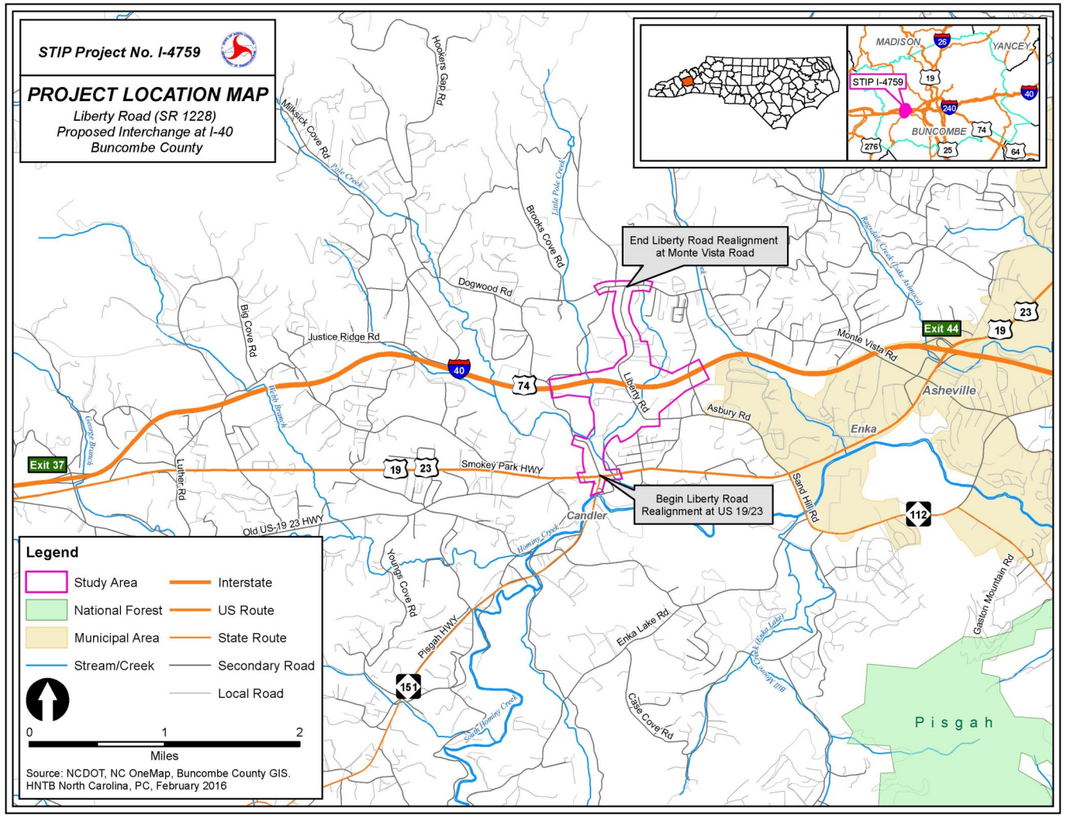

Current Schedule*

Early 2017– Publish Environmental Assessment

Spring 2017–Hold Public Hearing

Spring 2018– Publish Final Environmental Document (*Finding of No Significant Impact*)

2019 – Begin right of way acquisition

2021 – Begin construction

** Schedule is based on the 2016-2025 STIP and is subject to change.*

What's Next?

NCDOT will review public input and explore options to incorporate changes and address concerns. As the process continues, you can stay informed about the project by visiting the web page at www.ncdot.gov/projects/libertyroadI40interchange/.

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.

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

Liberty Road I-40 Interchange

Buncombe County

State Transportation Improvement Program Project No. I-4759

Open House Public Meeting Handout - August 30, 2016

Project Description

The North Carolina Department of Transportation (NCDOT) is proposing to convert the existing Liberty Road (S.R. 1228) grade separation (bridge) over I-40 to an interchange and construct a new road between Smokey Park Highway (U.S. 19/23)/N.C. 151 and Monte Vista Road (S.R. 1224).

A lack of connectivity in the roadway network in this area contributes to poor mobility. This project's purpose is to improve the transportation network to benefit mobility and connectivity.

