NC 119 RELOCATION
I-85/40 TO SOUTH OF SR 1918 (MRS. WHITE LANE)
MEBANE, ALAMANCE COUNTY

Federal Aid Project No. STP-119(1)
State Project No. 8.1470901
WBS Element 34900.1.1
TIP Project No. U-3109

APPENDICES

to

Final Environmental Impact Statement

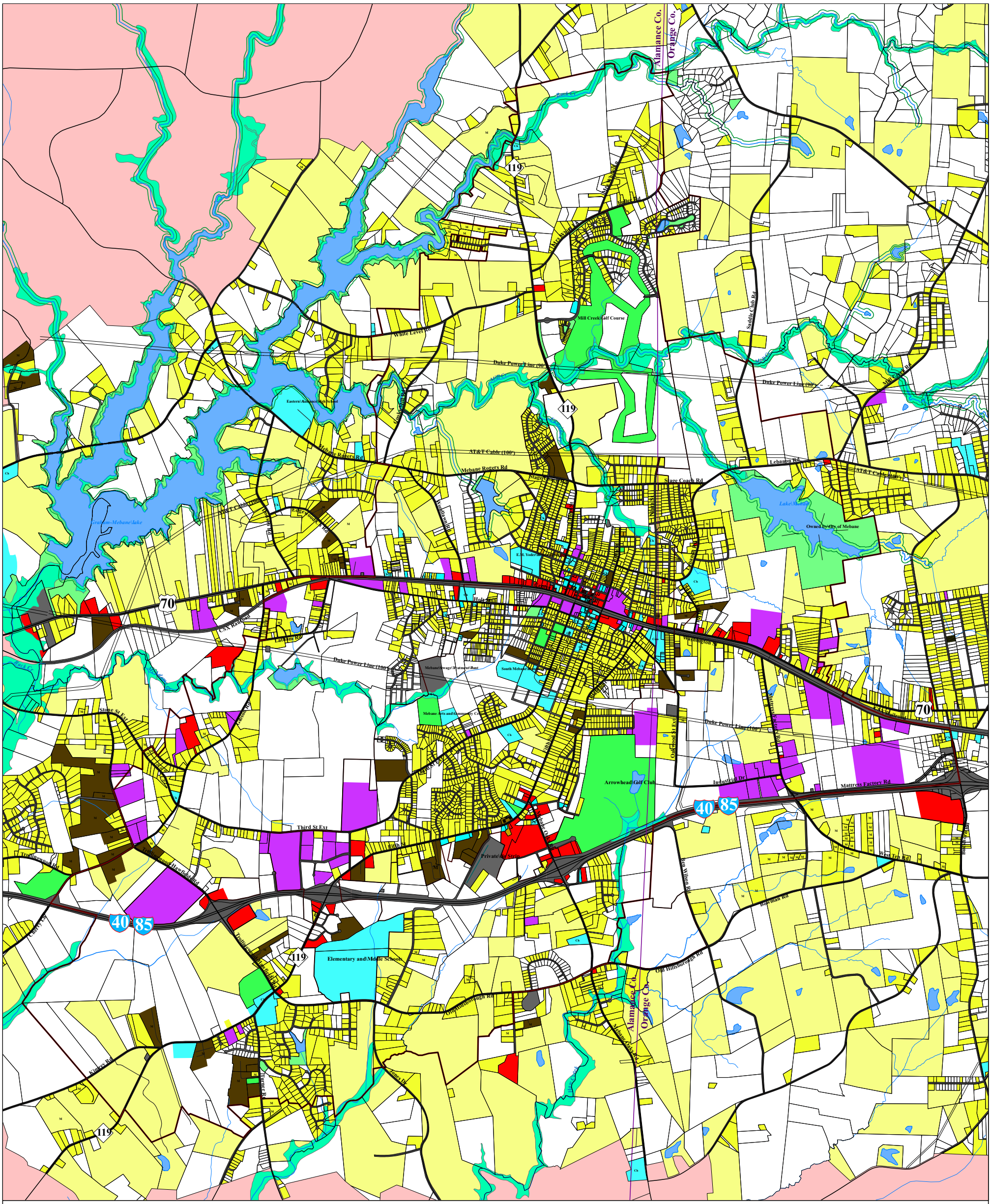
May 2009

Volume 2 of 2

(FEIS Report is Volume 1 of 2)

APPENDIX A

MAPS FROM 2010 LAND DEVELOPMENT PLAN
CITY OF MEBANE



Land Use Types

- Single-family >10 acres
- Single-family <10 acres
- Duplex, Triplex
- Townhomes
- Multi-family complex
- Recreation
- Open space
- Institutional
- Offices
- Commercial
- Industrial
- Vacant
- Infrastructure

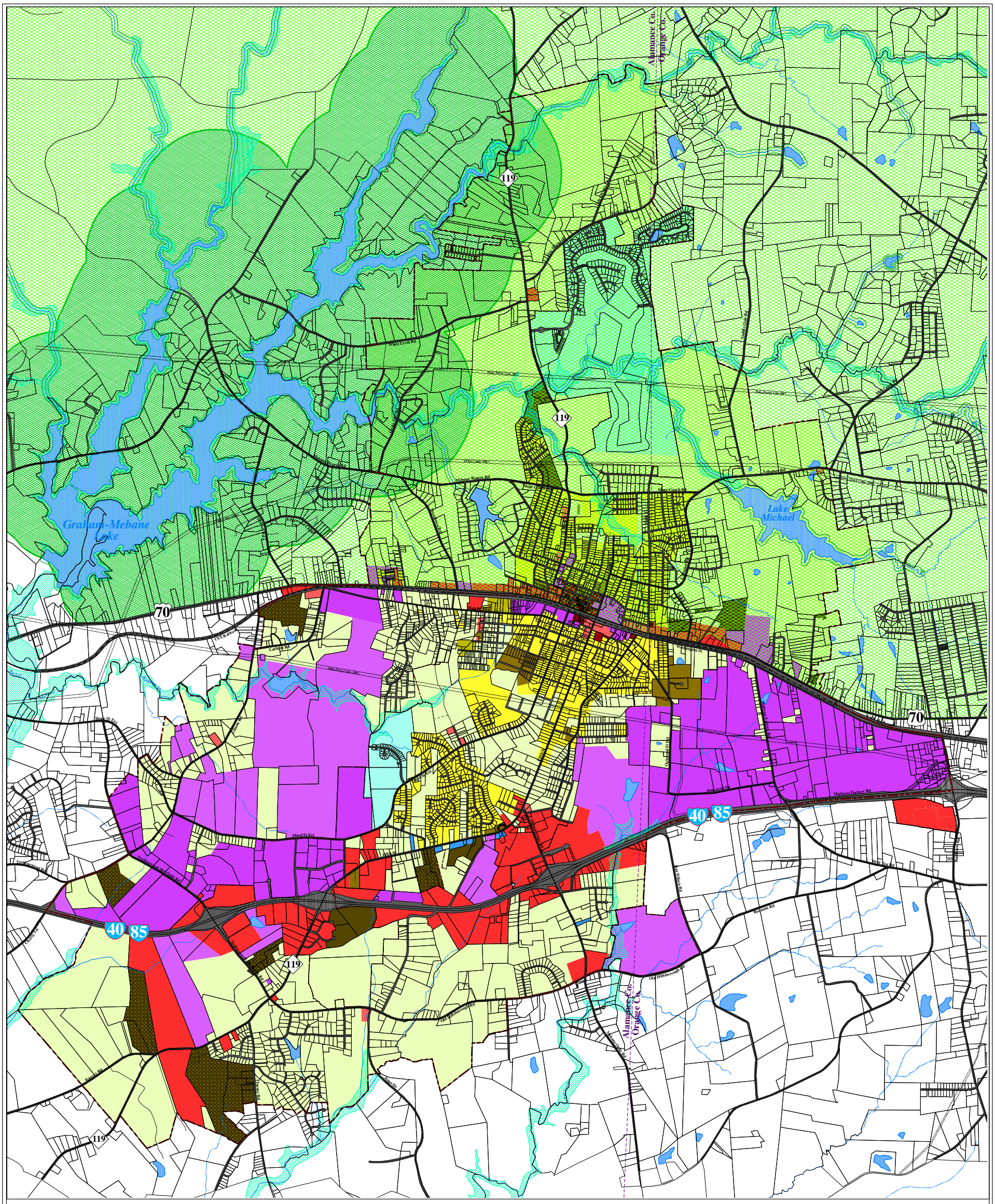
Special Types: Ch Church, Cm Cemetery, M 1-4 Mobile Homes, M Mobile Home Park

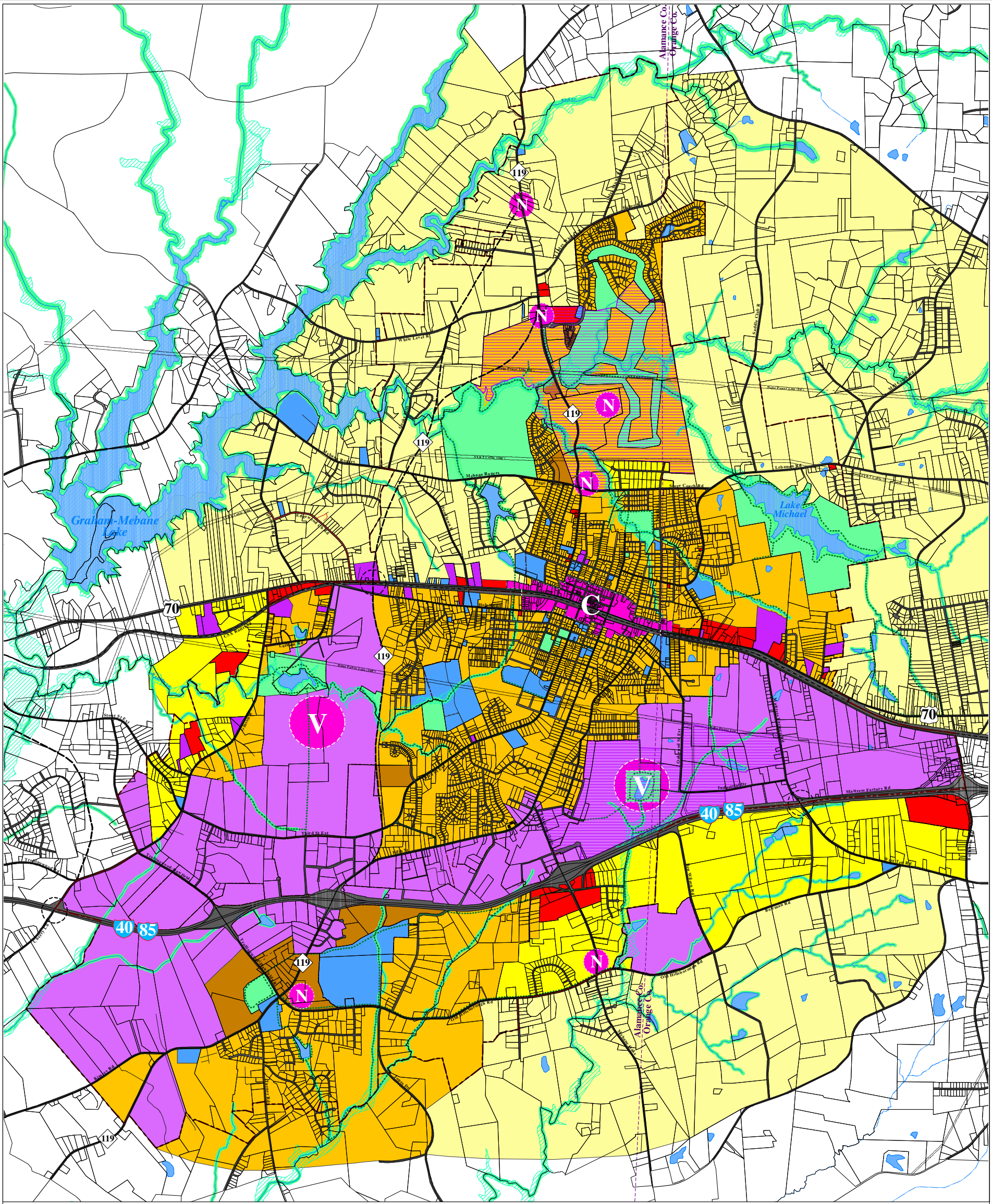
City of Mebane
Land Development Plan
Existing Land Use

