Seven Lakes Business District along 211 and a bit of pedestrian traffic from Seven Lakes West into the Seven Lakes Business District. We live at 134 Parkwood Court in Seven Lakes West and we walk to local business. We used to walk to West End Elementary school for activities or to pick our son up from after school. I've seen others walking into the business district but can't speak of how often. I do know there is a middle aged gentleman in the Seven Lakes West Community with a disability who often walks to the business district and shops. I understand the traffic will not increase with the widening of 211 but it could become a bigger obstacle for those who want to walk into the business district.	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area.</i> <i>Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes while the shoulder sections will include a 4-foot paved shoulder. Access will not change at the existing signalized intersections and the proposed median will provide a refuge for bicyclists and pedestrians at these intersections.</i> <i>Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks. The curb & gutter sections can accommodate sidewalks at a later date if cost sharing with Moore County becomes available.</i>
Larry Ingram	1	Cedar Grove Church	Do not want church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Clara James	1	Cedar Grove Church	I do not want the church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Issac Jenkins	1	Public Involvement	Would like to set up a meeting for the parishioners of Cedar Grove Church.	<i>A small group meeting was held with parishioners at Cedar Grove Missionary Baptist Church on September 19, 2017.</i>
Mark Jewson	1	Project Termini	Why the need for widening Route 211 past McLendon Hills? Your plans call for terminating the widening about 1.3 miles past our gate, so why not revise your plan to terminate the widening before (to the east of) our gate? Terminating the widening project at say Dead Mans Curve Road or thereabouts would resolve so many of our safety concerns, and not impact Route 211's traffic flow any measurable amount.	<i>One of the purposes of this project is to increase east-west connectivity in Moore County by upgrading NC 211. This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to the NC 73 in West End. Although widening NC 211 from Holly Grove School Road to the county line has no identified funding, NCDOT anticipates widening NC 211 to four lanes for the length of NC 211 in Moore County.</i>
	2	McLendon Hills U-Turn	I am extremely concerned about the effects of the Route 211 widening on McLendon Hills, not just the cosmetic impact, but more importantly the egress from our neighborhood. I have just learned that we will have to perform a series of turns in order to exit McLendon Hills and travel east. This is dangerous and unacceptable. My understanding of the design puts all of us in McLendon Hills at elevated risk for a traffic accident. I fear the design is an invitation for rear-end collisions, or, accidents involving merging with fast moving vehicles. We need to be able to maintain our ability to egress our neighborhood and directly turn east, which is likely 90% of the egress turns.	<i>NCDOT is providing a four-lane median divided facility with U-turn bulbs. Performing a U-turn will reduce the number of lanes a vehicle will have to cross in one move in order to complete a turn, thus reducing the number of conflict points and the severity of accidents.</i>
Mark Jewson	1	McLendon Hills Entrance	I am very concerned about the effects of the Rt 211 widening on our entrance to McLendon Hills, which as I understand it, will have to be torn down under the current widening plan.... Tearing down the entrance area will negatively impact our quality of life and is not necessary.	<i>NCDOT's meeting with McLendon Hills on 9/13/17 included discussions regarding potential impacts to the McLendon Hills entrance. McLendon Hills will be compensated for improvements they have made to their entrance. NCDOT will continue to coordinate with McLendon Hills regarding their entrance during the right-of-way acquisition phase.</i>
	2	Project Termini	May I suggest either shortening the RT 211 widening project just east of McLendon Hills or locating the road such as to allow the preservation of our entrance?	<i>One of the purposes of this project is to increase east-west connectivity in Moore County by upgrading NC 211. This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to the NC 73 in West End. Although widening NC 211 from Holly Grove School Road to the county line has no identified funding, NCDOT anticipates widening NC 211 to four lanes for the length of NC 211 in Moore County.</i>
Bryon Johnston	1	Noise	Map 4- McLendon Hills Subdivision Entrance- you are removing a significant amount of trees (natural noise abatement). What are you doing to reduce the noise in McLendon Hills after you remove the natural barrier.	<i>A Traffic Noise Report has been prepared for this project that includes an analysis of noise receptors near the entrance of McLendon Hills. None of the receptors within the Noise Sensitive Area at the entrance of McLendon Hills meet the conditions for traffic noise impacts. The traffic noise model used to identify traffic noise impacts does not include trees, so the reported impacts represent a worst-case scenario by not considering any noise abatement remaining vegetation would provide. NCDOT will only remove trees necessary for the construction of the proposed project.</i>

Name	Comment No.	Topic/Area	Comment	Response
	2	Alignment	Map 4- why can't you leave the entrance to McLendon Hills where it is and move the road to the other side. Fewer families will be impacted and still allow construction	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	3	Access	Map 4- Can you add a turn in lane for McLendon Hills to reduce the risk of an accident.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
Joan and David Jolliffe	1	Segment Preference	My husband and I would like to add our names as being for Plan A2 which would remove the Stanley plant when widening Rte. 211.	<i>Thank you for your comment. Your preference is noted.</i>
Cathy Jones	1	Cedar Grove Church	I do not want Cedar Grove Missionary Baptist Church to be removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Sharon Jones	1	Cedar Grove Church	Do not remove our place of worship.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
D. Randal Jones	1	Purpose and Need	What is the reason for the expansion?	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
	2	Schedule	If you decide to proceed forward, what is the estimated timeline for completion?	<i>The preferred alternative in West End is Segment A2. Right-of-way acquisition is scheduled to begin June 2018 with construction scheduled to begin June 2020. The estimated completion date for construction is 2022.</i>

Name	Comment No.	Topic/Area	Comment	Response
	3	Right-of-Way	If your proposal map results in me losing my billboards, will you pay to rebuild them in a new location? If Moore County does not allow them to be rebuilt, how will you compensate me? How will you compensate me for the loss of my business?	<p><i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i></p> <p><i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i></p>
	4	Right-of-Way	The overall project is egregious in scope and design. As shown, I personally will suffer the loss of too much property to make my remaining development viable. How can I ensure your assessment of my property value will include all the issues pointed out above?	<p><i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design in complete.</i></p> <p><i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i></p>
	5	Right-of-Way	Your widening does not take into account for the Highway Corridor Act imposed by Moore County. As such, this will result in the reduction of value and location desirability for my subdivision. How will you address this concern? (see letter for additional text)	<i>Moore County does have a Unified Development Ordinance which seeks to promote orderly development relative to a comprehensive plan of land use and population density. In addition, the Rural Highway Corridor Overlay District includes building setbacks and a required 2-foot vegetation buffer. During final design, right-of-way impacts will be minimized as much as possible to any property located along the corridor. The NCDOT will only acquire land necessary for the proposed widening. However, exact impacts will not be known until final design in complete.</i>
	6	Access	You have omitted my recorded subdivision entirely and my permitted driveways onto Hwy 211. If you take my drives, then you must rebuild them in the same location in relationship to the lot road front.	<i>The project surveys have been updated to reflect the subdivided property lines.</i>
	7	Right-of-Way	Will you in any way be using any other parts of my subdivision for your (DOT) work or that of any subcontractors you employ? How will I be notified of this and/or compensated should you or your contractors damage or trespass upon any portion of the subdivision or create any environmental hazards?	<i>All work associated with the proposed widening project will be contained within the purchased right-of-way and easements. Any damages outside of the right-of-way by the contractor will be investigated by NCDOT.</i>
	8	Right-of-Way	If you create any environmental issues will you make whole and indemnify me from all regulatory and governmental agencies?	<i>NCDOT will follow all required state and federal environmental regulations during the planning, design and construction of this project.</i>
	9	Right-of-Way	If you take any portion of my subdivision, that disturbs the property lot markers, then you must pay for a surveyor of my choice to replace the monuments. That will involve resurveying the entire development.	<i>NCDOT will discuss the options to resurvey the impacted parcels with the property owner during right-of-way negotiations.</i>
	10	Alignment	[Holly Grove School Road] The widening could better be served by moving it closer to the railroad right of way and that would straighten out the curve you are leaving. If you are concerned about safety, then this eliminates a lazy curve hazard.	<i>The curve in the area of Holly Grove School Road is within the design parameters for NC 211. Additionally, there is a U-turn bulb proposed on the south side of NC 211 near Holly Grove School Road that limits the proposed widening alignment.</i>
	11	Typical section	Your 46 foot median is excessive. The proposed speed is 50 to 60 mph. Other roadways have much narrower medians for greater speeds and they work fine. Why a 46 foot wide median? Will you guarantee NO trees or vegetation will be planted within that 46 feet? Will this median be another concrete dump in the middle of the roadway you do now?	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