The proposed project will also reduce pressure on existing facilities, improve adjacent interchange traffic operations, and improve overall system efficiency and capacity.

Project Contacts

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Looking west from Liberty Road overpass.

The proposed new interchange will provide an alternate access point for I-40 to improve the roadway network connectivity in western Buncombe County. This will assist in the reducing travel times in the vicinity of the project.

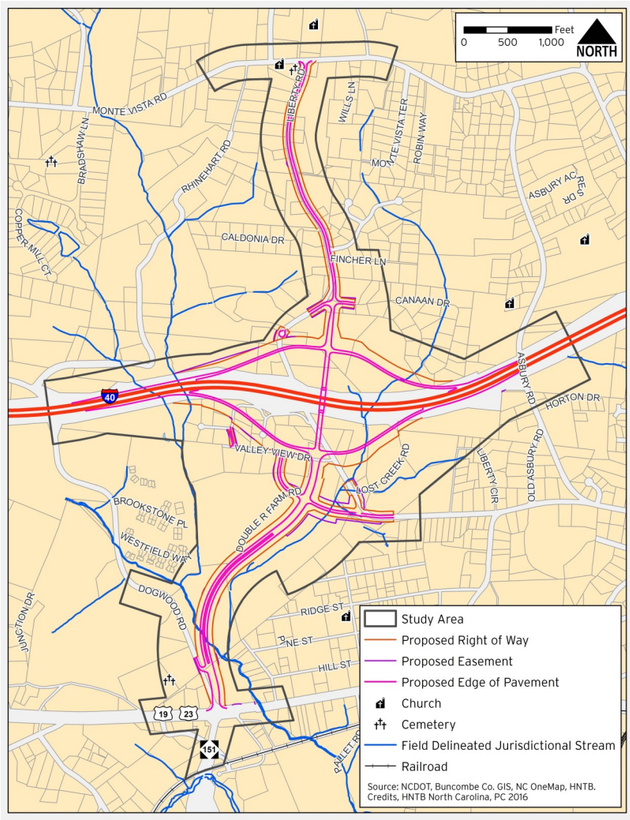
The proposed realigned Liberty Road would be two-lanes north of I-40 and four-lanes south of I-40. NCDOT is working with local jurisdictions to determine bicycle and pedestrian accommodations on the proposed realigned Liberty Road.

Why am I here?

Public Involvement is an important part of the planning process. NCDOT encourages citizen involvement on transportation projects, and will consider your suggestions and address your concerns.

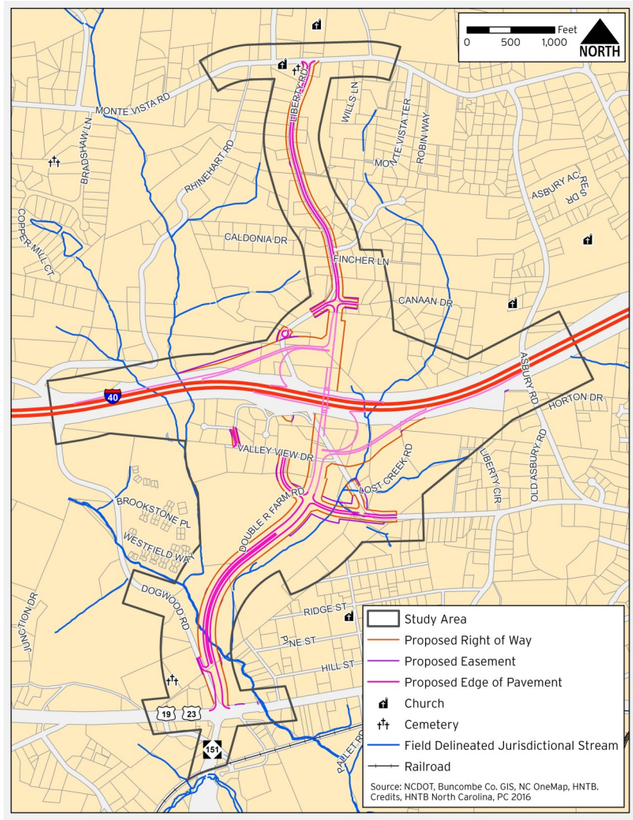
Today's meeting is another important step in NCDOT's efforts to keep you, the public, involved in the planning and development of the project. This meeting is being held to obtain your input on the design of the project.