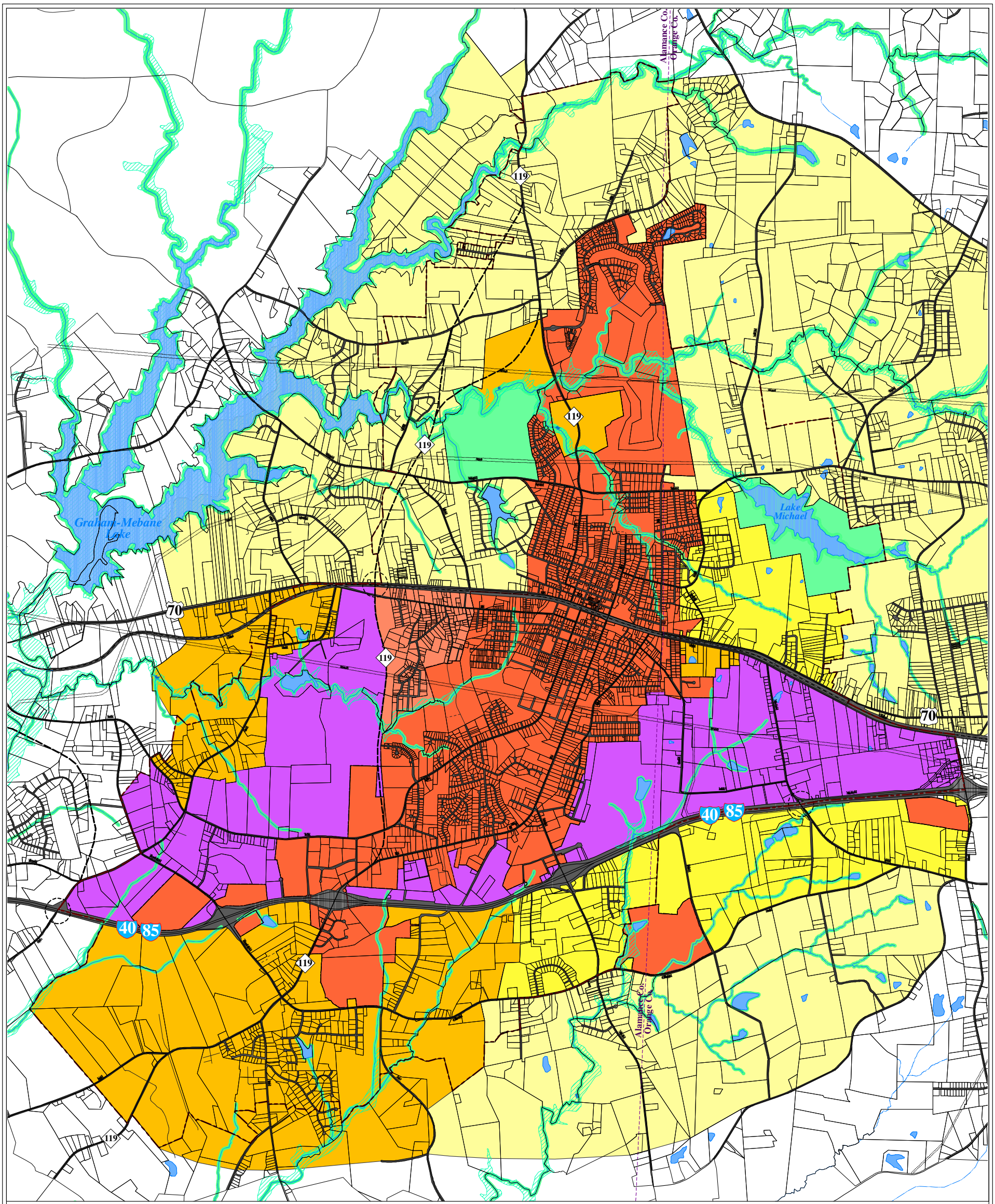
Scale
1 inch = 1,000 feet
1000 0 1000 2000 3000 Feet
0 0.5 1 Miles
Acreage Indicator: 10, 20, 50

PTCOG
Map Printed January, 2001

Base Features
- Alamance-Orange County Line (approximate)
- Mebane Extra-Territorial Limits
- City Limits
- Highway Identifiers: Interstate, US, NC
- Streams: Perennial, Intermittent
  (Based on USGS maps. Not all USGS intermittent streams displayed)
- Areas without parcel mapping


Alamance Co.
Orange Co.
Graham-Mebane Lake
Lake Michael
119
70
40
85
Mebane Rocky Ridge Rd
Lowe's Blvd
Mattress Factory Rd
Third St Ext
Old Hillsborough Rd
Ivy Mill Rd
Jackson Rd
Trollingwood Rd
Cheeks Rd
Kimrey Rd
Turner Rd
Lake Rd
Stone St Ext
Wilson St
Mebane St
Clay St
Lowe's Blvd
Mebane Rocky Ridge Rd
Stage Coach Rd
Ladrum Rd
Mattress Factory Rd
Industrial Dr
Old Mill Rd
Jackson Rd
Old Hillsborough Rd
Mebane Oaks Rd
Kimrey Rd
Turner Rd
Cheeks Rd
Trollingwood Rd
Third St Ext
Stone St Ext
Lake Rd


Alamance Co.
Orange Co.
Graham-Mebane Lake
Lake Michael
119
70
40
85
C
V
N
Lebanon Rd
Mebane Rocky Ridge Rd
Stage Coach Rd
Mebane Rate Rd
Mebane Oaks Rd
Mattress Factory Rd
Old Hillsborough Rd
Wilson Rd
Bowman Rd
Third St Ext
Industrial Dr
Oakwood St Ext
Stoke St Ext
Kirkley Rd
Trollinger Rd
Lake Dr
Saddle Club Rd
White Level Rd
Mebane Rd
Mebane Rd
Mebane



Growth Strategy Areas

- Primary
- Long-Range
- Adjacent Developed
- Rural Conservation
- Secondary
- Open space
- Economic Development

Overlay Areas

Floodplain *Conservation Corridors*

City of Mebane
Land Development Plan
Growth Strategy

Scale

1 inch = 1,000 feet

Feet: 1000 0 1000 2000 3000

Miles: 0 0.5 1

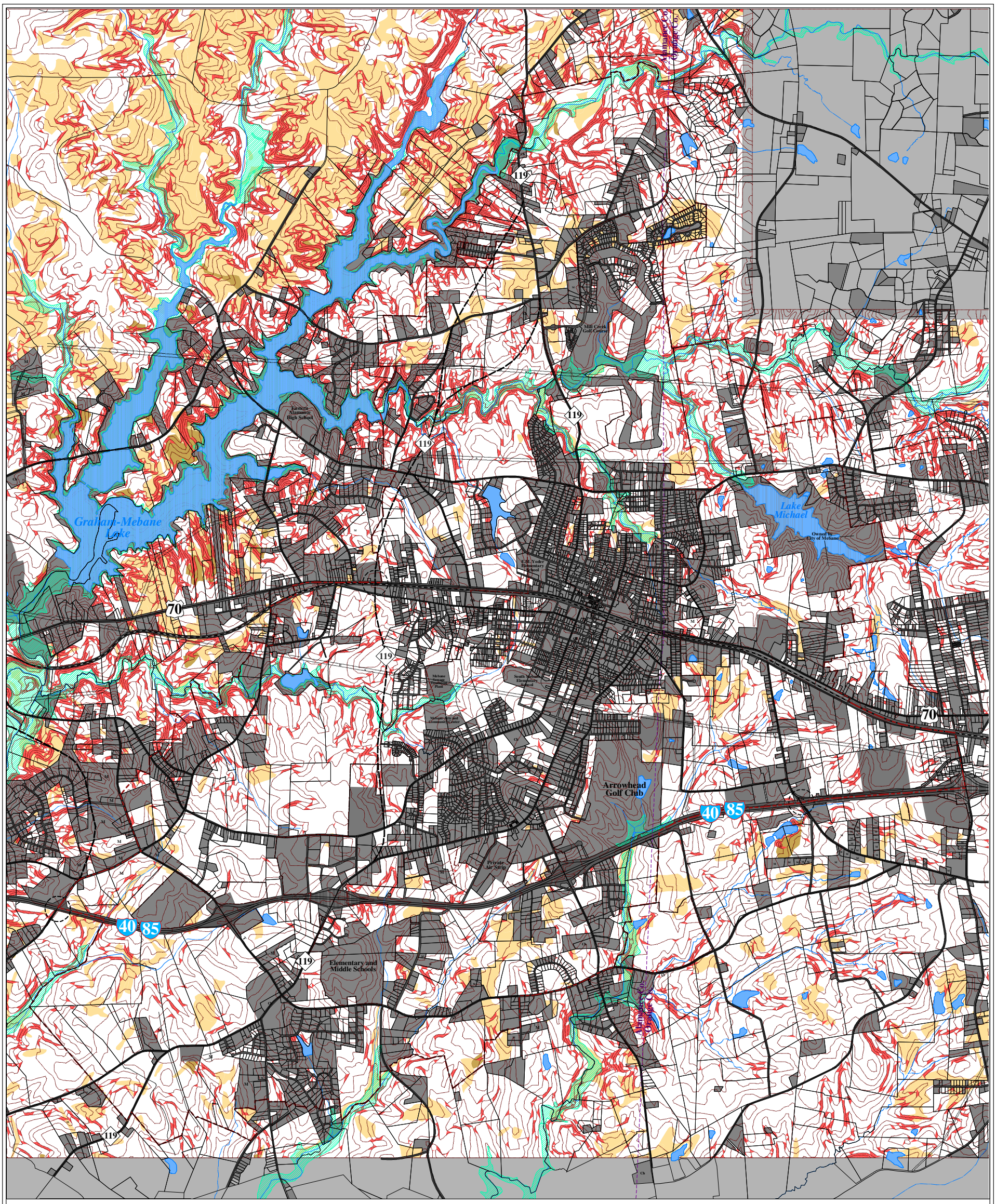
Acreage Indicator: 10, 20, 50

PTCOG

Map Printed January, 2001

Base Features

- Alamance-Orange County Line (approximate)
- Mebane Extra-Territorial Limits
- City Limits
- Highway Identifiers: Interstate, US, NC
- Streams: Perennial, Intermittent
  (Based on USGS maps. Not all USGS intermittent streams displayed)
- Planned Thoroughfares
- Planned Interchanges



Limiting Factors

- **Floodplain**
- **Already Built upon/Occupied**
- **Slopes over 20%**
- **Soils Limitations**
  Areas of high shrink-swell potential, hydric conditions, or hard rock content
- **Severely gullied land, Pits**
  According to Alamance County Soil Survey

Areas without Topo mapping

City of Mebane
Land Development Plan
Physical Development Limitations

Scale

1 inch = 1,000 feet

1000 0 1000 2000 3000 Feet

0 0.5 1 Miles

Acreage Indicator: 10, 20, 50

PTCOG

Map Printed February, 2000

Base Features

- Alamance-Orange County Line (approximate)
- Mebane Extra-Territorial Limits
- City Limits
- Highway Identifiers: Interstate, US, NC
- Planned Major/Minor Thoroughfares
- Streams: *Based on USGS maps. Not all USGS intermittent streams displayed*
  - Perennial
  - Intermittent
- 10-foot USGS Topo Contours

APPENDIX B

CULTURAL RESOURCES CONCURRENCE LETTERS

cc: McFalls

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

RECEIVED
MAY 31 1995
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

May 25, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report for NC 119, Alamance County, U-3109, Federal Aid Project STP-119(1), State Project 8.1470901, ER 95-8922

Dear Mr. Graf:

Thank you for your letter of April 26, 1995, transmitting the historic structures survey report by Scott Owen concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for the National Register of Historic Places under the criterion cited:

> Paisley-Cates House (#28). Criterion B--This property is significant for its association with Charles F. Cates, founder of the Cates Pickle Manufacturing Company and a leader in business, civic, and agricultural affairs. Please see our additional comments in the attachment.

Properties #1-27 and #29-42 were determined not eligible for listing in the National Register of Historic Places because they lack special historical or architectural significance.

The report in general meets our office's guidelines and those of the Secretary of the Interior. Specific concerns and/or corrections which need to be addressed in the preparation of a final report are attached for the author's use.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: H. F. Vick
B. Church
Alamance County Historic Properties Commission

ATTACHMENT

Historic Structures Survey Report for
NC 119, Alamance County, U-3109,
Federal Aid Project STP-119(1),
State Project 8.1470901, ER 95-8922

Paisley-Cates House

1. The property is not eligible for its associations with Reverend William D. Paisley because it lacks integrity from the 1801-1818 period of his residence. Evidence of the original hall-and-parlor house is scant. Reverend Paisley would not recognize the house as it exists today.

2. We believe the property may also be eligible under Criterion A for agriculture. Considerable evidence remains of the twentieth-century dairy operations on the farm. The historic structures survey report states that the dairy and cattle operations "are not significant in the overall agricultural context of Alamance County," but does not discuss twentieth-century farming practices at all. What role did dairy farming play in Alamance and the surrounding county's agricultural development? Is this farm representative of a trend towards conversion to dairy farming? We are unable to determine whether the proposed National Register boundaries are appropriate until these questions are answered and the property is further evaluated under Criterion A.

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

August 25, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: NC 119 from I-85 to south of SR 1917, Alamance County, U-3109, Federal Aid STP-119(1), State Project 8.1470901, ER 96-7189

Dear Mr. Graf:

Thank you for your letter of July 28, 1995, transmitting an addendum to the historic structures survey report for the above project.

The Paisley-Cates Farm was determined eligible for the National Register of Historic Places under Criterion B for its association with Charles F. Cates on May 25, 1995. We concur that the farm is also eligible under Criterion A for agriculture for its dairy operations during the period 1905-1947. We believe that the proposed boundaries are appropriate for this property.

We would like to comment the author for developing an especially thorough history of dairy operations in Alamance County.

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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

Renee Gledhill-Earley

for David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
Alamance County Historic Properties Commission

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

September 23, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Historic Structures Survey Report addendum for relocation of NC 119, Alamance County, U-3109, Federal Aid Project STP-119(1), State Project 8.1470901, ER 97-7371

Dear Mr. Graf:

Thank you for your letter of August 29, 1996, transmitting the historic structures survey report by Scott Owen concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criterion cited:

Cook's Mill. This property is eligible under Criterion A because it reflects the important role that grist mills played in the economic development of Alamance County from the eighteenth through the twentieth centuries. It is also eligible under Criterion C because it embodies the distinctive characteristics of mill construction. We believe the proposed boundaries are appropriate for this property.

Dr. W. N. Tate Farm. This property is eligible under Criterion A as an example of the family dairy and beef farms that played an important role in Alamance County's agricultural development in the late-nineteenth and early-twentieth centuries. The farm is also eligible under Criterion C for its Eastlake-style farmhouse. We believe the proposed boundaries are appropriate for this property.

House #K. This house is eligible under Criterion C because it embodies the distinctive characteristics of log construction in Alamance County. We believe the proposed boundaries are appropriate for this property.,

The following property is determined not eligible for listing in the National Register of Historic Places:

Tate-Lambert House. This house has undergone numerous alterations and additions, and its original farmland has been subdivided, causing a loss of integrity of design and setting.