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	12	Holly Grove School Road U-Turn	The proposed DOT "turn around" does not take into account any of my subdivision frontages having driveways or access to Hwy 211. A generous width intersection serving both directions of traffic into Hwy 211 would work more efficiently. Similar to the ones that currently exist at 4 lane highways throughout the state.	<i>Providing a median facility that also incorporates the use of "median left-overs" at some intersections improves mobility by reducing the number of conflict points along NC 211. The full movement intersections would be limited to major intersections with NC 211.</i>
	13	Access	As shown, I have no access to Hwy 211. How will this be addressed?	<i>The project surveys have been updated to reflect the subdivided property lines. All existing, permitted driveways onto NC 211 that are impacted by this project would be replaced by NCDOT.</i>
	14	Roadside Lighting	[Holly Grove School Road] Will you provide night lighting along this section? Where placed?	<i>No street lighting is included in this project. Street lighting requests are typically provided the County.</i>
	15	Project history	How long has this proposal been created and who suggested the proposal?	<i>Projects that appear in the State Transportation Improvement Program (STIP) follow a defined process that starts with local planners and community leaders identifying transportation challenges and potential solutions. A project is then individually evaluated and scored in a process that is devoid of politics. The better-scoring projects are added to the STIP as funding becomes available. This project was added to the 2016-2025 STIP.</i>
	16	Project history	What evaluations have been made in drafting the proposal? What research was done in drafting the proposal?	<i>As part of the environmental document, environmental studies were performed in the project study area to evaluate natural resources (including threatened and endangered species), cultural resources, farmland, community facilities and services, economic effects, land use, noise and air quality, among others. Additionally, public input was considered during the design of the project and selection of the preferred alternative. The results of these studies will be summarized in the environmental document, which will be made available to the public.</i>
	17	Public Involvement	Who are the other property owners that will be affected by this proposal? What concerns have they expressed?	<i>There are several property owners along NC 211 and NC 73 that will be impacted by the proposed project. During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete. Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property.</i> <i>Comments submitted by the public will be included in the environmental document, which will be made available to the public.</i>
	18	Project history	What is the projected cost of the proposal? Have bids been requested? If so, who are the contractors?	<i>Cost estimates will be included in the environmental document. Final design plans are being prepared for the proposed project. This project is scheduled to be let in fiscal year 2020.</i>
	19	Build Alternative	What other ways are being considered in building this expansion?	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County. The environmental document evaluates alternatives that meet this purpose and need.</i>
Rebecca Jones	1	Cedar Grove Church	This church is historical. It's over 100 years old. Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Dorrie Kayser	1	Hydraulics	[McLendon Hills] Since there appear to be no curbs proposed for the new roadway, I am concerned about road runoff and pollution going into our lake, especially with removal of the trees and ground covering plants.	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 at McLendon Hills Drive and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i>
	2	Noise, Roadside Environmental	The removal of the trees and vegetative buffer along the road right-of-way poses a safety concern for horses in the front pastures as well as any horses being ridden in lessons in the front riding ring of the McLendon Hills Equestrian Center. The trees are needed as a sound and visual buffer from the road to help keep horses (prey animals with flight instincts) from reacting to the sounds and sights of a busy road. The equestrian center hosts 4H youth riding programs as well as horse shows and lessons. Without a buffer, a frightened horse can easily enter the roadway posing a hazard to drivers.	<i>A Traffic Noise Report has been prepared for this project that includes an analysis of noise receptors near the entrance of McLendon Hills. None of the receptors within the Noise Sensitive Area at the entrance of McLendon Hills meet the conditions for traffic noise impacts. The traffic noise model used to identify traffic noise impacts does not include trees, so the reported impacts represent a worst-case scenario by not considering any noise abatement remaining vegetation would provide. NCDOT will only remove trees necessary for the construction of the proposed project.</i>
	3	Alignment	I respectfully request that the NCDOT revise their initial plan and locate the new road on the south side of the current road, across the street from McLendon Hills, or use Dead Man's Curve for the eastbound lanes. The DOT should contact the property owners on the south side of the existing 211(across the road from McLendon Hills) to get their input about selling so the new road can be constructed on that side. I believe there are only 4 houses on that side and I heard that 2 of them are abandoned. That seems like a better idea than impacting the way of life for an entire special interest community. Based on the topography, it seems like it would be more cost effective for the DOT as well.	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	4	Access	[McLendon Hills] We would need a right hand turn lane into the community from Seven Lakes driving west to safely get out of traffic at decreased speed needed to turn with a horse trailer.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	5	McLendon Hills U-Turn	We need the turn-around moved further west from McLendon to allow horse trailers enough space to cross 2 lanes of traffic and enter the turnaround safely.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	6	McLendon Hills U-Turn	[McLendon Hills] We need the merge lane from the turn-around extended to allow a horse trailer enough space to safely merge into traffic.	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>

Name	Comment No.	Topic/Area	Comment	Response
	7	McLendon Hills Entrance	[McLendon Hills] Horse trailers (some quite large) need sufficient roadway to safely enter and exit the community as well as the ability to safely merge into traffic at an appropriate speed. The current plan is insufficient in that regard. We need a longer merge lane when turning right out of McLendon Hills to get a horse trailer safely up to speed to merge into traffic.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
Dorrie Kayser	1	Alignment	Cost to fill to grade and add road to the south, removing our community entrance is very costly vs north side of 211. McLendon Hills is an equestrian community of 200+ homes which will be impacted vs 2-4 small properties on the north side. My recommendation is to keep current 211 as westbound, avoiding impacting McLendon Hills entirely and widening the road, adding eastbound lanes on the north side.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	McLendon Hills Entrance	[McLendon Hills] Very unsafe for horse trailers exiting and entering community.	<i>The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>
	3	Right-of-Way	[McLendon] Very unsafe for horse pastures to be close to road.	<i>Thank you for your comment.</i>
Vincent Kilgore	1	Cedar Grove Church	Please don't tear church down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Don Kolva	1	Lane Configuration	Currently, there is only one lane from Seven Lakes Drive at 211, but it looks like there is room for two lanes. I would suggest a left turn/straight lane and a right turn lane get put in construction. Also, 7 Lakes Drive really backs up around 5 P.M.	<i>Your comment is noted. At the Seven Lakes Drive / NC 211 intersection, two left-turn lanes and a through/right lane will be provided on southbound Seven Lakes Drive. A left-turn lane and a through/right lane will be provided on northbound Lakeway Drive.</i>