Comments will be accepted until Tuesday, September 13, 2016



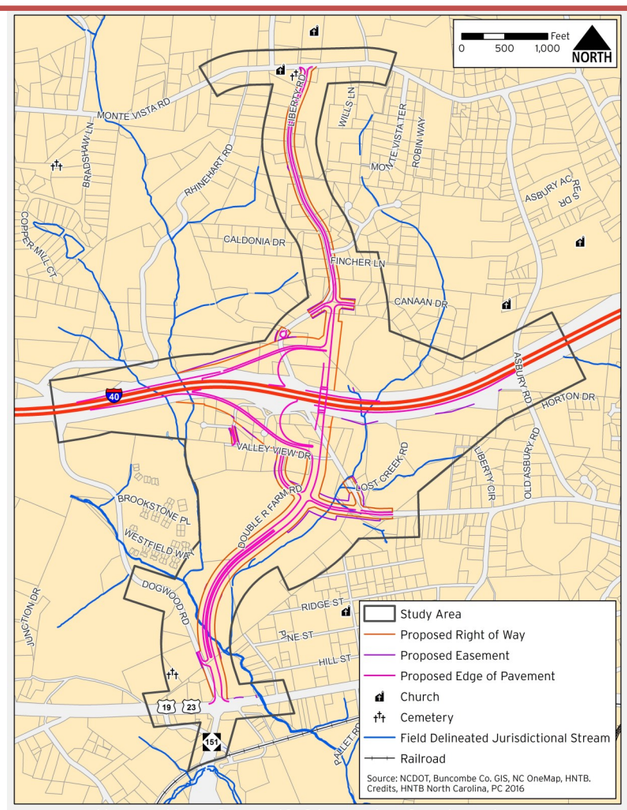
Alternative 1—Diamond Interchange

- would include a ramp in every interchange quadrant,
- would require purchasing the most right of way,
- would involve the most parcels,
- would have the most impact on streams,
- would provide adequate traffic operations.



Alternative 2—Partial Cloverleaf Interchange

- would include a ramp in the southeast and northwest interchange quadrants,
- would require purchasing the least right of way,
- would involve the fewest parcels,
- would have less stream impacts than Alternative 1, but more than Alternative 3,
- would provide adequate traffic operations.



Alternative 3—Half Cloverleaf Interchange

- would include ramps in the southwest and northwest interchange quadrants,
- would require purchasing less right of way than Alternative 1, but more than Alternative 2,
- would involve less parcels than Alternative 1, but more than Alternative 2,
- would have the least amount of stream impacts,
- would not provide as efficient traffic operations as Alternatives 1 and 2.

Comparison of Project Alternatives

Potential impacts are based on the functional roadway designs, plus a 40-foot buffer. As design continues to be refined impacts are expected to decrease.

Anticipated Impacts by Alternative Interchange Configuration	Required Right of Way (acres)	Parcels Potentially Affected	Streams (feet)	Floodplain (acres)
1, Diamond	70	84	2,000	0.8
2, Partial Cloverleaf	50	60	1,540	0.8
3, Half Cloverleaf	53	75	1,155	0.8

Though all Alternatives perform similarly, Alternative 3 would force the heaviest interchange traffic movement (northbound Liberty Road to eastbound I-40) to make a left turn. As a result, Alternative 3 would require additional lanes and a wider bridge over I-40.

Estimated Costs

The following are estimated construction costs for each of the alternatives based on functional design. All costs are subject to change.

Alternative Interchange Configuration	Estimated Construction Cost*
1, Diamond	$38,600,000
2, Partial Cloverleaf	$34,900,000
3, Half Cloverleaf	$39,600,000

**Includes Roadway Construction and Utility Relocation costs only; does not include Right of Way, Relocation, Planning and Design, or mitigation costs.*