Until additional information for the property listed below is provided, we are unable to make a determination of their eligibility for the National Register:

Bud Reed Farm. The report states that the log house's ruinous condition has robbed it of its integrity, yet the narrative description does not address its condition, and it is not apparent from the photographs. Please provide us with additional information about the condition of the house.

The report in general meets our office's guidelines and those of the Secretary of the Interior.

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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
C. Bruton
Alamance County Historic Properties Commission

cc: McFalls

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

October 24, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: STP 119(1), Archaeological Survey for relocation of NC 119 from I-85 to existing NC 119 at SR 1917, Mebane, Alamance County, U-3109, ER 94-8152, ER 97-7318

Dear Mr. Graf:

Thank you for your letter of August 19, 1996, transmitting the archaeological survey report by Gerold F. Glover of the North Carolina Department of Transportation concerning the above project. We apologize for the delay in our response.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for the National Register of Historic Places under the criterion cited:

31AM369** (Cook's Mill). This property is eligible under Criteria B, C, and D due to its association with Giles Mebane, its high level of integrity as shown in the number and variety of mill elements and mechanisms remaining which are representative of piedmont mills, and its ability to yield important information concerning the late nineteenth and early twentieth century milling industry in the piedmont.

The following sites were determined not eligible for listing in the National Register of Historic Places:

31AM356, 31AM357, 31AM358, and 31AM370** None of these sites retain sufficient integrity to yield important information.

The report meets our office's guidelines and those of the Secretary of the Interior. Specific concerns and/or corrections which need to be addressed in the preparation of a final report are attached for the author's use.

When final design plans are available for this project, please forward a copy to us along with your opinion concerning potential effects upon site 31AM369** and proposals for any necessary mitigation measures.

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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

Renee Gledhill-Earley

for David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
T. Padgett
G. Glover

Specific Comments, Archaeological Report
NC 119 Relocation, Alamance County
TIP U-3109, ER 97-7318

1. Although we concur that the mill site, 31AM369** is eligible for the National Register, this opinion is based on our previous experience and knowledge of piedmont mill sites, not the evaluation of significance in the report. A more detailed discussion of the mill's significance would be appropriate. One sentence explaining how a property meets three of the four National Register criteria is insufficient.

2. Although the report states that the mill mechanisms are remarkably intact, these mechanisms are not enumerated. What type of wheel was utilized by the mill?

3. The name of the mill is problematic. The report states on page 9 that the Giles Mebane Grist Mill was located on or near the current mill, yet the mill site is named Cook's Mill or Alexander Mebane's Mill later in the report and on the site form. Since the mill is associated with Giles Mebane, as the research indicates, it would be more appropriate to call it Giles Mebane's Mill or Cook's Mill. The Alexander Mebane House, 31AM205&205**, was recorded in 1986 by McManus and Long during a survey of portions of Alamance County. It is located east of NC 119 approximately one mile northeast of 31AM369**. A revisit to the site in 1994 by staff of the Office of State Archaeology located the remains of the Alexander Mebane Mill east of the house.

Federal Aid # **STP-119(1)** *TIP* # **U-3109** *County*: **Alamance**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: NC 119 Relocation (Mebane Bypass) from I-85 to SR 1917

On June 6, 2002, representatives of the

- [x] North Carolina Department of Transportation (NCDOT)
- [ ] Federal Highway Administration (FHWA)
- [x] North Carolina State Historic Preservation Office (HPO)
- [ ] Other

Reviewed the subject project and agreed

- [x] There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.
- [x] There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.
- [x] There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Mary Pope Furr — 6/6/02
Representative, NCDOT — Date

[illegible] — 6/10/02
FHWA, for the Division Administrator, or other Federal Agency — Date

Renee Gledhill-Earley — 6/6/02
Representative, HPO — Date

David Brook [illegible] — 6/6/02
State Historic Preservation Officer — Date

* All effects based on maps that are attached.

Federal Aid # **STP-119(1)** *TIP* # **U-3109** *County*: **Alamance**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Cooks Mill (DE) - Alts 4,5,7,8,9,10 (All constuction off of mill property)
House "K" (DE) - Alts. 4,5,7,8,9,10
Tate Farm (DE) - Alts 4,5,7,8,9,10
Cates Farm (NR) - Alts 7,8

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Cates Farm (NR) - Alt. 4 - No adverse effect
Alt. 5 - No adverse effect provided NCDOT develops a landscape plan to replace vegetation. 3 trees
Alts 9 & 10 - Adverse effect.

Reason(s) why the effect is not adverse (if applicable).

Cates Farm - No adverse effect for Alt. 4 because NCDOT plans to hold all constuction off of Cates Farm & will use trees conservation/protection measures

Initialed: NCDOT MPJ FHWA RHA HPO RAE

Federal Aid #: **STP-119(1)** *TIP#:* **U-3109** *County:* **Alamance**

CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS

Project Description: ~~Mebane Bypass~~ NC119 Relocation (supplements 6-6-02 effects)

On August 21, 2007 representatives of the

X North Carolina Department of Transportation (NCDOT)
X Federal Highway Administration (FHWA)
X North Carolina State Historic Preservation Office (HPO)
☒ Other BAKER CORP.

Reviewed the subject project and agreed

☐ There are no effects on the National Register-listed property/properties located within the project's area of potential effect and listed on the reverse.

☒ There are no effects on the National Register-eligible property/properties located within the project's area of potential effect and listed on the reverse.

☒ There is an effect on the National Register-listed property/properties located within the project's area of potential effect. The property/properties and the effect(s) are listed on the reverse.

☐ There is an effect on the National Register-eligible property/properties located within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

Vanessa E. Patrick 8-21-07
Representative, NCDOT Date

Donald L. Bowers 8-21-07
FHWA, for the Division Administrator, or other Federal Agency Date

Representative, HPO Date

Renee Gledhill-Earley 8.21.07
State Historic Preservation Officer Date

Federal Aid #: **STP-119(1)** *TIP#:* **U-3109** *County:* **Alamance**

Properties within the area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Alt. 8 - Cates Farm (NR) - outside NR boundary of property

Alts. 8, 9, 10 - Tate Farm (DOE) - outside NR prop. boundary

N.B. Cook's Mill and House "K" outside new APE based on Alts. 8, 9, 10. (see effects form 6-6-02)

Properties within the area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe the effect.

Alt. 9
Alt. 10 } Cates Farm (NR) - adverse effect - within NR property boundaries

Reason(s) why the effect is not adverse (if applicable).

Initialed: NCDOT VEP FHWA DB HPO RGG

SHPO CONSULTATION ON ARCHAEOLOGICAL ISSUES

JANUARY 27, 2003

PROJECT: **TIP # U-3109 NC 119 Relocation - Archaeological input on new Alternatives**

NCDOT ARCHAEOLOGIST(S): **Brian Overton, Paul Mohler**

CONSULTATION WITH: **Dolores Hall** DATE: **January 24, 2003**

CONSULTATION TYPE: ☐ TELEPHONE ☒ MEETING

Paul Mohler and I met with Dolores Hall of OSA on January 24, 2003 to discuss archaeological issues for new and/or selected alternatives for the NC 119 Relocation Project in Alamance County (TIP # U-3109). Three alternatives (8, 9 and 10) were selected for detailed study as a result of the NEPA merger team meeting on June 13, 2002. We reviewed the previous archaeological work completed by NCDOT archaeologists over the past several years (Glover 1996, 1997, 2000). In addition to aerial mapping of the proposed corridors, topographic mapping showing previously surveyed areas and identified sites were also studied and discussed.

We concluded that the previous archaeological surveys have covered the APE (Area of Potential Effects) for the three alternatives being considered. It is unlikely that the project will impact any undiscovered archaeological sites eligible for the National Register of Historic Places. Dolores Hall further commented that the eligble Cook's Mill (31Am369**) should be avoided, if possible, as noted in previous documents. No further archaeological work is expected for this project.

North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

January 4, 2005

MEMORANDUM

TO: Matt Wilkerson, Archaeology Supervisor
Office of Human Environment
NCDOT Division of Highways

FROM: Peter Sandbeck PBS for Peter Sandbeck

SUBJECT: Phase I Investigation of 31AM392, Addendum to the Archaeological Study, U-3109
NC 119 Relocation, State Project 8.1470901, WBS# 34900.1.1, Division 7,
Alamance County, ER 94-8152

Thank you for your letter of November 12, 2004, transmitting the addendum archaeological report by Gerold Glover, Ph.D. for the above project. We apologize for the delay in our response.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is not eligible for listing in the National Register of Historic Places under criterion D:

31AM392

This Middle and Late Archaic and Late Woodland site has been disturbed by landscaping and erosion and does not retain sufficient integrity to yield information important to prehistory. We concur with Dr. Glover's recommendation for no additional archaeological investigation at this site.

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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Gary Glover, NCDOT

APPENDIX C

NCDOT RELOCATION REPORTS

RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 8	Section A
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)		
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	14	15	29	*
Businesses	3	2	5	*
Farms	0	0	0	0
Non-Profit	1	0	1	*

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	3	8	11	7

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	2	250-400	0	40-70M	12	250-400	5
70-100M	5	400-600	8	70-100M	34	400-600	32
100 UP	7	600 UP	7	100 UP	85	600 UP	43
TOTAL	14		15		136		80

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
X		2. Will schools or churches be affect 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?

REMARKS (Respond by Number)

2 Saint Lukes Christian Church

3. There are similar businesses in area of project.

4. See attachment

8. Will be implemented as necessary.

9. It is possible that there may be some large families, some elderly and disabled persons affected by the project. However, no large numbers are expected.

11. Federal, State & Local Housing Assistance Programs

12. Yes, from information obtained from the local Multiple Listing Service, Realtors and local publications.

14. Yes, from information obtained from the local Multiple Listing Service, Realtors and local publications

*** The demographic make up of the community indicates that the probability of different minority groups being affected by the project are likely. However, exact numbers will not be known until contacts with affected properties are completed.**

ALAN ROTHROCK		Ann Simpson	6-21-07
Right of Way Agent	Date	Approved by	Date

Form 15.4 Revised 02/95 d

Original & 1 Copy: State Relocation Agent
2 Copy Division Right of Way Office

GUILFORD
U-3109
34900.1.1
ALTERNATE 8 SECTION A

BP
Gas Station & Convenient Store
6-full time employees 10-part time employees

Kentucky Fried Chicken
Restaurant
4-full time employees 10-part time employees

Taco Bell
Restaurant
6-full time employees 10-part time employees

Sonic
Restaurant
6-full time employees 10-part time employees

Amerigas Propane Station
Propane Distribution
This is a remote re-fill distribution center for company service trucks

RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 8	Section B
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)		
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.				

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	7	8	15	*
Businesses	0	0	0	*
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	1	3	5	6

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	1	250-400	0	40-70M	12	250-400	5
70-100M	3	400-600	4	70-100M	34	400-600	32
100 UP	3	600 UP	4	100 UP	85	600 UP	43
TOTAL	7		8		136		80

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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?

REMARKS (Respond by Number)

3. There are similar businesses in area of project.
4. See attachment
8. Will be implemented as necessary.
9. It is possible that there may be some large families, some elderly and disabled persons affected by the project. However, no large numbers are expected.
11. Federal, State & Local Housing Assistance Programs
12. Yes, from information obtained from the local Multiple Listing Service, Realtors and local publications.
14. Yes, from information obtained from the local Multiple Listing Service, Realtors and local publications

* The demographic make up of the community indicates that the probability of different minority groups being affected by the project are likely. However, exact numbers will not be known until contacts with affected properties are completed.

ALAN ROTHROCK		Am Simpson	6-21-07
Right of Way Agent	Date	Approved by	Date

Form 15.4 Revised 02/95 d

Original & 1 Copy: State Relocation Agent
2 Copy Division Right of Way Office

RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 9 Section A
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)	
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	14	15	29	*
Businesses	3	2	5	*
Farms	0	0	0	0
Non-Profit	1	0	1	*

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	3	8	11	7

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	2	250-400	0	40-70M	12	250-400	5
70-100M	5	400-600	8	70-100M	34	400-600	32
100 UP	7	600 UP	7	100 UP	85	600 UP	43
TOTAL	14		15		136		80

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
X		2. Will schools or churches be affect 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?

REMARKS (Respond by Number)

2 Saint Lukes Christian Church

3. There are similar businesses in area of project.

4. See attachment

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GUILFORD
U-3109
34900.1.1
ALTERNATE 9 SECTION A

BP
Gas Station & Convenient Store
6-full time employees 10-part time employees

Kentucky Fried Chicken
Restaurant
4-full time employees 10-part time employees

Taco Bell
Restaurant
6-full time employees 10-part time employees

Sonic
Restaurant
6-full time employees 10-part time employees

Amerigas Propane Station
Propane Distribution
This is a remote re-fill distribution center for company service trucks

RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 9 Section B
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)	
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	8	9	17	*
Businesses	0	0	0	*
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	1	4	6	6

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	1	250-400	0	40-70M	12	250-400	5
70-100M	4	400-600	5	70-100M	34	400-600	32
100 UP	3	600 UP	4	100 UP	85	600 UP	43
TOTAL	8		9		136		80

ANSWER ALL QUESTIONS

Yes	No	*Explain all "YES" answers.*
	X	1. Will special relocation services be necessary?
	X	2. Will schools or churches be affect 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?

REMARKS (Respond by Number)

3. **There are similar businesses in area of project.**
4. **See attachment**
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9. **It is possible that there may be some large families, some elderly and disabled persons affected by the project. However, no large numbers are expected.**
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Right of Way Agent	Date	Approved by	Date

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RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 10 Section A
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)	
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	14	15	29	*
Businesses	3	2	5	*
Farms	0	0	0	0
Non-Profit	1	0	1	*

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	3	8	11	7

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	2	250-400	0	40-70M	12	250-400	5
70-100M	5	400-600	8	70-100M	34	400-600	32
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	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?
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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?