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Dan Lambert	1	Access	The intersection on Route 73 in West End where the Seven Lakes West, East Gate is located (Gateway Drive) will soon need a turn lane on 73. The community is growing again with the potential of 500 new homes in the near future (37 new homes under construction currently). This will require a full service gate within the next five years at the Route 73/Gateway Drive intersection. While construction is in the area, it would be a great time to put in a turn lane for what will be, in the near future, a much busier, more dangerous intersection. Since this is probably not possible at this time, I request you to put this on your construction radar for a future safety-related project.	<i>Your comment is noted. The east gate entrance to Seven Lakes West is not within the project study area. Please coordinate with the NCDOT District Engineer's office concerning your request.</i>
	2	Segment Preference	My preference for West End is to eliminate the Stanley Building. My real preference would be to widen the road enough to eliminate the buildings on both sides of the road in that area, but I know your goal is road widening, not improving scenery	<i>Thank you for your comment. Your preference is noted.</i>
Aleacia Lambert	1	Cedar Grove Church	I'm against this proposed project for the widening of NC 211.	<i>Thank you for your comment.</i>
Aleigha Lambert	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Mishael Lambert	1	Cedar Grove Church	[West End] I feel that the widening of NC 211 would be of devastation to most of the direct community. Some homeowners have established lives and livelihood in the area of STIP project. Churches will also be affected by this project move- some of which have been established over 100 years. These small business and home owners are no way the comparison of the U.S. Open as a conglomerate- but by taking away these business and homes you take away the very thread of this city West End.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Lorraine Lattin	1	Segment Preference	I am in favor of plan 1B!	<i>Thank you for your comment. Your preference is noted.</i>
John Lattin	1	Segment Preference	Would like to see the option 1B used and eliminate the Stanley Building. It is a shorter route but requires the cost of tearing down the Stanley Building	<i>Thank you for your comment. Your preference is noted.</i>
Mary Lawson	1	Segment Preference	Concerning Stanley Furniture, this would be a good time to take it to where the town would be able to have a better appearance and to not be an eye sore and a hazardous place	<i>Thank you for your comment. Your preference is noted.</i>
Mary B. Lawson	1	Public Involvement	With me not getting any information at all. I've been worried. What has been going on. Everyone else around me has been receiving mailing information. So please be sure everyone knows what is going on.	<i>The project newsletter was mailed to all properties within the project study area, based upon the most recent mailing addresses available in the Moore County tax record.</i>

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Aljuana Lee	1	Cedar Grove Church	Do not move Cedar Grove Missionary Baptist Church	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Emma Lewis	1	Cedar Grove Church	I am not in favor of the church being removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Beverly Little	1	Cedar Grove Church	We do not want our church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Maria T. Lopez	1	Public Involvement	Do a better job in communicating with the community.	<i>The project newsletter was mailed to all properties within the project study area, based upon the most recent mailing addresses available in the Moore County tax record.</i>
W Mamel	1	General	Traffic Circle in Pinehurst (Hwy 211/15-501) seems to be more of a concern given the average speed reduction to Southern Pines and Aberdeen	<i>Your comment is noted.</i>
	2	Segment Preference	No direct effect on my property. Prefer Map 1B Plan. Remove empty Stanley Building.	<i>Thank you for your comment. Your preference is noted.</i>
Micheal Maness	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Michael Manness	1	Cedar Grove Church	Don't want the church removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Nancy Maness	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Asia Martin	1	Cedar Grove Church	I don't want my church to go.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Aaliyah Martin	1	Cedar Grove Church	I don't want my church to go.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Kenny Martin	1	Cedar Grove Church	I don't want my church to go.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Pricilla Martin	1	Cedar Grove Church	I do not want the widening of NC 211. This is an historical church of 134 years, and I was raised up in the church from a little girl and I would hate to see my church knocked down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Edward Matthews	1	Cedar Grove Church	Don't take the church away	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Linda Matthews	1	Cedar Grove Church	Please don't move the church, we need it	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Harriet McCallister	1	Cedar Grove Church	Don't want church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Tracey McCarthy	1	Alignment	I am a resident of McLendon Hills and also a horse owner. As such I am doubly concerned about the tentative plan for widening Rt 211 in regards to our entrance. The first thing that makes the most sense is to approach the homeowner opposite our gate with an offer to purchase their land. Problem solved for everyone, esp. the homeowner who may never be able to sell their property otherwise....	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>
	2	Access	[McLendon Hills] Additionally, a right hand turn lane is necessary for our growing community, esp. because of horse trailers needing to make SLOW AND WIDE turns. There have already been several FATAL accidents at our entrance because of the lack of a turn lane.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills Entrance	[McLendon Hills] We also request extended merge lanes for horse trailer safety. Moore County prides itself and thrives on our golf and horse communities, and McLendon Hills is the premier equestrian community - not providing these necessary safety features is unacceptable and a recipe for disaster.	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	4	McLendon Hills Entrance	[McLendon Hills] I personally am fearful of our entrance but more so when pulling my horse trailer. This situation needs desperately to be corrected, and the widening of the road can remedy it when the above concerns are addressed.	<i>The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>

Name	Comment No.	Topic/Area	Comment	Response
Shekeeta McCrimmon	1	Cedar Grove Church	Cedar Grove Church has been a part of the community adding strength for over 100 years. Many people have worked very hard to build and keep this church. It would damage this community as a whole if it was lost because of a road. There is so much that this church has done and yet to do to keep the community together.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Judy McCune	1	Segment Preference	Option 1B is more acceptable to me as it is less of an impact on some of West End United Methodist Church property (Katz property on map). This property will be used in the future for access from 211. Also removing furniture factory is a plus.	<i>Thank you for your comment. Your preference is noted.</i>
Larry C. McCune	1	Segment Preference	Representing the West End United Methodist Church as Head of Church Council. WeUMC Church and Sanctuary are 100+ years old. We have 250+ members and average attendance of 160+. We are planning a \$1.3 million expansion at the back of the property. We own the "Katz" property and plan to use it in the expansion including access to 211. Our Food Pantry serves 250 needy area families. I prefer option 1B which minimizes impact on the church and does more to improve the West End area.	<i>Thank you for your comment. Your preference is noted.</i>
Pete McKay	1	Bike & Ped	Bicycle and pedestrian access both to cross 211 and to parallel 211.	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area. Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes. Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks. Please coordinate with Moore County regarding requests to add additional bicycle and pedestrian facilities in this area.</i>
	2	Hydro	Water Runoff? Where? The 7-Lakes business area has water control issues and can't tolerate more volume AT ALL	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction.</i>
	3	Access	My Dental office is 120 Grant Street in Seven Lakes. Concern for access and egress into my business area secondary to the proposed limited areas to turn into and out of business area without duress to those attempting to reach our area	<i>Seven Lakes Drive and NC 211 is proposed to be maintained as a full movement intersection. Access to Grant Street via Trade Street and Seven Lakes Drive will be maintained.</i>
Josiah McLean	1	Cedar Grove Church	I do not want the road to be widened because I don't want our church to be torn down. I have been going to this church for 12 years and this church has put so many fun times in my life so don't tear it down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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McLendon Hills POA	1	Hydraulics	[McLendon Hills] A major concern to the residents is the fill needed for the westbound lanes and right-of-way. The amount of fill required is, no doubt, immense and it will cover current wetlands. These wetlands drain into streams that supply water to our Troy Douglas Lake. The lake is a prime amenity of the community. Silting of fill into the lake would damage the lake by filling in inlets, degrading water quality and harming fish and wildlife. This would substantially devalue property values in the community. We, therefore, request NCDOT construct eastbound lanes to the south of the current NC 211 and use the current NC 211 as the westbound lanes.	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 at McLendon Hills Drive and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i>
	2	Alignment	[McLendon Hills] There are two properties with four dwellings south of NC 211 opposite our entrance. Two of these dwellings appear to be abandoned. The proposed right of way comes within a few feet of the dwellings. This will significantly decrease the value of these properties. We believe the owners may prefer a buyout. We, therefore, request the NCDOT investigate the purchase of the two properties across from our main entrance and consider construction of the new traffic lanes to the south of the existing road. Moving newly constructed lanes to the south of NC 211 will alleviate many of the concerns we have regarding the proposed plan. This is our preferred option	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	3	Typical section	In the proposed plan, the median increases from 23 feet with curb and gutter to 46 feet without curb and gutter east of McLendon Hills. The stated reason for increasing the median is the road has entered a rural area. As pointed out earlier, there will be a substantial amount of traffic using the McLendon Hill front gate. We request the 23-foot median be continued to over the crest of the hill that is west of the McLendon Hill entrance	<i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median also reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