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GUILFORD
U-3109
34900.1.1
ALTERNATE 10 SECTION A

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Gas Station & Convenient Store
6-full time employees 10-part time employees

Kentucky Fried Chicken
Restaurant
4-full time employees 10-part time employees

Taco Bell
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Amerigas Propane Station
Propane Distribution
This is a remote re-fill distribution center for company service trucks

RELOCATION REPORT

North Carolina Department of Transportation
DIVISION RIGHT OF WAY OFFICE

[ ] E.I.S. [X] CORRIDOR [ ] DESIGN

PROJECT:	34900.1.1	COUNTY	ALAMANCE	Alternate 10 Section B
I.D. NO.:	U-3109	F.A. PROJECT	STP-119(1)	
DESCRIPTION OF PROJECT:	See description of Alternates in the Introduction of the Environmental Document.			

ESTIMATED DISPLACEES

Type of Displacees	Owners	Tenants	Total	Minorities
Residential	8	9	17	*
Businesses	0	0	0	*
Farms	0	0	0	0
Non-Profit	0	0	0	0

INCOME LEVEL

0-15M	15-25M	25-35M	35-50M	50 UP
	1	4	6	6

VALUE OF DWELLING				DSS DWELLING AVAILABLE			
Owners		Tenants		For Sale		For Rent	
0-20M	0	$ 0-150	0	0-20M	0	$ 0-150	0
20-40M	0	150-250	0	20-40M	5	150-250	0
40-70M	1	250-400	0	40-70M	12	250-400	5
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Right of Way Agent	Date	Approved by	Date

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APPENDIX D

PHYSICAL PROPERTIES OF SOILS IN THE PROJECT STUDY AREA

Physical Properties of Soils in the Project Study Area

Soil	Name	Depth (inches)	Classifications		Risk of Corrosion		Shrink/Swell
			Unified	AASHTO	Uncoated Steel	Concrete	Potential
Aab	Alamance silt loam, 2 to 6 percent slopes (Callison)	A, 0-8 B,8-32 C, 32-72	ML ML-CL ML	A-4(8) A-4(8) A-4(6)	N/A	N/A	Low Moderate Low
Cd	Chewacla fine sandy loam, 0 to 2 percent slopes, occasionally flooded	A, 0-6 C, 6-96	SM SM	A-4 A-4	High High	Moderate Moderate	Low Low
Ce	Colfax sandy loam, 2 to 6 percent slopes	A, 0-18 B,18-42 C, 42-96	SM CL CL	A-4 A-6 A-4	N/A	N/A	Low Moderate Moderate
Cf	Colfax silt loam, 2 to 6 percent slopes	A, 0-18 B,18-42 C, 42-96	SM CL CL	A-4 A-6 A-4	N/A	N/A	Low Moderate Moderate
EaB2	Efland silt loam, 2 to 6 percent slopes, eroded (Badin)	A, 0-6 B,6-36 C, 36-72	ML-CL MH MH	A-6 A-7-5 A-7-5	N/A	N/A	Low Moderate Moderate
EaC	Efland silt loam, 6 to 10 percent slopes (Badin)	A, 0-6 B,6-36 C, 36-72	ML-CL MH MH	A-6 A-7-5 A-7-5	N/A	N/A	Low Moderate Moderate
EaC2	Efland silt loam, 6 to 10 percent slopes, eroded (Badin)	A, 0-6 B,6-36 C, 36-72	ML-CL MH MH	A-6 A-7-5 A-7-5	N/A	N/A	Low Moderate Moderate
EbC3	Efland silty clay loam, 6 to 10 percent slopes, severely eroded (Badin)	A, 0-6 B,6-36 C, 36-72	ML-CL MH MH	A-6 A-7-5 A-7-5	N/A	N/A	Low Moderate Moderate
EbD3	Efland silty clay loam, 10 to 15 percent slopes, severely eroded (Badin)	A, 0-6 B,6-36 C, 36-72	ML-CL MH MH	A-6 A-7-5 A-7-5	N/A	N/A	Low Moderate Moderate
GaB	Georgeville silt loam, 2 to 6 percent slopes	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GaB2	Georgeville silt loam, 2 to 6 percent slopes, eroded	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GaC	Georgeville silt loam, 6 to 10 percent slopes	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate

Soil	Name	Depth (inches)	Classifications		Risk of Corrosion		Shrink/Swell
			Unified	AASHTO	Uncoated Steel	Concrete	Potential
GaC2	Georgeville silt loam, 6 to 10 percent slopes, eroded	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GaD	Georgeville silt loam, 10 to 15 percent slopes (Tarrus)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GaD2	Georgeville silt loam, 10 to 15 percent slopes, eroded (Tarrus)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GaE	Georgeville silt loam, 15 to 25 percent slopes (Badin)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GbC3	Georgeville silty clay loam, 6 to 10 percent slopes, severely eroded (Tarrus)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GbD3	Georgeville silty clay loam, 10 to 15 percent slopes, severely eroded (Tarrus	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GbE3	Georgeville silty clay loam, 15 to 25 percent slopes, severely eroded (Badin)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4(6) A-7-5(20) A-7-5(20)	High High High	High High High	Low Moderate Moderate
GcC	Goldston channery silt loam, 6 to 10 percent slopes	AB, 0-10 C, 10-30	ML Variable	A-4 Variable	Moderate Moderate	High High	Low Low
GcD	Goldston channery silt loam, 10 to 15 percent slopes	AB, 0-10 C, 10-30	ML Variable	A-4 Variable	Moderate Moderate	High High	Low Low
GcE	Goldston channery silt loam, 15 to 25 percent slopes	AB, 0-10 C, 10-30	ML Variable	A-4 Variable	Moderate Moderate	High High	Low Low
HdB	Herndon silt loam, 2 to 6 percent slopes	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate
HdB2	Herndon silt loam, 2 to 6 percent slopes, eroded	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate
HdC	Herndon silt loam, 6 to 10 percent slopes	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate
HdC2	Herndon silt loam, 6 to 10 percent slopes, eroded	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate

Soil	Name	Depth (inches)	Classifications		Risk of Corrosion		Shrink/Swell
			Unified	AASHTO	Uncoated Steel	Concrete	Potential
HdD	Herndon silt loam, 10 to 15 percent slopes (Nanford)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate
HdD2	Herndon silty clay loam, 10 to 15 percent slopes, eroded (Nanford)	A, 0-6 B,6-41 C, 41-80	CL/ML CL/CH/ML MH/ML	A-6-4 A-7 A-6-4	Moderate Moderate Moderate	High High High	Low Moderate Moderate
HeC3	Herndon silt loam, 6 to 10 percent slopes, severely eroded	A, 0-9 B,9-34 C, 34-72	CL/ML CL/CH/ML MH/ML	A-7-6 A-7-5 A-7-5	High High High	High High High	Low Moderate Moderate
HeD3	Herndon silty clay loam, 10 to 15 percent slopes, severely eroded (Nanford)	A, 0-6 B,6-36 C, 36-72	ML MH MH	A-4 A-7-5 A-7-5	Moderate Moderate Moderate	High High High	Low Moderate Moderate
Lc	Local alluvial land, poorly drained	Variable	Variable	Variable	N/A	N/A	Low
Ld	Local alluvial land, well drained	A, 0-24 B, 24-36	SM-SC SM-SC	A-4 A-4	N/A	N/A	Low Low
Mf	Moderately gullied land, Georgeville and Herndon materials, 6 to 25 percent slopes	Variable	Variable	Variable	N/A	N/A	Low
OaB	Orange silt loam, 2 to 6 percent slopes (Pittsboro)	A, 0-10 B,10-36 C, 36-60	ML-CL CL CL	A-4(8) A-7-6(16) A-7-5(20)	High High High	Moderate Moderate Moderate	Low High Moderate
OaB2	Orange silt loam, 2 to 6 percent slopes, eroded (Pittsboro)	A, 0-10 B,10-36 C, 36-60	ML-CL CL CL	A-4(8) A-7-6(16) A-7-5(20)	High High High	Moderate Moderate Moderate	Low High Moderate
ObB	Orange silt loam, moderately well drained variant, 2 to 6 percent slopes (Pittsboro)	A, 0-10 B,10-36 C, 36-60	ML-CL CL CL	A-4(8) A-7-6(16) A-7-5(20)	High High High	Moderate Moderate Moderate	Low High Moderate
ObB2	Orange silt loam, moderately well drained variant, 2 to 6 percent slopes, eroded (Pittsboro)	A, 0-10 B,10-36 C, 36-60	ML-CL CL CL	A-4(8) A-7-6(16) A-7-5(20)	High High High	Moderate Moderate Moderate	Low High Moderate
ObC2	Orange silt loam, moderately well drained variant, 6 to 10 percent slopes, eroded	A, 0-10 B,10-36 C, 36-60	ML-CL CL CL	A-4(8) A-7-6(16) A-7-5(20)	High High High	Moderate Moderate Moderate	Low High Moderate
Sb	Starr loam, 2 to 6 percent slopes, occasionally flooded	A, 0-24 B, 24-48	ML-CL ML-CL	A-4 A-6	N/A	N/A	Moderate Moderate
TaB	Tirzah silt loam, 2 to 6 percent	A, 0-8	ML	A-7-5(10)	N/A	N/A	Low

Soil	Name	Depth (inches)	Classifications		Risk of Corrosion		Shrink/Swell
			Unified	AASHTO	Uncoated Steel	Concrete	Potential
	slopes (Tarrus)	B,8-48 C, 48-96	MH ML	A-7-5(20) A-7-5(11)			Moderate Low
TaB2	Tirzah silt loam, 2 to 6 percent slopes, eroded (Tarrus)	A, 0-8 B,8-48 C, 48-96	ML MH ML	A-7-5(10) A-7-5(20) A-7-5(11)	N/A	N/A	Low Moderate Low
TaC2	Tirzah silt loam, 6 to 10 percent slopes, eroded (Tatum)*	A, 0-8 B,8-48 C, 48-96	ML MH ML	A-7-5(10) A-7-5(20) A-7-5(11)	N/A	N/A	Low Moderate Low
Wd	Worsham sandy loam, 2 to 6 percent	A, 0-18 B,18-30 C, 30-72	ML-CL CH CH	A-4 A-7-6 A-7-6	N/A	N/A	Low Moderate Moderate
We	Worsham silt loam, 2 to 6 percent slopes	A, 0-18 B,18-30 C, 30-72	ML-CL CH CH	A-4 A-7-6 A-7-6	N/A	N/A	Low Moderate Moderate

Note: N/A denotes information not available
*Revision made on April 22, 1993

Sources: Alamance County Soil Survey, NRCS, 1960
Orange County Soil Survey, NRCS, 1977

APPENDIX E

FARMLAND CONVERSION IMPACT RATING FORMS (FORM AD-1006)

Baker

Joseph R. Bailey
District Conservationist
NRCS
209 N. Graham-Hopedale Road
Burlington, NC 27217

9/18/2006

Subject: Prime and Important Farmland Soils RE: Proposed Relocation of NC 119 from I-85 to South of SR 1918 Mebane, Alamance County, Federal Aid Project No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

Dear Mr. Bailey:

Thank you for your assistance in completing a Farmland Conversion Impact Rating form for the subject site. Enclosed please find a copy of the final form, site and locations mapping, and a soils map of the project site. I will be happy to make any changes to the form that you deem appropriate, just let me know. Our fax number is (919) 463-5490

If you have any questions, please feel free to contact me at (919) 459-9035 or kgilland@mbakercorp.com. Again, we appreciate your assistance in this matter.

Sincerely,

Ken Gilland
Environmental Scientist
Buck Engineering

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: 10/11/06
Name Of Project: TIP U-3109 NC 119 Relocation	Federal Agency Involved: FHWA
Proposed Land Use: Roadway	County And State: Alamance NC
PART II *(To be completed by NRCS)*	Date Request Received By NRCS: 10/11/06

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).* Yes ☑ No ☐

Acres Irrigated: 0 | Average Farm Size: 118

Major Crop(s): timber/hay/pasture

Farmable Land In Govt. Jurisdiction: Acres: 240,623 % 86.4

Amount Of Farmland As Defined In FPPA: Acres: 179,301 % 64.4

Name Of Land Evaluation System Used: Alamance LE

Name Of Local Site Assessment System: None

Date Land Evaluation Returned By NRCS: 10/18/06

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site # 5	Site # 9	Site # 10	Site D
A. Total Acres To Be Converted Directly	153.18	153.48	149.78	
B. Total Acres To Be Converted Indirectly	0	0	0	
C. Total Acres In Site	0.0 / 181.08	0.0 / 180.08	0.0 / 181.98	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	86.84	86.42	86.92	
B. Total Acres Statewide And Local Important Farmland	67.26	68.26	64.06	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.1	.1	.1	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 69.3	0 70.1	0 69.0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b))*	Maximum Points				
1. Area In Nonurban Use		10	10	10	
2. Perimeter In Nonurban Use		7	7	7	
3. Percent Of Site Being Farmed		2	3	4	
4. Protection Provided By State And Local Government		0	0	0	
5. Distance From Urban Builtup Area		0	0	0	
6. Distance To Urban Support Services		0	0	0	
7. Size Of Present Farm Unit Compared To Average		0	3	3	
8. Creation Of Nonfarmable Farmland		25	25	25	
9. Availability Of Farm Support Services		3	3	3	
10. On-Farm Investments		1	3	3	
11. Effects Of Conversion On Farm Support Services		25	25	25	
12. Compatibility With Existing Agricultural Use		3	6	7	
TOTAL SITE ASSESSMENT POINTS	160	0 76	0 85	0 87	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0 69.3	0 70.1	0 69.0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0 76	0 85	0 87	0
TOTAL POINTS *(Total of above 2 lines)*	260	0 145.3	0 155.1	0 156.0	0

Site Selected: | Date Of Selection | Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

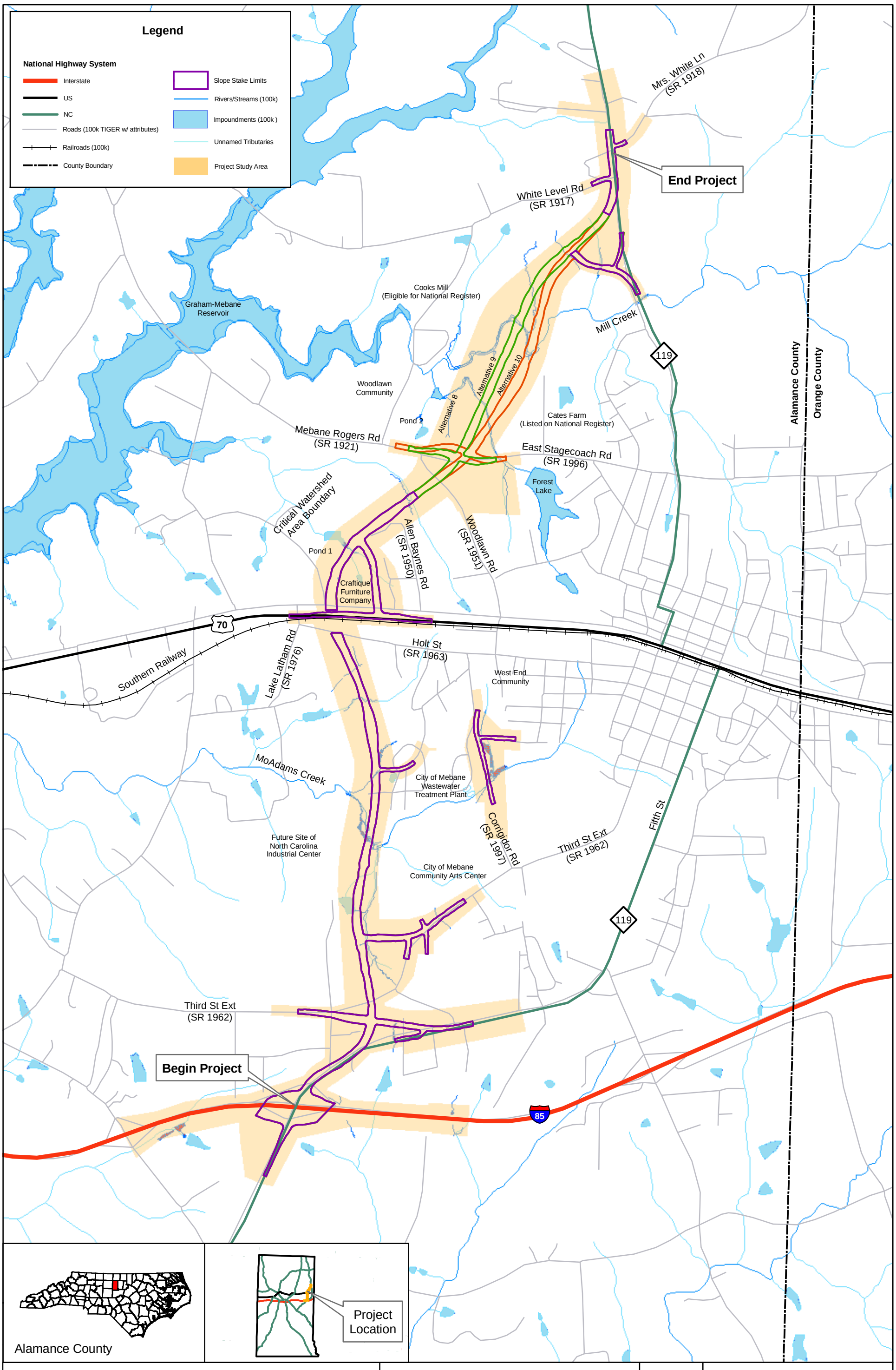
This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

Table 1. Prime and Important Farmland Soil Impacts for U-3109

Soil	Description	Farmland Status	Alt 8 Acreage	Alt 9 Acreage	Alt 10 Acreage
Aab	Alamance silt loam, 2 to 6 percent slopes (Callison)	Prime Farmland	0.7	0.7	0.7
Cd	Chewacla fine sandy loam, 0 to 2 percent slopes, occasionally flooded	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	0.6	0.7	0
Ce	Colfax sandy loam, 2 to 6 percent slopes	Not Prime or Important Farmland	0.4	0.4	0.4
Cf	Colfax silt loam, 2 to 6 percent slopes	Not Prime or Important Farmland	0.5	0.8	0.8
EaB2	Efland silt loam, 2 to 6 percent slopes, eroded (Badin)	Farmland of Statewide Importance	5.2	5.2	5.2
EaC	Efland silt loam, 6 to 10 percent slopes (Badin)	Farmland of Statewide Importance	0.06	0.06	0.06
EaC2	Efland silt loam, 6 to 10 percent slopes, eroded (Badin)	Farmland of Statewide Importance	3.6	3.6	3.6
EbC3	Efland silty clay loam, 6 to 10 percent slopes, severely eroded (Badin)	Not Prime or Important Farmland	1.1	1.1	1.1
EbD3	Efland silty clay loam, 10 to 15 percent slopes, severely eroded (Badin)	Not Prime or Important Farmland	0.3	0.4	0.3
GaB	Georgeville silt loam, 2 to 6 percent slopes	Prime Farmland	4.5	4.2	3.6
GaB2	Georgeville silt loam, 2 to 6 percent slopes, eroded	Prime Farmland	34.6	34.9	36.7
GaC	Georgeville silt loam, 6 to 10 percent slopes	Farmland of Statewide Importance	7.5	5.7	3.1
GaC2	Georgeville silt loam, 6 to 10 percent slopes, eroded	Farmland of Statewide Importance	10.2	11.8	12
GaD	Georgeville silt loam, 10 to 15 percent slopes (Tarrus)	Farmland of Statewide Importance	15.1	13.6	12.1
GaD2	Georgeville silt loam, 10 to 15 percent slopes, eroded (Tarrus)	Farmland of Statewide Importance	6.4	9	8.7
GaE	Georgeville silt loam, 15 to 25 percent slopes (Badin)	Not Prime or Important Farmland	3.6	2.3	3.3
GbC3	Georgeville silty clay loam, 6 to 10 percent slopes, severely eroded (Tarrus)	Not Prime or Important Farmland	2.7	3.8	3.5
GbD3	Georgeville silty clay loam, 10 to 15 percent slopes, severely eroded (Tarrus	Not Prime or Important Farmland	2	2	5.3
GbE3	Georgeville silty clay loam, 15 to 25 percent slopes, severely eroded (Badin)	Not Prime or Important Farmland	1.5	1.5	1.5
GcC	Goldston channery silt loam, 6 to 10 percent slopes	Not Prime or Important Farmland	0.9	0	0
GcD	Goldston channery silt loam, 10 to 15 percent slopes	Not Prime or Important Farmland	1.7	1.7	1.7
GcE	Goldston channery silt loam, 15 to 25 percent slopes	Not Prime or Important Farmland	1.4	0.7	2.3
HdB	Herndon silt loam, 2 to 6 percent slopes	Prime Farmland	3	3	3
HdB2	Herndon silt loam, 2 to 6 percent slopes, eroded	Prime Farmland	22.5	22	22
HdC	Herndon silt loam, 6 to 10 percent slopes	Farmland of Statewide Importance	0.3	0.3	0.3

HdC2	Herndon silt loam, 6 to 10 percent slopes, eroded	Farmland of Statewide Importance	5.8	5.6	5.6
HdD	Herndon silt loam, 10 to 15 percent slopes (Nanford)	Farmland of Statewide Importance	3.9	3.9	3.9
HeD3	Herndon silty clay loam, 10 to 15 percent slopes, severely eroded (Nanford)	Not Prime or Important Farmland	1.7	1.7	1.7
Lc	Local alluvial land, poorly drained	Not Prime or Important Farmland	3.5	3.6	3.7
Ld	Local alluvial land, well drained	Prime Farmland	0.02	0.02	0.02
Mf	Moderately gullied land, Georgeville and Herndon materials, 6 to 25 percent slopes	Not Prime or Important Farmland	2.8	2.8	2.8
OaB	Orange silt loam, 2 to 6 percent slopes (Pittsboro)	Farmland of Statewide Importance	1.4	1.4	1.4
OaB2	Orange silt loam, 2 to 6 percent slopes, eroded (Pittsboro)	Farmland of Statewide Importance	2.5	2.5	2.5
ObB	Orange silt loam, moderately well drained variant, 2 to 6 percent slopes (Pittsboro)	Farmland of Statewide Importance	1	1	1
ObB2	Orange silt loam, moderately well drained variant, 2 to 6 percent slopes, eroded (Pittsboro)	Farmland of Statewide Importance	2.4	2.4	2.4
ObC2	Orange silt loam, moderately well drained variant, 6 to 10 percent slopes, eroded	Farmland of Statewide Importance	1	1	1
Sb	Starr loam, 2 to 6 percent slopes, occasionally flooded	Prime Farmland	0.4	0.4	0.4
TaB	Tirzah silt loam, 2 to 6 percent slopes (Tarrus)	Prime Farmland	1.1	1.1	1.1
TaB2	Tirzah silt loam, 2 to 6 percent slopes, eroded (Tarrus)	Prime Farmland	19.3	19.3	19.3
TaC2	Tirzah silt loam, 6 to 10 percent slopes, eroded (Tarrus)	Farmland of Statewide Importance	0.1	0.1	0.1
w	Water	Not Prime or Important Farmland	0.5	0.5	0.5
Wd	Worsham sandy loam, 2 to 6 percent	Not Prime or Important Farmland	1.2	1.2	1.2
We	Worsham silt loam, 2 to 6 percent slopes	Not Prime or Important Farmland	2.1	2.1	2.1
	Total Acres	Not Prime or Important Farmland	181.08	180.08	181.98
	Total Prime and Important Farmland Acreage		153.18	153.48	149.78



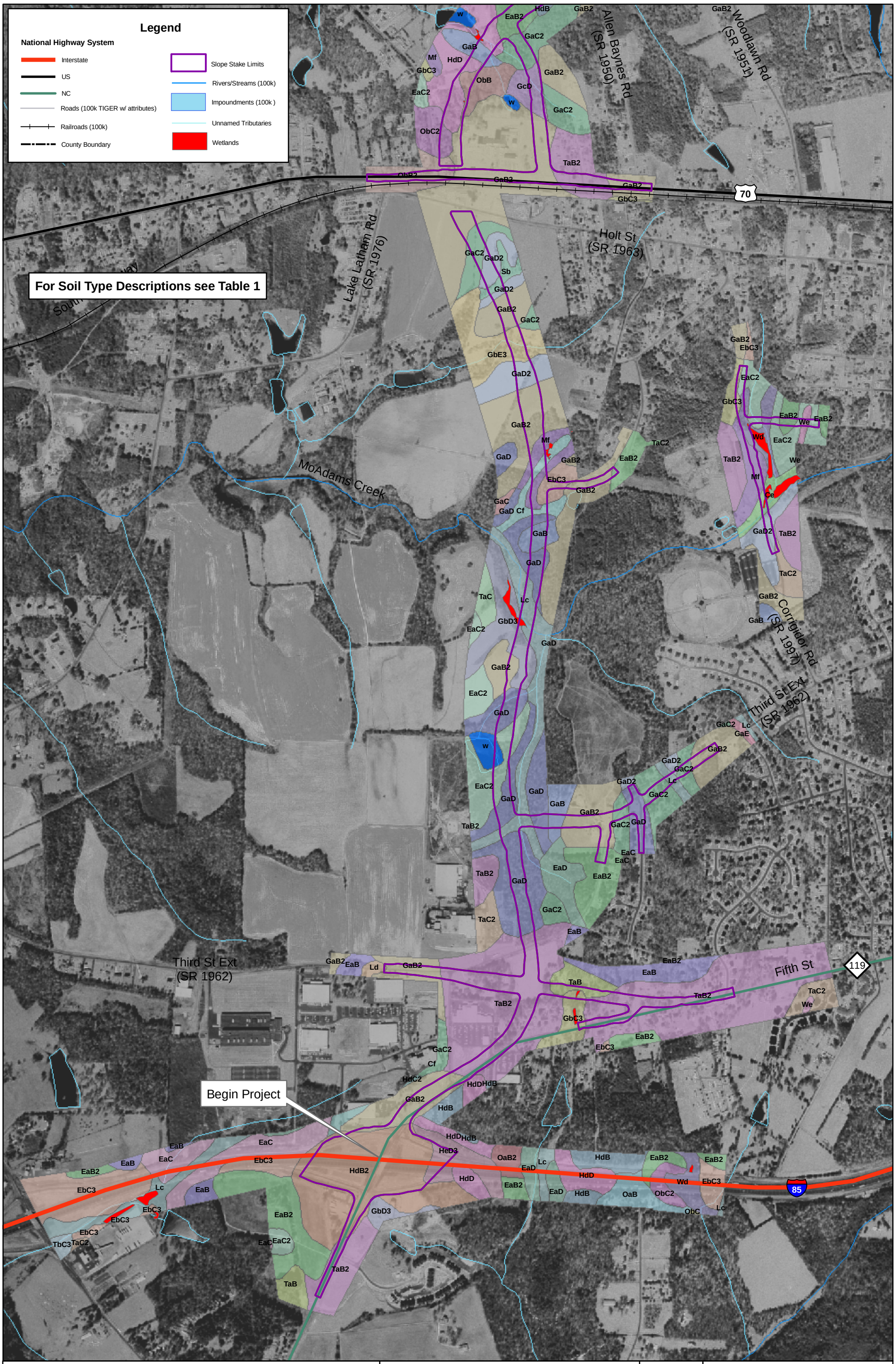
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 1,000 2,000 4,000 Feet