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	4	Access	A major flaw in the proposed design is the lack of a right-hand turn lane into McLendon Hills when driving west from Seven Lakes. A right-hand turn lane was recommended by local NCDOT personnel about two years ago, so a lack of one in the proposed plan appears to be an oversight. Cars, trucks, and horse trailers need to be able to get out of 55-mph traffic when approaching McLendon Hills and then decrease speed to a stop at the gate. It is especially important speed be decreased in a slow and measured way when trailering horses. This is a critical safety issue and a feature we strongly believe was overlooked in the design. We request a turn-off lane long enough to allow gradual reduction in speed be included in the proposed plan.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	5	McLendon Hills U-Turn	Most traffic exiting McLendon Hills goes east toward Seven Lakes and Pinehurst. Drivers that want to go east need adequate time to safely merge into the 55-mph traffic and then move left two lanes to enter the turn-around. We request NCDOT move the turn-around further west from McLendon Hills to allow all traffic, especially horse trailers and school buses, enough space to cross two lanes of traffic and enter the turn-around safely.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	6	McLendon Hills Entrance	[McLendon Hills] The proposed short merge lane will not allow adequate time to increase speed to safely merge into the 55-mph traffic, especially with horse trailers. Horses standing in the trailers need a slow, steady pace to be safely transported. We request NCDOT extend the merge lane when turning right out of McLendon Hills.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
Anthony McNair	1	Cedar Grove Church	We are not in favor of this project. It would destroy the West End NC community by removing Cedar Grove Church. We don't believe it is fair because racial lines divide this community. Cedar Grove Church is historical. It is over 134 years old. As the pastor of Cedar Grove Church, and speaking for the congregation, we want to keep our church. It is all the black community has.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Diane McNair	1	Cedar Grove Church	I am not in agreement of this highway coming in the area of Cedar Grove Church. This is a historical site that has been for 134 years. My great grandfather was a part of the beginning of this church. I have many family members that was, and is, a part of this church. For this small community that would be a big mistake with a lot of hurt folk, black and white to move our historic site. Church and school. Homes will also have to be disturbed. Please reconsider from the stoplight at Love Grove Rd. to above McDonald's with the 3 lanes that we already have, without disturbing that little area. Thank you.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>

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Tony McNair	1	Cedar Grove Church	Please don't tear down or do anything that will affect our place of worship. Leave the church and try working around this school and church area.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Pastor Paschal McNair	1	Right-of-Way	[Cedar Grove] How would church be compensated?	<i>During final design, right-of-way impacts will be minimized to the greatest extent possible. Exact impacts will not be known until final design is complete.</i> <i>Upon completion of the final design, a Right-of-Way Agent will be in contact with all property owners from which NCDOT is proposing the acquisition of property. However, if you would prefer to discuss the proposed widening prior to right-of-way acquisition, please contact the NCDOT Right-of-Way Agent to discuss specific concerns regarding your business or property.</i>
	2	Right-of-Way	Concerned about Cedar Grove Church impacts. Requesting to work with DOT and schedule a meeting.	<i>A small group meeting was held with parishioners at Cedar Grove Missionary Baptist Church on September 19, 2017.</i>
Angela McNeill	1	Cedar Grove Church	I am not in agreement with this highway proposal or project. I am a member of this church and the church is historical. This church Cedar Grove Baptist Church Hwy 211 West End, is 134 years old. I have been here since I was a child. I have very fond memories of the great times and great services we have had here. Even family reunions and the fact that my great, great, great grandfather helped build this. There is no money or building to replace the history and hard work that has been put into this building.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Dorothy McNeil	1	Cedar Grove Church	Historic church (135 years). Don't want to lose our church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Dorothy McNeill	1	Cedar Grove Church	[Cedar Grove] You're talking about widening the road, why don't you go in another direction.	<i>NCDOT studied widening NC 211 to the west side of NC 211 (opposite of the church); however the railroad tracks in this area eliminate the option of widening to the west side of NC 211 without relocating the railroad tracks. Despite minimization efforts in this area; the front of the church would still remain within the proposed right-of-way.</i>
	2	Cedar Grove Church	I do not want to see this church or people's houses been taken. I'm a member of this church and I don't see why you want to take this area. This church has been here 134 years and this is just like home and you're talking about taking a part of me. You might not understand how we are feeling about this.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Frank McNeill, Jr	1	Segment Preference	Prefer 1B	<i>Thank you for your comment. Your preference is noted.</i>

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Marvin McNeill	1	Cedar Grove Church	I don't want my church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Tavia McNeill	1	Cedar Grove Church	I don't want the church to be torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Ruth McRae	1	Purpose and Need	This is because of the golf traffic at Pinehurst. We only have this bottleneck when this golf tournament is going on.	<i>This portion of NC 211 is part of a regional plan to widen NC 211 to I-73/74 in Montgomery County. NC 211 was recently widened to four lanes with a median from Pinehurst to NC 73 in West End. Additionally, the purpose of the project is to alleviate existing congestion, improve travel conditions and access management, and improve the east-west system linkage on NC 211 in Moore County.</i>
	2	Cedar Grove Church	No I don't agree with this project. This has a lot to do with our history, here at this church, most of all.... This is our black history church, 134 years old. They are not going to pay enough money to relocate to another place. We do not want this	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
James McTillman	1	Cedar Grove Church	My opinion is that I do not see why the church has to be brought down. I have attended this church for 6 months and I do enjoy it so it is not right to tear down the house of God. I would be scared to. But I leave it in God's hands.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Phil Menendian	1	Segment Preference	1B 1B 1B!! No more Stanley Building!	<i>Thank you for your comment. Your preference is noted.</i>
Phil Menendian	1	Lane Configuration	Map 3: 7 Lakes Drive and 211 Heading west- 1 Left turn only, 1 Straight, 1 right turn only	<i>Your comment is noted. At the Seven Lakes Drive / NC 211 intersection, two left-turn lanes and a through/right lane will be provided on southbound Seven Lakes Drive. A left-turn lane and a through/right lane will be provided on northbound Lakeway Drive.</i>
Kenneth Menzel	1	Segment Preference	Map 1B- in the long run, this will help Moore County. The residential neighborhoods will benefit. Will help the golfing business. People will want to come to Moore County and the Seven Lakes area	<i>Thank you for your comment. Your preference is noted.</i>
Susan Menzel	1	Segment Preference	1B is the better option. It seems to be less disruptive to the building owners. The old Stanley Furniture Plant is dangerous and open to the elements and needs to be torn down. I know that it is not under your jurisdiction, but just accidentally knock it over! :)	<i>Thank you for your comment. Your preference is noted.</i>

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David & Kay Miller	1	Bike & Ped	No provision has been made for bike and people walking.	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area. Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes. Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks.</i> <i>Please coordinate with Moore County regarding requests to add additional bicycle and pedestrian facilities in this area.</i>
	2	Access	West Methodist is planning to add an entrance on to 211.	<i>Your comment is noted. Please coordinate any driveway permits with the NCDOT District Engineer's Office.</i>
	3	Roadside Environmental	[Seven Lakes] DOT needs to work with local landowners also and the business committee to make this project a plus, NOT five lanes of asphalt- IE- better curb appeal	<i>The NCDOT is proposing a four-lane median divided facility along NC 211. Providing a median reduces the conflict points along NC 211 and improves mobility. A Public Meeting was held to obtain public input on the proposed project.</i>
	4	Segment Preference	Prefer 1B	<i>Thank you for your comment. Your preference is noted.</i>
Dr. Ronnie R. Milligan	1	Segment Preference	I am very concerned about the present appearance of West End, NC. The old Stanley Furniture Factory has been an eyesore for many years. I am in favor of plan 1B if this means that the Stanley Building will be demolished	<i>Thank you for your comment. Your preference is noted.</i>
Betty Milligan	1	Segment Preference	1-B preferred plan. Stanley Building needs to go! The road through that property would be a wonderful asset!	<i>Thank you for your comment. Your preference is noted.</i>
John L. Monroe, Sr	1	Hydraulics	Runoff control on Silver Run Farm LLC and elsewhere?	<i>In addition to the environmental studies that are underway as part of the proposed roadway widening, hydraulic studies would be performed during final design. Hydraulic studies would address drainage concerns associated with the proposed roadway widening. Additionally, NCDOT routinely adheres to Best Management Practices for the Protection of Surface Waters during construction.</i>
	2	Access	Road access to the cemetery (Knox Road)?	<i>Right-in, right-out access will be maintained to Knox Lane (S.R. 132).</i>
	3	Unclear	Access from each LRK # on road front tract?	<i>Unclear as to the question</i>
Karen Monroe	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Paulette Monroe	1	Cedar Grove Church	Please don't remove my church. I love this church and I'm getting married in this church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Aida Montalvo	1	McLendon Hills U-Turn	[McLendon Hills] Extend bulb area an additional 400' Northwest for easier access to Deadman's Curve (potential traffic accidents and access).	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>