N

Figure 1
Project Vicinity Map



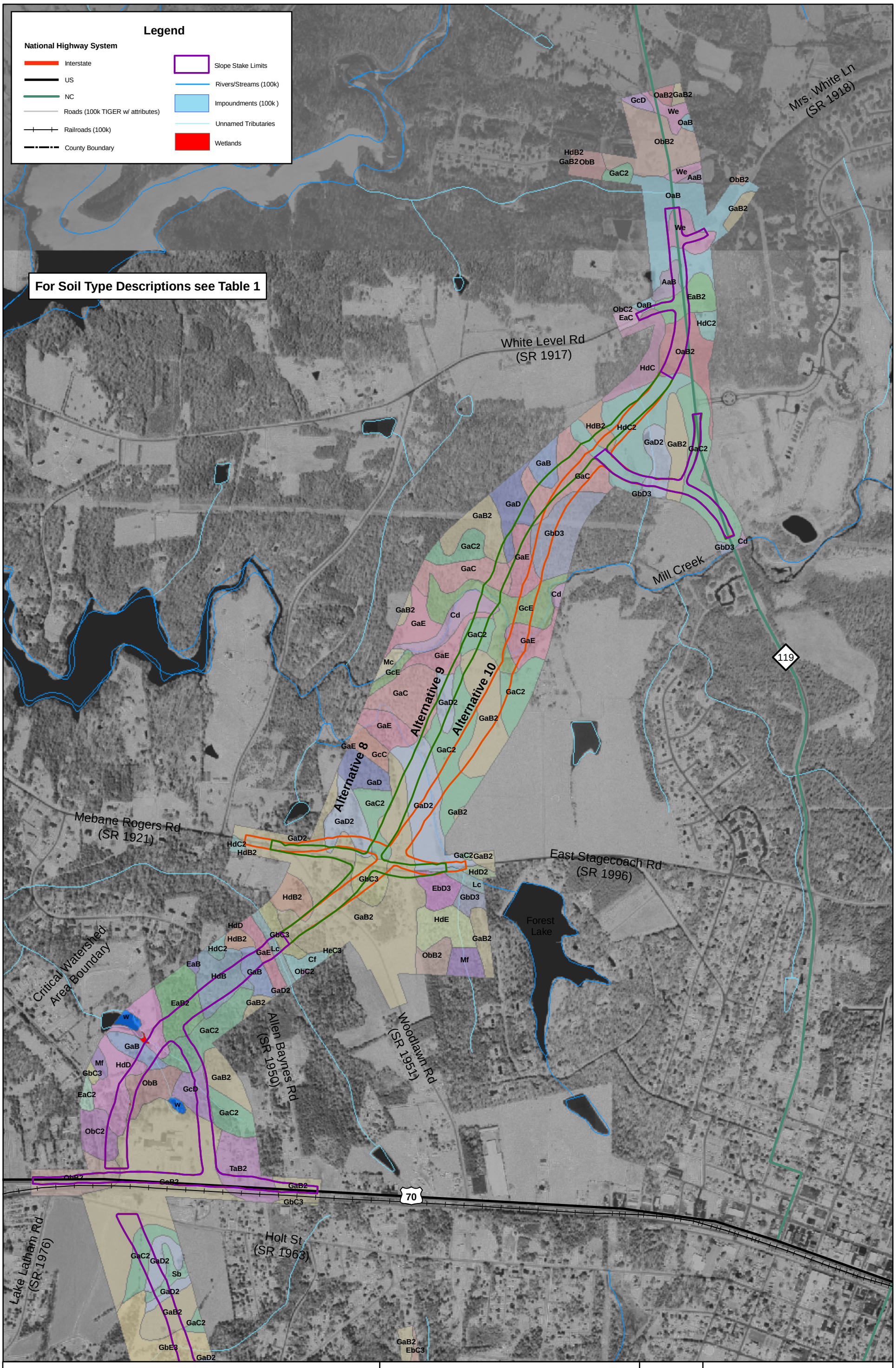
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 500 1,000 2,000 Feet

N

Figure 2
Project Soils Map
Sheet 1 of 2



North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 500 1,000 2,000 Feet

N

Figure 2
Project Soils Map
Sheet 2 of 2

APPENDIX F

HYDRAULIC RECOMMENDATIONS

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

November 29, 1995

MEMORANDUM TO: Mr. H. Franklin Vick, P.E.
Manager, Planning and Environmental Branch

FROM: For A. L. Hankins, Jr., P.E.
State Hydraulics Engineer A. M. Pal

SUBJECT: Hydraulic Aspects of the Environmental Impact of the Relocation of NC 119 from I-85 to existing NC 119 south of SR 1917, Mebane, Alamance County
State Project No. 8.1470901, TIP No. U-3109

This project involves the relocation of NC 119 from the existing interchange at I-85 to existing NC 119 south of SR 1917 in Mebane, Alamance County. The proposed NC 119 roadway will be a two-lane shoulder facility with grade separations at US 70 and the Norfolk Southern/North Carolina Railroad Company and an interchange with US 70. The project length is 6.8 km (4.2 mi.). There are three major stream crossings on this project, and it is recommended that alignment be selected to cross the streams perpendicularly to the extent practicable to minimize encroachment on the floodplain and to avoid excessively long drainage structures. The terrain throughout most of the project is rolling, with streams and natural draws located such that the project can be drained without difficulty. The attached vicinity map shows the proposed corridor and alignment as well as the location of each major stream crossing. Below is a table summarizing the stream crossings and recommendations for accommodation of the proposed roadway based on a preliminary hydraulics analysis.

Site	Stream	Recommendation
1	McAdams Creek	3 @ 3.0 m x 2.1 m (10 ft x 7 ft) RCBC
2	Tributary to Mill Creek	1.8 m x 1.8 m (6 ft x 6 ft) RCBC
3	Mill Creek	3 @ 3.7 m x 3.7 m (12 ft x 12 ft) RCBC

Both Alamance County and the Town of Mebane are participants in the National Flood Insurance Regular Program. Site 1 (McAdams Creek) and Site 3 (Mill Creek) are in designated flood hazard zones. McAdams Creek is included in a detailed flood study for the Town of Mebane, and Mill Creek is included in a detailed flood study for Alamance County. Both sites will require a floodway revision. Attached are copies of the Flood Insurance Rate Map on which are delineated the established limits of the 100-year floodplain at Sites 1 and 3; however, the floodway limits are not shown. Site 2, at the tributary to Mill Creek, is not in a flood hazard zone and is not included in a detailed flood study. Attached also is a USGS quad map on which are delineated the approximate limits of the 100-year flood floodplain at Site 2. The floodplains areas in the vicinity of the three stream crossings are rural and undeveloped. There are no known buildings with floor elevations below the 100-year flood level. The encroachment into the existing floodplains and floodways by the proposed roadway and associated drainage structures will have no significant adverse impact on existing floodplains, nor on the associated flood hazards. Recommendations of this report are preliminary and could be subject to change based on a more detailed analysis during the final design phase of the project.

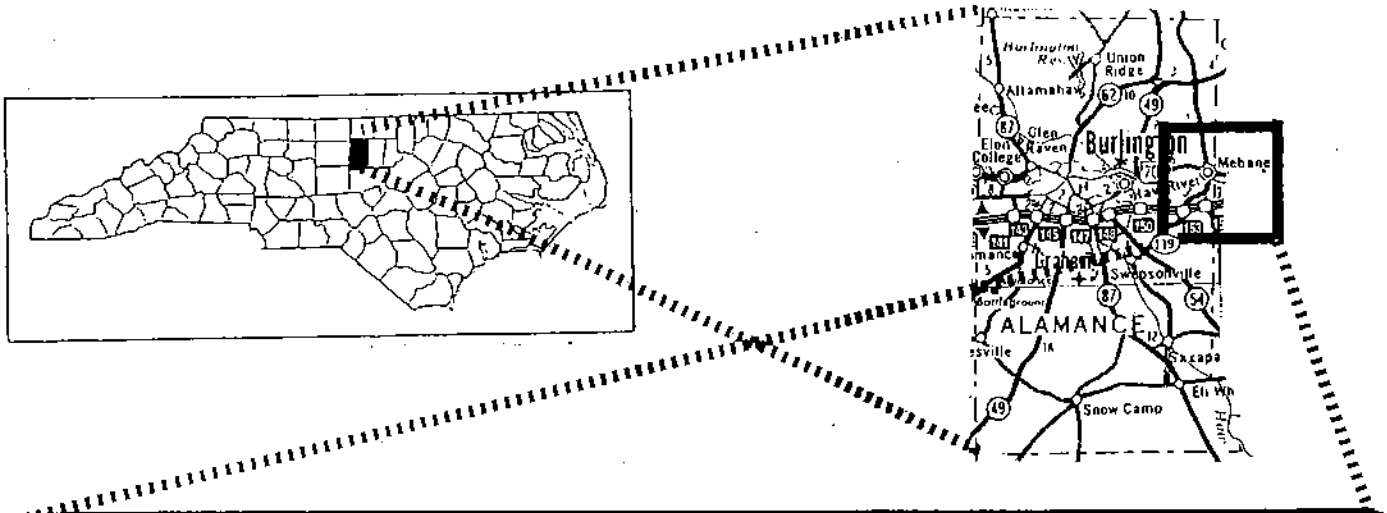
No major channel modification or realignment is anticipated to be necessary for accommodation of the proposed roadway and drainage structures. Sites 1 and 2 are above headwaters, and site 3 is below headwaters. Since the proposed roadway is entirely on new location, crossing several major floodplain areas and wetlands, it is anticipated that an individual environmental permit may be required for this project. Hydraulics Design Unit, in conjunction with the Planning and Environmental Branch, will coordinate with the Army Corps of Engineers and the North Carolina Wildlife Resources Commission in final hydraulics design regarding permit requirements and to ensure that environmental concerns are appropriately addressed.

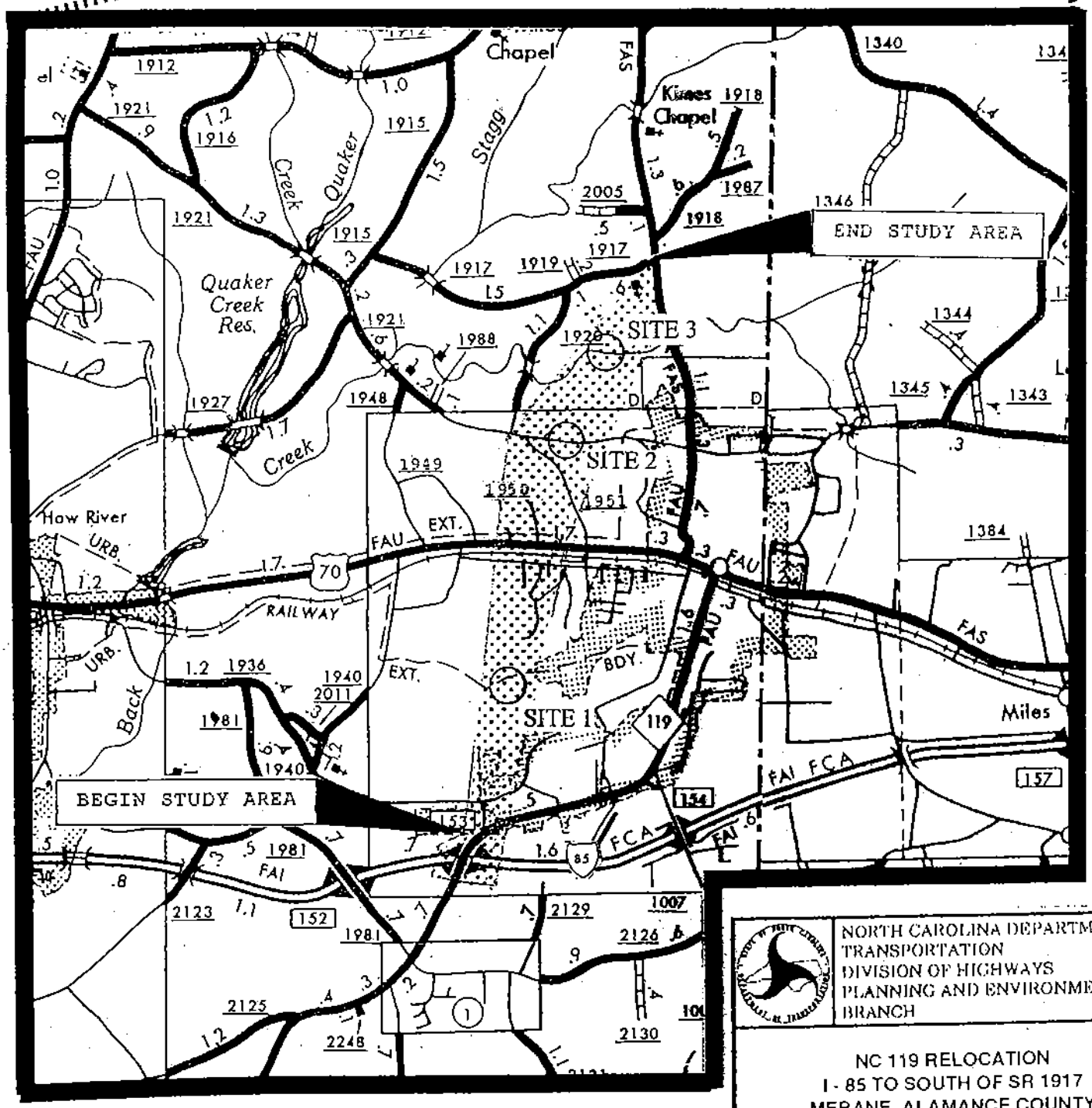
North of US 70 the project crosses a high quality water zone, and the stream crossings at sites 1 and 2 are located within approximately 0.8 km (0.5 mi.) upstream of the water supply critical intake area; therefore, hazardous spill retention measures will likely be required. Erosion and sedimentation will be controlled through the specification, installation and maintenance of erosion and sedimentation control measures appropriate for high quality waters in this portion of the project. The remainder of the project south of US 70 is not in a water supply watershed, nor in a high quality water zone, and standard erosion and sedimentation control measures are acceptable in this area. Existing drainage patterns will be maintained to the extent practicable. Groundwater resources should be evaluated in final design to ensure that measures are taken to prevent groundwater contamination.

ALHjr/AMR/sat

attachments

cc: Mr. D. R. Morton, P.E.



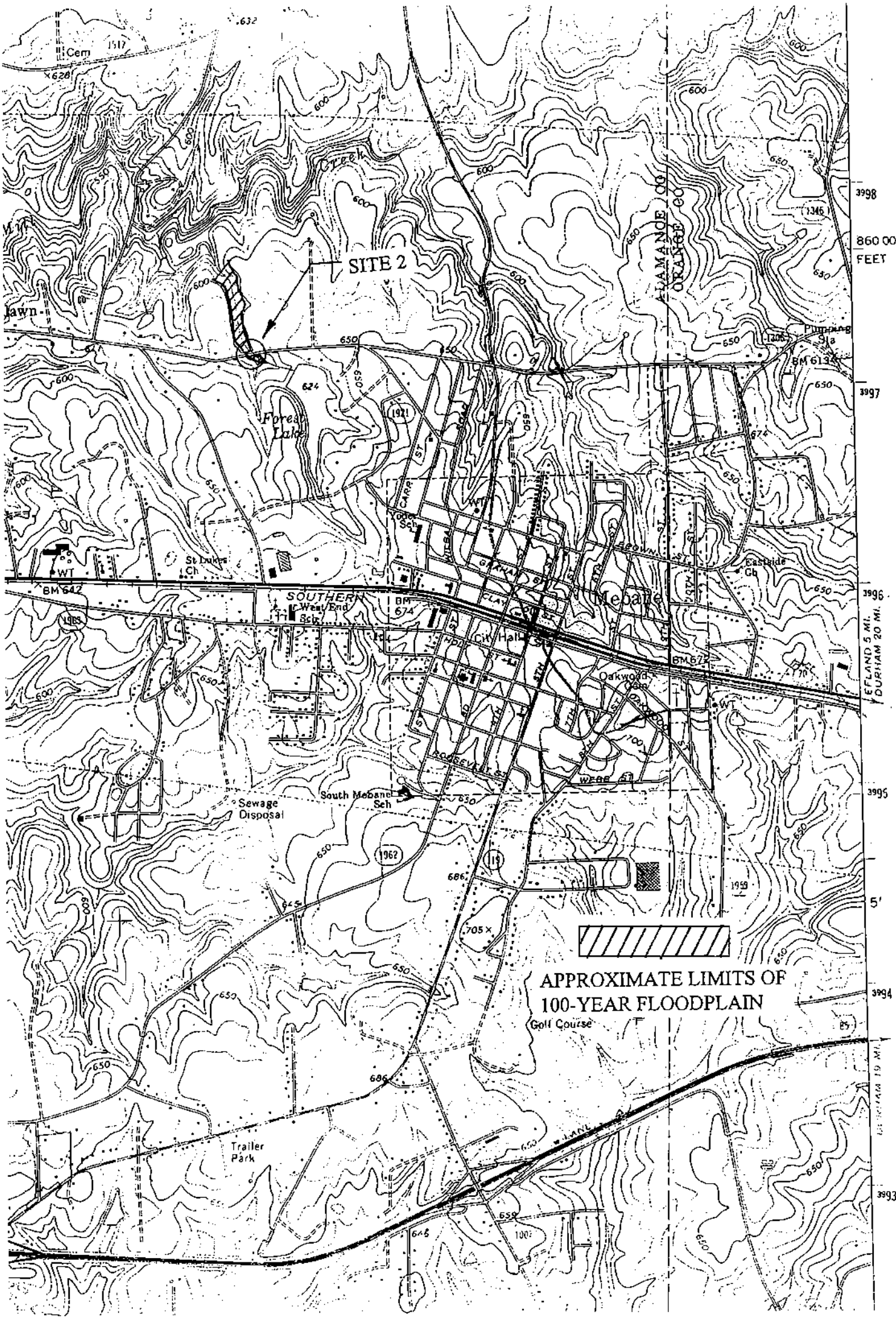


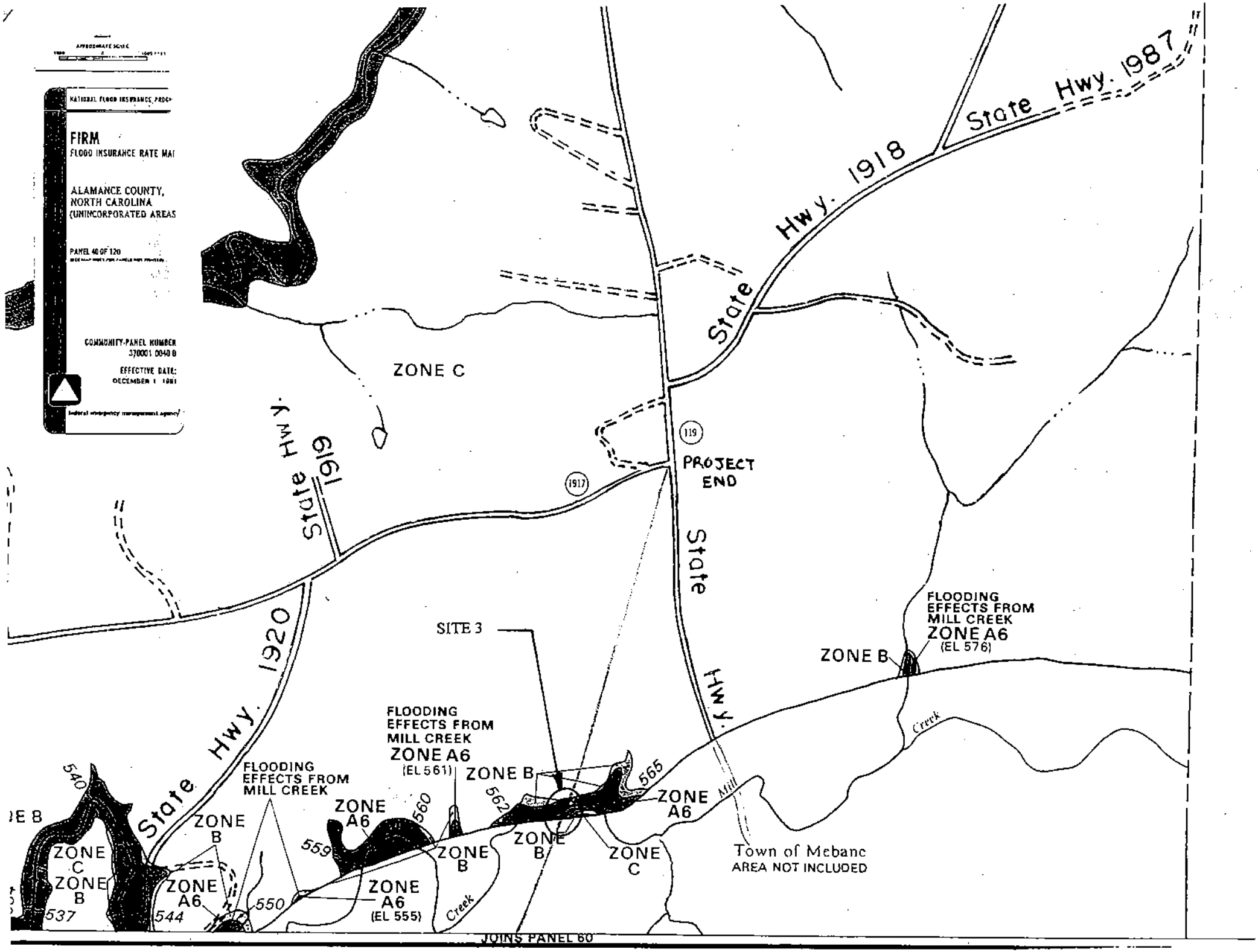
Environmental Study Area

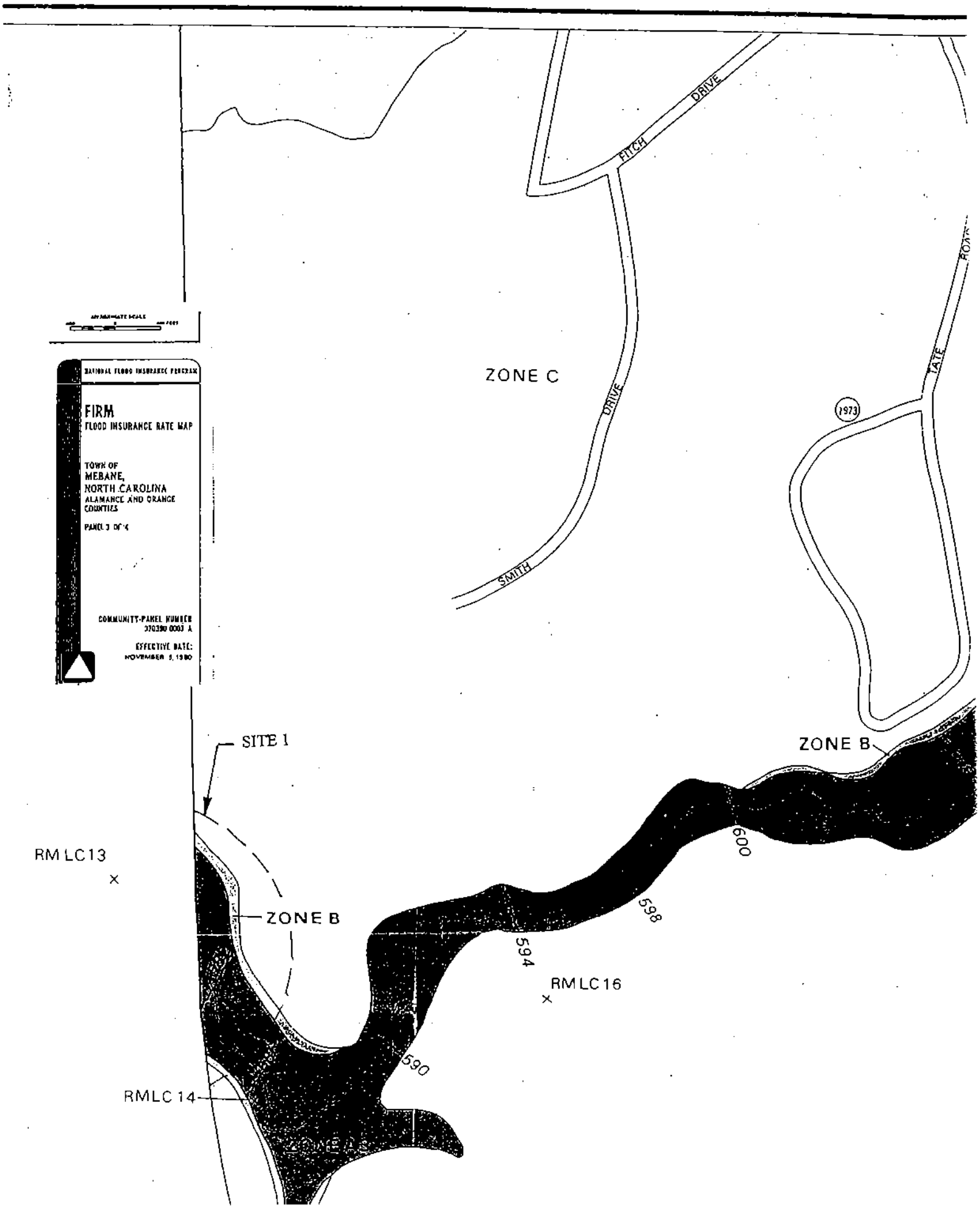
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL BRANCH

NC 119 RELOCATION
I - 85 TO SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
T. I. P. PROJECT NO. U - 3109

Approx. Scale: 1" = 1 mile


SITE 2
Forest Lake
Mebane
SOUTHERN
West End Sch
City Hall
Oakwood Cem
South Mebane Sch
Sewage Disposal
Trailer Park
St Luke's Ch
Eastside Ch
Yoder Sch
Pumping Sta
ALAMANCE CO
ORANGE CO
860 000 FEET
APPROXIMATE LIMITS OF
100-YEAR FLOODPLAIN
Golf Course


NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
ALAMANCE COUNTY,
NORTH CAROLINA
(UNINCORPORATED AREAS)
PANEL 40 OF 120
COMMUNITY-PANEL NUMBER
370001 0040 B
EFFECTIVE DATE:
DECEMBER 1, 1981
Federal Emergency Management Agency
State Hwy. 1987
State Hwy. 1918
State Hwy. 1919
State Hwy. 1920
State Hwy.
ZONE C
119
1917
PROJECT END
SITE 3
FLOODING EFFECTS FROM MILL CREEK
ZONE A6
(EL 576)
ZONE B
FLOODING EFFECTS FROM MILL CREEK
ZONE A6
(EL 561)
ZONE B
565
562
560
559
540
537
544
550
ZONE A6
ZONE B
ZONE C
ZONE A6
(EL 555)
Mill Creek
Town of Mebane
AREA NOT INCLUDED
JOINS PANEL 60


NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
TOWN OF
MEBANE,
NORTH CAROLINA
ALAMANCE AND ORANGE
COUNTIES
COMMUNITY-PANEL NUMBER
370390 0003 A
EFFECTIVE DATE:
NOVEMBER 5, 1980
ZONE C
FITCH
DRIVE
DRIVE
SMITH
TATE
ROAD
1973
SITE 1
ZONE B
ZONE B
RM LC13
RM LC16
RMLC 14
600
598
594
590

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 24, 2003

MEMORANDUM TO: Mr. Gregory J. Thorpe, Ph.D.,
Environmental Management Director, PDEA
ATTN: Karen Boshoff Taylor, P.E.