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	2	Access	We need a lane dedicated off Seven Lakes to the WEST SIDE off of 211	<i>Due to the constraint of the railroad, a dedicated turn lane on the west side of NC 211 at Seven Lakes Drive cannot be provided. However, the proposed four-lane divided typical section will accommodate the queue of cars in the right lane during rail crossing closures, while through traffic can pass in the left lane.</i>
Gloria Moore	1	Cedar Grove Church	I do not want our church removed. I am a minister at Cedar Grove and we need our church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Barbara Morrison	1	Cedar Grove Church	No I do not want it.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Micah Morrison	1	Cedar Grove Church	I do not want my church to be knocked down	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Pamela Munger	1	Alignment	There appears to be abandoned structures on the land across from the McLendon Hills entrance--perhaps inquiries into that side of Rt 211 for the widening project would better serve the desired outcomes of the DOT and create a safer way to enter and leave the McLendon Hills community.	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

Name	Comment No.	Topic/Area	Comment	Response
	2	Access	[McLendon Hills] I have witnessed horse trailers challenged trying to merge into traffic no matter which direction they were headed and what is needed more, is a turn-only lane headed west from Seven Lakes turning into the McLendon Hills community and a merge lane leaving the community heading west so larger vehicles have time to accelerate.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	Access	[McLendon Hills] It sounds as though the project would create a shorter distance entering and leaving the community in either direction, which causes deep concern, already having very little lead time turning in or out of the community for all vehicles in addition to the horse trailer issue stated above.	<i>The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>
	4	McLendon Hills U-Turn	[McLendon Hills] The potential of having to exit right and drive further west to a turn-around to then go east, I feel would cause a bigger safety issue than currently exists having to merge into traffic twice--especially at night, in addition to causing a lot of undue stress.	<i>NCDOT is providing a four-lane median divided facility with U-turn bulbs. Performing a U-turn will reduce the number of lanes a vehicle will have to cross in one move in order to complete a turn, thus reducing the number of conflict points and the severity of accidents.</i>
	5	Speed Limit	People have a tendency to drive faster when there are double lanes--we have seen an uptick in traffic violations in both directions between West End and Pinehurst, where I resided during that road expansion project.	<i>Thank you for your comment.</i>
Gene Opydke	1	Schedule	It will be great if construction really begins in 2020. I went to a similar meeting about 15 years ago, describing the (then) proposed Pinehurst Circle to NC 73 widening. Construction on that started nearly 10 years later	<i>The preferred alternative in West End is Segment A2. Right-of-way acquisition is scheduled to begin June 2018 with construction scheduled to begin June 2020. The estimated completion date for construction is 2022.</i>
	2	Segment Preference	I am strongly in favor of option 1B for the first segment.	<i>Thank you for your comment. Your preference is noted.</i>
Joyce M. Pate	1	Lane Configuration	Recommend turn lanes from Seven Lakes Drive. All can turn "left" on to highway 211 during the hours of 0630 AM- 0900 AM M-F.	<i>Your comment is noted. At the Seven Lakes Drive / NC 211 intersection, two left-turn lanes and a through/right lane will be provided on southbound Seven Lakes Drive. A left-turn lane and a through/right lane will be provided on northbound Lakeway Drive.</i>
	2	Segment Preference	Recommend 1B	<i>Thank you for your comment. Your preference is noted.</i>
Leandra Person	1	Cedar Grove Church	Please don't move the church.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Nancy Piscopo	1	Alignment	Use Deadmans curve instead of 4 lanes for new 211??	<i>Utilizing Dead Man Curve Road for eastbound NC 211 would not meet NCDOT design standards and NCDOT would not support this option.</i>
	2	Access	Add right turn lane into McLendon Hills (going west)	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>

Name	Comment No.	Topic/Area	Comment	Response
	3	McLendon Hills U-Turn	[McLendon Hills] Insure "turnaround" is large enough for horse trailers (horse trailers cannot turn sharply or quickly when hauling horses).	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	4	McLendon Hills U-Turn	[McLendon Hills] Increase length of "turnaround" to give horse trailers time to accelerate and merge into traffic.	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	5	McLendon Hills Entrance	[McLendon Hills] Current configuration of entrance/exit to/from McLendon Hills community makes it very dangerous for horse trailers (McL is an equestrian community)	<i>The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>
	6	McLendon Hills Drive Intersection	Put traffic light at entrance to McLendon Hills	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
William Protz	1	Project History, Hydraulics	[McLendon Hills] We understand an environmental study will be done after 8/24. Is this the first study or has one already been done? Our concern is that the large amount of fill needed for the westbound lane will silt into the watershed of our lake.	<i>This State Environmental Assessment / Finding of No Significant Impact is the first environmental document that has been completed for this project pursuant to the North Carolina State Environmental Policy Act. NCDOT will adhere to Best Management Practices for the Protection of Surface Waters during construction. Wetlands occur on both sides of NC 211 and NCDOT will minimize impacts to the wetlands to the greatest extent possible.</i>
	2	Access	[McLendon Hills] You may recall one of issues we had was the lack of a turn-off lane into our community from the westbound lane coming out of Seven Lakes. Our local DOT recommended one should be constructed about a year ago. Engineers we talked at the meeting also agreed the turn-off lane should have been in the current plan. We would appreciate a revised drawing showing the turn-off so we can comment on it. An enlargement of our front entrance as it is currently drawn is attached.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
Colonel Kyle Reed	1	Support	Although this section of the roadway is not on Fort Bragg proper, it is a vital commuter route to Fort Bragg used by Soldiers, Veterans, Civilians, and Family members. Therefore, on behalf of the Fort Bragg Garrison community, I fully endorse and support this project as it will ultimately be of benefit to personnel that transit through this particular area.	<i>Thank you for your comment.</i>
Enrico J. Rizzo	1	Maintenance	Are you going to repave 73 (to 15/501) and Doubs Chapel Road after project complete due to additional traffic on these roads during construction?	<i>During construction, traffic will be maintained along existing NC 211. The NCDOT Division Office will evaluate the impact to local roads within the project limits and take this into consideration during the design and construction of the proposed project.</i>
Lois and Anthony Rocco	1	Segment Preference	We are in agreement with Option A2.	<i>Thank you for your comment. Your preference is noted.</i>
Tom Rudziensky	1	Segment Preference	I prefer option A2 as long as the complete Stanley plant will be removed. We'll hope for a minor earthquake on the other side.	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
Jeremy Rust	1	Bike & Ped	How will complete streets policies be met? Can we get a sidewalk, bike path along this corridor?	<i>NCDOT coordinated with the Bicycle and Pedestrian Division regarding current Moore County Land Use Plans for bicycle and pedestrian facility recommendations in the project study area. Bicycles will be accommodated in the curb & gutter sections through West End and Seven Lakes via 14-foot wide outside lanes. Five-foot wide sidewalks will be provided at the NC 73 intersection with NC 211, along the site of the former Stanley Furniture Plant, to replace existing sidewalks.</i> <i>Please coordinate with Moore County regarding requests to add additional bicycle and pedestrian facilities in this area.</i>
	2	Right-of-Way	Please reroute widening at McNeill Oil and Propane (Pure Station 5461 NC 211) to avoid the need to acquire gas station canopy. Land was purchased during prior widening near this location from gas station owner. The loss of this gas station/store along with Exxon in 7 lakes will significantly negatively impact the public's option to buy gas in the area. Please revise plan at 5461 NC 211.	<i>NCDOT will attempt to minimize the amount of right-of-way in the area of the McNeill Oil and Propane during final design. The public meeting maps showed the worst-case impacts required for the project.</i>
Jane Sessler	1	Geoenvironmental	Is there evidence of environmental contamination at this site? Would remediation be done only if option 1B was chosen? How would this impact the timeline and cost of the proposed highway construction?	<i>At this time, NCDOT does not know the cost of remediation of the former Stanley Furniture Plant. NCDOT is only responsible for remediation of contaminated materials that they disturb. Remediation costs will be deducted from the right-of-way acquisition settlement if the cost exceeds \$1,. It is anticipated that environmental work required at the former Stanley Furniture Plant would be performed within the existing project schedule.</i>
Jane Sessler	1	Segment Preference	1B would be preferable. Get rid of the Stanley Plant mess!	<i>Thank you for your comment. Your preference is noted.</i>
Shaniya	1	Cedar Grove Church	I do not want our church to get torn down and I do not want the road to be widened.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Margaret Sheroff	1	Segment Preference	Prefer option 1B Map Plan	<i>Thank you for your comment. Your preference is noted.</i>
Maurice Short	1	Cedar Grove Church	I would not like to see the church torn down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Albert Siler	1	Cedar Grove Church	I do not want the church moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

Name	Comment No.	Topic/Area	Comment	Response
Annie Siler	1	Cedar Grove Church	It's a place call home all of my life. My husband's home church where he grew up in and was Head Deacon until his death 9/11/2001, after 56 years of marriage to me. It has always been a black Baptist church, where we worked and made sacrifices to build. Why should it be torn down after 134 years and 86 years of my life? I don't believe this is the will of God.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Betty Siler	1	Cedar Grove Church	This area is my home. My father helped build Cedar Grove Church. The church, and school, has been part of the black community for years. Taxes has been paid on this property. I'm against this project, I don't feel you should just come and take our land.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
	2	Public Involment	[Cedar Grove] Why were we not notified?	<i>The project newsletter was mailed to all properties within the project study area, based upon the most recent mailing addresses available in the Moore County tax record.</i>
Margaret Siler	1	Cedar Grove Church	I do not want the Cedar Grove Baptist Church moved or torn down. This is my home and has been all my life. Our church is 134 years old and I want it to stay.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Martha Simmons	1	McLendon Hills Entrance	Preserve the McLendon Hills entrance. The entrance is a valuable asset to the community... Great pride is taken in our close knit community of the amenities at its entrance.	<i>NCDOT's meeting with McLendon Hills on 9/13/17 included discussions regarding potential impacts to the McLendon Hills entrance. McLendon Hills will be compensated for improvements they have made to their entrance. NCDOT will continue to coordinate with McLendon Hills regarding their entrance during the right-of-way acquisition phase.</i>
	2	Alignment	[McLendon Hills] Shift highway to south while reducing median to 23 feet, this provides a cost savings and property preservation.	<i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i> <i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i> <i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holy Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i>

Name	Comment No.	Topic/Area	Comment	Response
	3	Alignment	It is less expensive to purchase the \$117,730 taxed property on the south side of NC 211 than to purchase the land and replacement costs of the McLendon Hills properties including the landscaping, structures and infrastructures.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	4	Speed Limit	Reduce speed limit to 45 mph until Holly Grove School Road	<i>Lowering the speed limit alone is not an effective tool to slow down traffic. Drivers tend to base their speed on existing road conditions instead of posted speed limits.</i>
	5	Access	[McLendon Hills] Add a right hand turn lane westbound from Seven Lakes. Ensure that there is sufficient space to slow down entering the community safely.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	6	McLendon Hills U-Turn	[McLendon Hills] School buses and horse trailers are unable to safely accelerate rapidly to merge into the right lane, then onto the left lane and then finally onto the left turn lane.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	7	McLendon Hills U-Turn	[McLendon Hills] At the U turn location, add an acceleration lane for school buses and horse trailers to safely get up to highway speeds as they enter the traffic lanes.	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	8	McLendon Hills Drive Intersection	[McLendon Hills] Need a stop light for our growing community.	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
Jamie Skirboll	1	McLendon Hills Entrance	[McLendon Hills] Considering safety this community has faced two fatalities in 10 years, we do not need more. This project is dealing with one equine community, please revise your plan for our community to be safe.	<i>The four-lane divided facility with the addition of a right-turn lane into McLendon Hills would provide space for faster moving traffic to pass decelerating or accelerating traffic coming to/from McLendon Hills.</i>
	2	Access	Overpasses at front gate (of McLendon Hills) and Holly Grove School Road for eastbound turn.	<i>Providing overpasses at the entrance to McLendon Hills or Holly Grove School Road would be cost prohibitive due to the expense of providing structures at these locations. Overpasses would result in substantial right-of-way impacts on both sides on NC 211 due to the fill and length of roadway required to achieve vertical clearance under the structures. In addition, the volume of vehicles turning into and out of McLendon Hills Drive does not necessitate that type of design.</i>

Name	Comment No.	Topic/Area	Comment	Response
	3	McLendon Hills Drive Intersection	[McLendon Hills] Safety lights at front gate and Holly Grove School Road	<i>No street lighting is included in this project. Street lighting requests are typically provided the County.</i>
Jeanne Skirboll	1	McLendon Hills Entrance	[McLendon Hills] Safety with pulling a horse trailer onto a road whose speed limit is 60. We cannot meet the speed until 200-300 yards down the road. This is putting our animals and us at risk.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
	2	McLendon Hills Entrance	Horse trailer length plus truck over 40 feet will need a turn radius to pull in and out of McLendon Hills safely including Holly Grove School Road. If this is not revised, we will be forced to stop traffic to enter/exit safely. Please consider our needs. Thank you.	<i>Curve radii in the vicinity of McLendon Hills and Holly Grove School Road have been designed for a WB-5 vehicle (Tractor Trailer Semi Truck [TTST]).</i>
Lynelle Smith	1	Cedar Grove Church	I am a resident of the West End community. I do not agree with the uprooting of the church (Cedar Grove), the homes of the families that make up the community, the businesses and even some of the grounds of the school and the ball field area. I have been here all my life. This community has grown a lot. the new businesses have been greatly appreciated, but those greatly appreciated areas did not take away our homes, our churches, or land, or our heritage. I do believe in progress, but to take a church out of the community is hurtful to the community. This church is open all day. The pastor is there for the community and surrounding areas if someone needs to talk with the pastor. To take this away is a loss for the community. I am a member at another church but I attend this church often also. We are all family and my ancestors helped to build this church. I even have family in the church cemetery, and I visit the cemetery on a regular basis. This community has a lot of senior citizens. Our senior citizens can't voice their comments due to various reasons. So I must be their voice. Losing this church would be a great loss to them because this church is home to them, a place of familiarity. This church also has a lot of youth. The church is very youth oriented. To lose this church will be a terrible loss to the community. It has 134 years of heritage in the West End community.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Leslie Sommers	1	Segment Preference	Please include the Furniture Factory when considering the widening of NC 211	<i>Thank you for your comment. Your preference is noted.</i>
Danzell Spencer	1	Cedar Grove Church	As the pastor of a neighboring church and one who has had many great fellowship services with Cedar Grove Missionary Baptist Church, I do not want the church to be removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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Tamekia Spencer	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Pamela Stavland	1	Cedar Grove Church	Don't tear church down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Mark R. Stewart	1	Maintenance	[Seven Lakes] My other big concern is the additional traffic load that will be created on the "private" village roads of the business district. These roads are currently not maintained by anyone. Extra traffic will finish destroying these streets	<i>During construction, traffic will be maintained along existing NC 211. The NCDOT Division Office will evaluate the impact to local roads within the project limits and take this into consideration during the design and construction of the proposed project.</i>
	2	Access	My biggest concerns are southbound cross overs into the business district of 7 Lakes.	<i>A full movement intersection will be provided at the intersection of NC 211 and Seven Lakes Drive. Restricting access to NC 211 to right-only turns at minor intersections will reduce conflict points and increase the efficiency of the NC 211 corridor.</i>
Marsha Stone	1	Cedar Grove Church	How could anyone even think of a project that determines that an entire church be dissolved of? I am in total objection of this project. Our church families have fellowshiped for years and we do so every year. I have great compassion for Pastor Pasqual McNair and Co-Pastor Dianne McNair and my Cedar Grove Church family. They are wonderful people and to take their house of worship is totally Ludacris. The Bible says in psalms 105:15 touch not mine anointed and do my prophets no harm. Taking their church is touching them and no good will come out of this project! In Jesus Name! Amen!!	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Susan Taylor	1	Segment Preference	I prefer Map 1B over Map 1A- anything to take out the Stanley Plant would be better- we need to get rid of that eyesore to our community	<i>Thank you for your comment. Your preference is noted.</i>
Tom Taylor	1	Right-of-Way	I am also concerned as to the potential impact on West End United Church on route 73, both during construction and upon completion of the new Rt 73.	<i>This project may require the acquisition of a small amount of right-of-way along NC 73 and NC 211. However, the buildings on the West End United Methodist Church property would not be impacted by the proposed project.</i> <i>There was a former NCDOT project (R-287) that proposed realigning NC 73 in the vicinity of West End United Methodist Church. Project R-287 has been removed from consideration because the proposed widening of NC 211 will address the turning movements concerns at the NC 73 and NC 211 intersection.</i>
	2	Segment Preference	I prefer Proposal Map 1B because it removes the old Stanley Plant and has less of a bend to the new highway	<i>Thank you for your comment. Your preference is noted.</i>

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Lenora Terry	1	Cedar Grove Church	I am not in favor of tearing our church down/	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Tom Theis	1	Segment Preference	I would like to take this opportunity to express my desire to see option A2 on project R-5726 exercised by your organization. As a resident of Seven Lakes West, this option would best offer the opportunity to improve the aesthetics of West End and maintain our property values.	<i>Thank you for your comment. Your preference is noted.</i>
Clyde Thomas	1	Cedar Grove Church	When my wife and I moved to Moore County several years ago, we decided to find a church. After visiting several churches, we chose Cedar Grove Baptist here in West End, NC. This church means a lot to us because it has fantastic spiritual leaders, Pastor McNain and his spouse, co-Pastor McNain. It also has a significant past and presence because it is a historical church over 134 years old. Many of the members had parents and grandparents that have gone on to be with the Lord that helped build this church. It would be very hurtful to them to see this church demolished so this is why I am asking the NCDOT to find another way around in keeping this church standing. Thank you for your understanding.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Doris Thomas	1	Cedar Grove Church	When my husband and I moved to Moore County several years ago, we decided to find a church. After visiting several churches, we chose Cedar Grove Baptist here in West End, NC. This church means a lot to us because it has fantastic spiritual leaders, Pastor McNain and his spouse, co-Pastor McNain. It also has a significant past and presence because it is a historical church over 134 years old. Many of the members had parents and grandparents that have gone on to be with the Lord that helped build this church. It would be very hurtful to them to see this church demolished so this is why I am asking the NCDOT to find another way around in keeping this church standing. Thank you for your understanding.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Deborah & James Thomas	1	Segment Preference	Plan 1B is the preferred plan for us, lot 35. It would be to our community's benefit to tear down the old Stanley Furniture building	<i>Thank you for your comment. Your preference is noted.</i>
Jim Tobias	1	Segment Preference	I prefer option 2A which takes down the Stanley Furniture "facility." Real eyesore.	<i>Thank you for your comment. Your preference is noted.</i>
Norris Trice	1	Cedar Grove Church	Cedar Grove MBC site is 134 years old. A historical site. Several generations attended the church. This site is very sentimental. It is my deepest hope that NC 211 be widened in the opposite direction. We hope that you give deepest consideration to this matter. Thank you very much.	<i>NCDOT studied widening NC 211 to the west side of NC 211 (opposite of the church); however the railroad tracks in this area eliminate the option of widening to the west side of NC 211 without relocating the railroad tracks. Despite minimization efforts in this area; the front of the church would still remain within the proposed right-of-way.</i>

Name	Comment No.	Topic/Area	Comment	Response
David and Avis Truesdell	1	Alignment	As shown, the alignment of the road will encroach on the existing entrance to the McLendon Hills development which will require the relocation of the McLendon Hills entrance structures resulting in significant depreciation of our property values due to the loss of aesthetics at the entrance. The drawing also does not indicate that the existing security gates will have to be relocated in order to provide sufficient queuing distance for vehicles entering and exiting McLendon Hills. As an alternative, it is our suggestion that the east bound lanes be located south of the existing NC 211 alignment. Another possibility would be to move the entire road to the south and follow the Deadman Curve Road alignment which will have the least impact on existing residential structures.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	Access	As shown, there is no right hand turn lane into McLendon Hills Drive when traveling west on NC 211. To say this is an unsafe design is an understatement with vehicles, especially trucks, travelling at 55 mph. It is our suggestion that a right turn lane be provided for vehicles exiting NC 211 onto McLendon Hills Drive.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills U-Turn	[McLendon Hills] The turn-around needs to be moved further west with a significantly longer merge lane onto NC 211 from McLendon Hillis Drive.	<i>The U-turn bulb is designed for WB-5 vehicles (Tractor Trailer Semi Truck [TTST]). The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance. The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	4	McLendon Hills Drive Intersection	As shown, the alignment requires that to travel east on NC 211, we will have to make a right turn to a turn-around about 800 feet west of the McLendon Hills entrance. This will require that we travel up a hill and cross two lanes of traffic in approximately 250 feet with traffic traveling at 55 mph. This would be a difficult challenge to do safely in the average automobile and nearly impossible with a horse trailer in tow. It is our suggestion that a better solution would be to provide a traffic light at McLendon Hill's Drive.	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
	5	McLendon Hills Drive Intersection	As a safety measure, we suggest that street lights be provided at the intersection of NC 211 and McLendon Hills Drive.	<i>No street lighting is included in this project. Street lighting requests are typically provided the County.</i>
Robert Van Houtan	1	Segment Preference	Would like to see the new road go through the old Stanley Factory	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
John Von Cannon	1	Segment Preference	... my preference for highway widening, if needed, would be in a westwardly direction (segment A2) on the factory side of the highway... (see pdf for full comments)	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Willie Walker	1	Cedar Grove Church	I am a lifetime resident of West End, NC, born here. This is the church I am a member of, Cedar Grove Baptist Church. I do not want my church to be moved.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Leslie Wall	1	Cedar Grove Church	Do not remove Cedar Grove	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Mary Ward	1	Access	With the speed limit of 55 mph on 211 it would be beneficial to have an actual turn lane into McLendon Hills coming from Seven Lakes going west to prevent accidents with cars turning into our development. Would this be a consideration? Also having an actual turn lane off of 211 into McLendon Hills would help with issues when more than one or two cars are waiting to get into the gates of McLendon Hills. Otherwise there may be times when cars would be waiting on 211 to turn right into the development if multiple residents are turning at the same time.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	2	McLendon Hills U-Turn	Could the turn around past McLendon Hills be moved even further west to allow all traffic enough time and space to merge, cross the two lanes of traffic and enter the turn around safely?	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	3	McLendon Hills U-Turn	[McLendon Hills] Could the merge lane from the turn around be extended to allow traffic to safely merge into east bound traffic?	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	4	Access	Can the merge lane when turning right out of McLendon Hills be extended to allow more cautious drivers and large trucks/horse trailers time to gain sufficient speed to merge into traffic?	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
Linda Watkins	1	Cedar Grove Church	Historic church. 135 years. Don't move or tear down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

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R Weber	1	Segment Preference	1B is the option that will benefit the entire community	<i>Thank you for your comment. Your preference is noted.</i>
Andria Weekes	1	Cedar Grove Church	Cedar Grove Baptist Church has been/is a pillar in the West End community, longer than I am old. It has a rich heritage in the community, county, etc. It has been a source of strength and a strengthening place for people over 130 plus years. It has been, and is, a source of spiritual strength and growth for money. Also, many very low income people worked hard, sacrificed and gave of their meager means to purchase windows, pews, even the land and building; it's the people's heritage, heirloom and place of many memories and shouldn't be removed.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Dick Williams	1	Segment Preference	I am in favor of 1B only if all of the Stanley Plant is taken down	<i>Thank you for your comment. Your preference is noted.</i>
Tim and Diane Williams	1	Segment Preference	We absolutely support the widening of this highway, for both the benefit of enhanced public safety through that corridor as well as efficiency and traffic flow through such a congested area.	<i>Thank you for your comment.</i>
	2	Segment Preference	We support option A2, which we understand would necessitate the removal of the old Stanley Plant structure.	<i>Thank you for your comment. Your preference is noted.</i>
Lisa Wilson	1	Cedar Grove Church	Not for.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Bernadette York	1	Segment Preference	1B is the ONLY option. Remove that eyesore- "Stanley Building." We have been patient and waited for owners to clean it up or the county to take ANY action- nothing done! Build the road and take the building and all other business since that will complete the needed portion. Businesses can relocate- Stanley Building did nothing to enhance our property value at 7 Lakes West!	<i>Thank you for your comment. Your preference is noted.</i>
Zeikierra Young	1	Cedar Grove Church	I do not want the road widened because I don't want our church to be knocked down.	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>
Dayshawn Young	1	Cedar Grove Church	I do not want my church to be knocked down	<i>During the environmental studies for this project, the Community Characteristics Report and Community Impact Assessment identified potential impacts to the Cedar Grove Missionary Baptist Church and recommended outreach and small group meetings with the church. NCDOT met with the pastor and congregation on September 19, 2017 to discuss the proposed project and to reach an amicable solution. NCDOT will continue to coordinate with the church during the design and right-of-way acquisition phases of this project. Throughout this process, the project team was assisted by the NCDOT's Office of Civil Rights to ensure fair and full participation.</i>

Name	Comment No.	Topic/Area	Comment	Response
Robert Zalkan	1	Alignment	DOT should consider moving the new lanes to the south side of the existing lanes. This change would allow more room for vehicle turning into McLendon Hills development to be clear of NC211 when the gates are closed and need to be cycled for each vehicle to enter.	<p><i>The proposed alignment near McLendon Hills does not require the acquisition of any homes. Shifting the road to the west would require the acquisition of several homes. NCDOT designs projects to minimize the acquisition of homes, businesses and non-profits to the greatest extent possible. Also, shifting the alignment would impact the cell phone tower located between Dead Man Curve Road and NC 211.</i></p> <p><i>The Community Impact Assessment for this project (September 2017) indicated a notable presence of populations protected by Title VI of the Civil Rights Act of 1964 and related statutes as well as minority and low-income Environmental Justice (EJ) populations in the neighborhood on the west side of NC 211. NCDOT must avoid, minimize or mitigate disproportionately high and adverse impacts to EJ populations.</i></p> <p><i>NCDOT design standards recommend a 46-foot median given the roadway classification and rural characteristic of NC 211 from Dead Man Curve Road to Holly Grove School Road. Providing a wider median reduces the maintenance expense, offers a recovery area for vehicles which enhances safety, and includes a ditch section which keeps the runoff below the subgrade of the road. A 23-foot median will not accommodate the proposed left-turn lane into McLendon Hills Drive and the opposing left-turn lane for the U-turn.</i></p>
	2	Access	[McLendon Hills] A right turn lane needs to be added on NC 211. Westbound vehicles tend to come down the hill at speed and trying to turn puts your vehicles at risk for being rear ended, particularly if you need to slow gradually as vehicles pulling horse trailers do.	<i>NCDOT is proposing the inclusion of a right-turn lane on westbound NC 211 into McLendon Hills Drive.</i>
	3	McLendon Hills U-Turn	[McLendon Hills] The turn-around needs to be moved further west to allow vehicles, especially those with horse trailers, enough space to cross two lanes of traffic and enter the turn-around safely.	<i>The turn-around has been shifted slightly north to the intersection with Dead Man Curve Road to improve sight distance.</i>
	4	McLendon Hills U-Turn	[McLendon Hills] The merge lane from the turn-around needs to be extended to allow vehicles, especially those pulling horse trailers, sufficient room to accelerate and merge safely into traffic.	<i>The left-turn lane into the U-turn bulb has been extended to the entrance of McLendon Hills to allow McLendon Hills exiting traffic to cross directly into the U-turn lane from the entrance.</i>
	5	McLendon Hills U-Turn	The merge lane when turning right out of McLendon Hills needs to be extended. When pulling a horse trailer, the merge lane of the current design is too short to allow speed to be increased sufficiently to allow a safe merge into traffic.	<i>NCDOT is proposing a four-lane median divided facility along NC 211. Providing the additional through lane would allow vehicles turning out of McLendon Hills to accelerate in the right lane while faster moving vehicles could pass in the left lane.</i>
	6	McLendon Hills Drive Intersection	My preference is to have a conventional intersection with an on-demand light similar to the intersection of 211 and Hoffman Road. Under this scenario trucks pulling horse trailers would be able to make 90 degree turns rather than accelerate, merge, change lanes, move to off-ramp, make a 180 degree U-turn	<i>In a roadway network, the intersections are generally the limiting factor when it comes to the movement of traffic. Providing a traffic signal and timing optimization at an intersection can help move vehicles through the intersection and the signalization of an unsignalized intersection can have positive implications for the side streets; however, that generally comes at the expense of the mainline traffic. For these reasons, NCDOT will not be proposing additional traffic signals along NC 211.</i>
Patricia Zlotin	1	Segment Preference	Strongly prefer 1B option	<i>Thank you for your comment. Your preference is noted.</i>
Linda Zupan	1	Segment Preference	In my opinion, eliminating the plant, which is an eyesore, would be the best option. In that option, we can eliminate any biohazardous material and improve the appearance of West End	<i>Thank you for your comment. Your preference is noted.</i>

Name	Comment No.	Topic/Area	Comment	Response
Anonymous	1	Segment Preference	The Stanley Furniture Building is a habitat for felons and drug addicts. They congregate there at night, rendering the neighborhood unsafe. Please tear it down. It is an absolute eyesore- the golf tournament will be coming soon. Everyone will see how it looks as they drive by. Tear it down please	<i>Thank you for your comment. Your preference is noted.</i>
Anonymous	1	Segment Preference	Everyone wants the old Stanley Building torn down- it is an eyesore. Please do that. Thanks	<i>Thank you for your comment. Your preference is noted.</i>
Anonymous	1	Geoenvironmental	Cost of tearing down old factory and EPA Clean Up	<i>At this time, NCDOT does not know the cost of remediation of the former Stanley Furniture Plant. NCDOT is only responsible for remediation of contaminated materials that they disturb. Remediation costs will be deducted from the right-of-way acquisition settlement if the cost exceeds \$1,. It is anticipated that environmental work required at the former Stanley Furniture Plant would be performed within the existing project schedule.</i>
	2	General	[West End] Putting around 70 people out of work if you take mall + shops!	<i>Widening along NC 211 will be minimized to the greatest extent possible. The NCDOT Right-of-Way Agent will work with affected property owners to provide suitable business sites in the area that are available.</i>
	3	General	Wall for school on 211	<i>NCDOT is coordinating with Moore County Schools to minimize impacts to West End Elementary School. Coordination is ongoing and will continue through right-of-way and construction.</i>