FROM: For D. R. Henderson, P.E.
State Hydraulics Engineer

SUBJECT: Hydraulic Aspects of the Environmental Impact for the Proposed Relocation (Alternates 8, 9 and 10) of NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County, State Project No. 8.1470901, TIP No. U-3109

This project proposes to relocate NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County. The proposed roadway section being investigated consists of a four-lane median divided facility with grass shoulders. The Hydraulics Unit staff conducted an investigation and preliminary study for the subject project in November of 1995, and the information contained within that report is still valid. Since that time, alternates 8, 9 and10 have been selected for further studies. These alternates are located between just south of Mebane Roger's Road (SR 1921) and just south of the northern terminus. The hydraulic recommendations for alternates 8, 9 and10 are summarized as follows:

Hydraulic Structure Recommendations:
Three major stream crossing are associated with proposed project. Site 1 (McAdams Creek) is located between I-40/I-85 and US 70 and is common to all alternates. Site 2 (tributary to Mill Creek) is located approximately 1,600 feet north of Mebane Roger's Road (SR 1921) and is part of the restudy for alternates 8, 9 and 10. Site 2 alternates cross Tributary to Mill Creek within close proximity to one another and the stream flows from east to west. Therefore it is anticipated that the environmental impacts will likely increase from alternate 10 (least impacts) shifting west to alternate 9 (medium impacts) and then to alternate 8 (most impacts). The anticipated increase of impacts for site 2 is basis on floodplain widths and fill heights. Site 3 (Mill Creek) is located approximately 3,000 feet north of Mebane Roger's Road (SR 1921) and is also part of the restudy for alternates 8, 9 and 10. Site 3-alternate 8 is the least desirable alignment as it crosses Mill Creek linearly for approximately 1,000 feet and would result in the most environmental impacts. Site 3-alternate 9 is the preferred alignment as it crosses Mill Creek near

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
HYDRAULICS UNIT
1590 MAIL SERVICE CENTER
RALEIGH NC 27699-1590

TELEPHONE: 919-250-4100
FAX: 919-250-4108

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC

perpendicular and will likely have the least amount floodplain impacts. Site 3-alternate 10 is the second best alignment as it crosses Moll Creek near perpendicular; however, it appears to have more floodplain impacts than alternate 9. It is recommended that alternate 9 be selected as the preferred alternate with the structure sizes listed below.

Site	Stream	Alternate	Recommendation
1	McAdams Creek	Common To All	3 @ 3.0m x 2.1m (10' x 7') RCBC
2	Tributary to Mill Cr.	8, 9 (preferred) & 10	1.8m x 1.8m (6' x 6') RCBC
3	Mill Creek	8, 9 (preferred) & 10	3 @ 3.7m x 3.7m (12' x 12') RCBC

Recommendations of this report are preliminary and could be subject to change based on a more detailed analysis during the final design phase of the project.

Floodplain Management:
Both Alamance County and the Town of Mebane are participants in the National Flood Insurance Regular Program. Site 1 (McAdams Creek) and Site 3 (Mill Creek) are in designated flood hazard zones where detailed flood studies have been performed. It is anticipated that a floodway modification will be required at sites 1 and 3. Site 2 (tributary to Mill Creek) is not located within a flood hazard zone. Attached are copies of the Flood Insurance Rate Map on which are delineated the established limits of the 100-year floodplain at site 1 and 3; however, the floodway limits are not shown. Attached also is a USGS quad map on which are delineated the approximate limits of the 100-year flood floodplain at site 2. The floodplain area in the vicinity of the stream crossings is rural and undeveloped. The terrain throughout most of the project is rolling, with streams and natural draws located such that the project can be drained without difficulty. Existing drainage patterns will be maintained to the extent practicable.

Environmental Considerations:
Watershed:
The project is located within the Cape Fear River Basin. The northern portion of the project (north of US 70) is located within water supply watershed protected area and within one-half mile of the water supply watershed critical area. The northern portion of the project is also designated as high quality waters. Groundwater resources should be evaluated in the final design to ensure that measures are taken to prevent groundwater contamination.

Regulations:
401/404 certification will be required. Floodway modification approval for McAdams and Mill Creeks will be required from the Federal Emergency Management Agency.

Design Constraints:
Hazardous spill retention measures will be required for the portion of the project north of US 70. Also, erosion and sedimentation will be controlled through the specification, installation and maintenance of erosion and sedimentation control measures appropriate for high quality waters in this portion of the project. South of US 70, the project is not in a water supply watershed, nor a high quality water zone, and standard erosion and

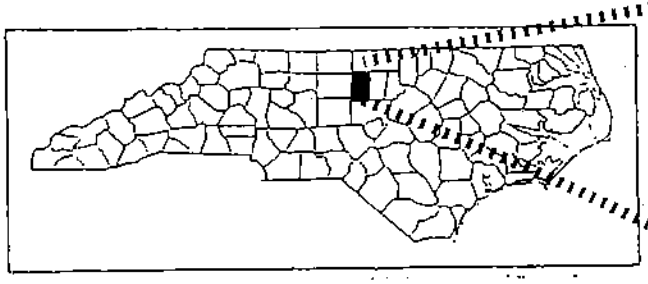
sedimentation control measures are acceptable.

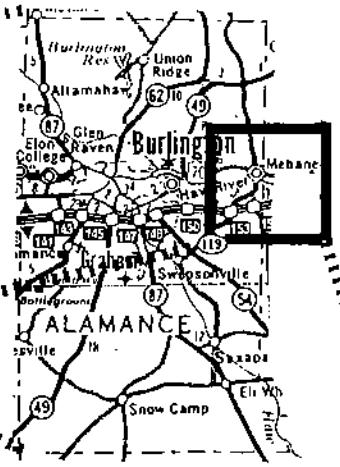
Permit Required:
Sites 1 and 2 are located above headwaters, and site 3 is below headwaters. Since the proposed project is on new location, crossing several major floodplain areas and wetlands, it is anticipated that construction of the project may be authorized under a United States Army Corps of Engineers (USACOE) individual environmental permit. The Hydraulics Unit will assist the Project Development and Environmental Analysis Branch, in coordinating with the USACOE and other governmental regulatory agencies to ensure that all environmental concerns are appropriately addressed.

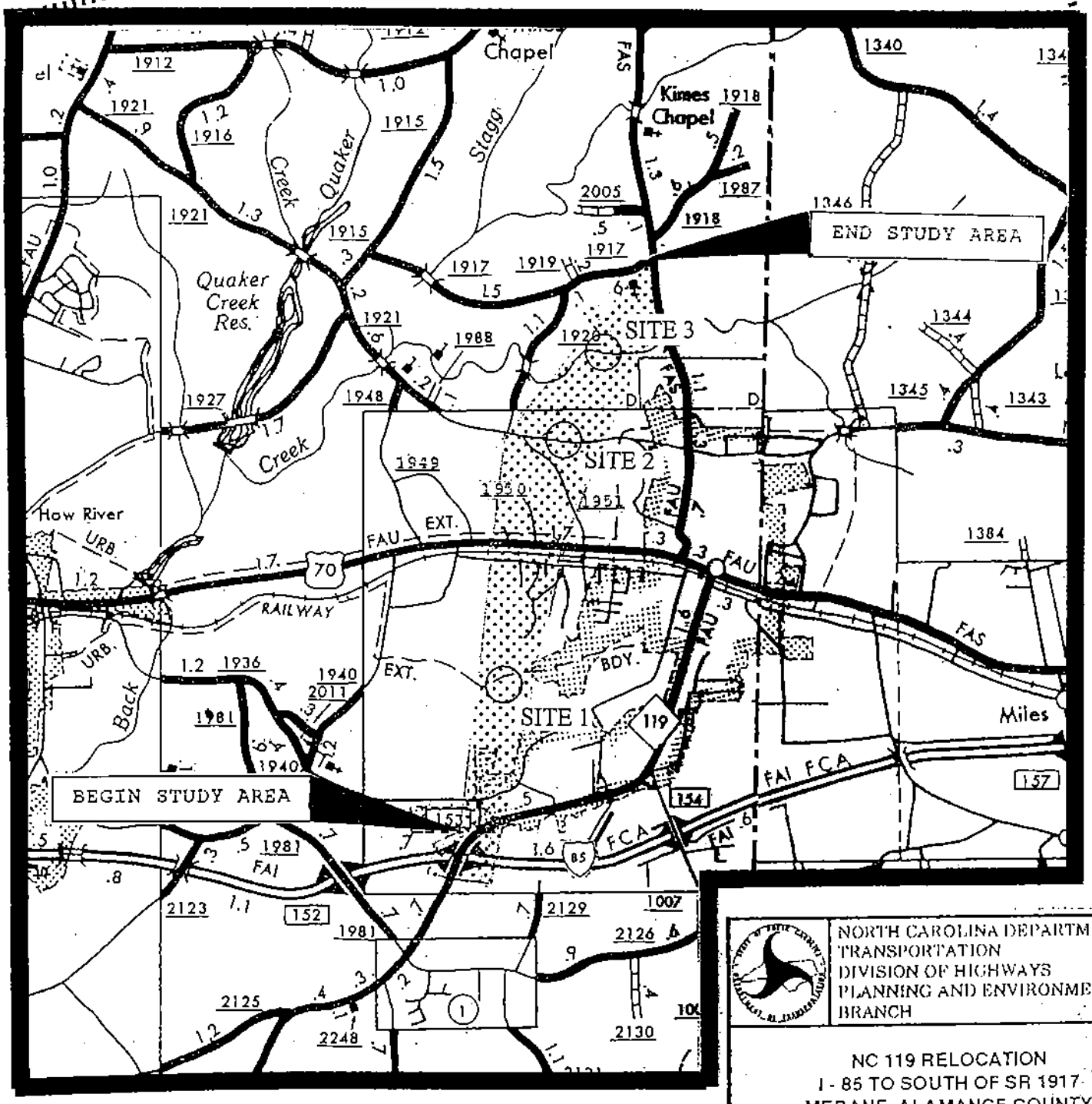
DRH/MSL/djn

Attachments

cc: Ms Deborah Barbour, P.E., Highway Design Branch
Mr. Jay Bennett, P.E., Roadway Design Unit
Ms Beth Harmon, Project Development and Environmental Analysis Branch





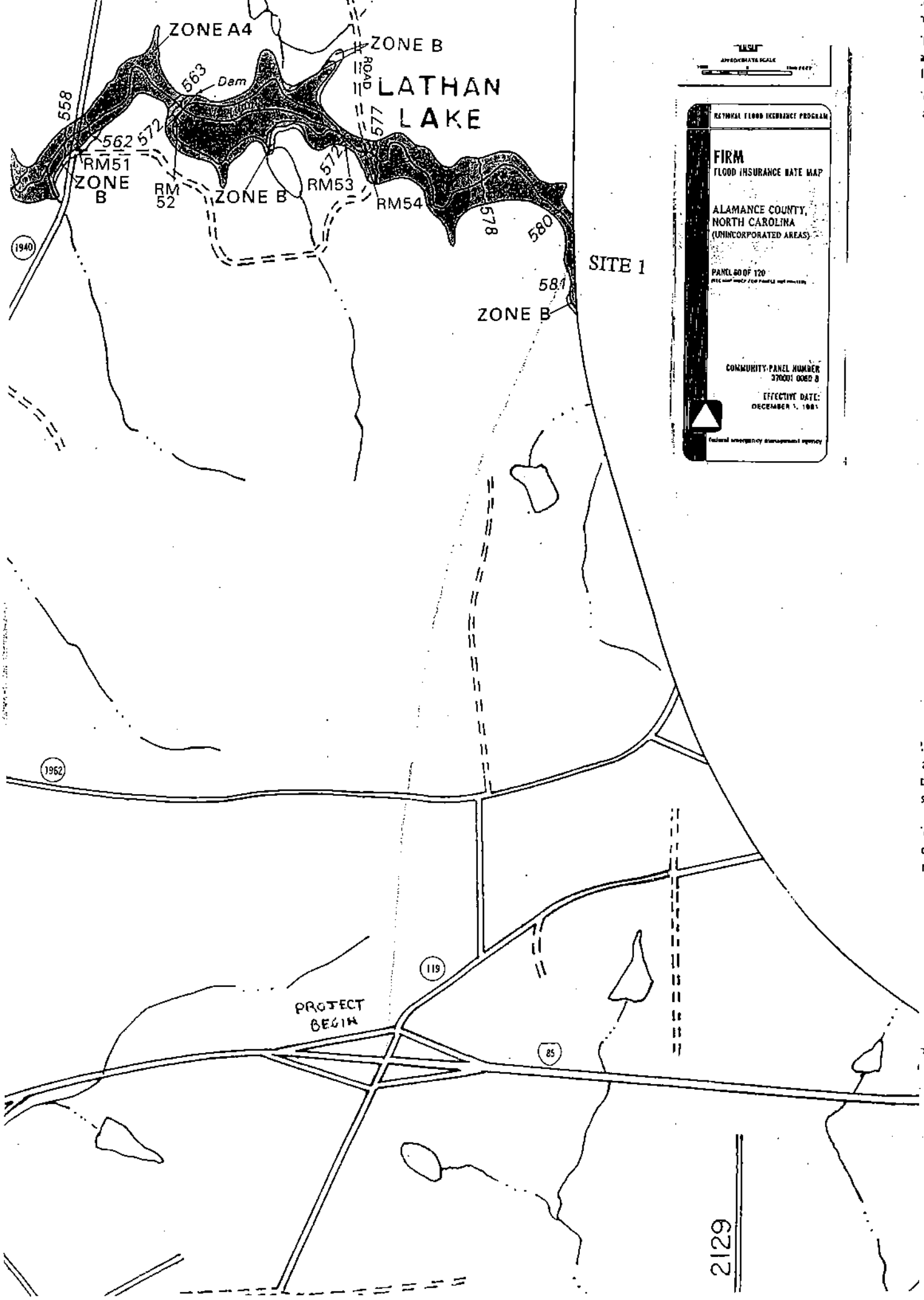


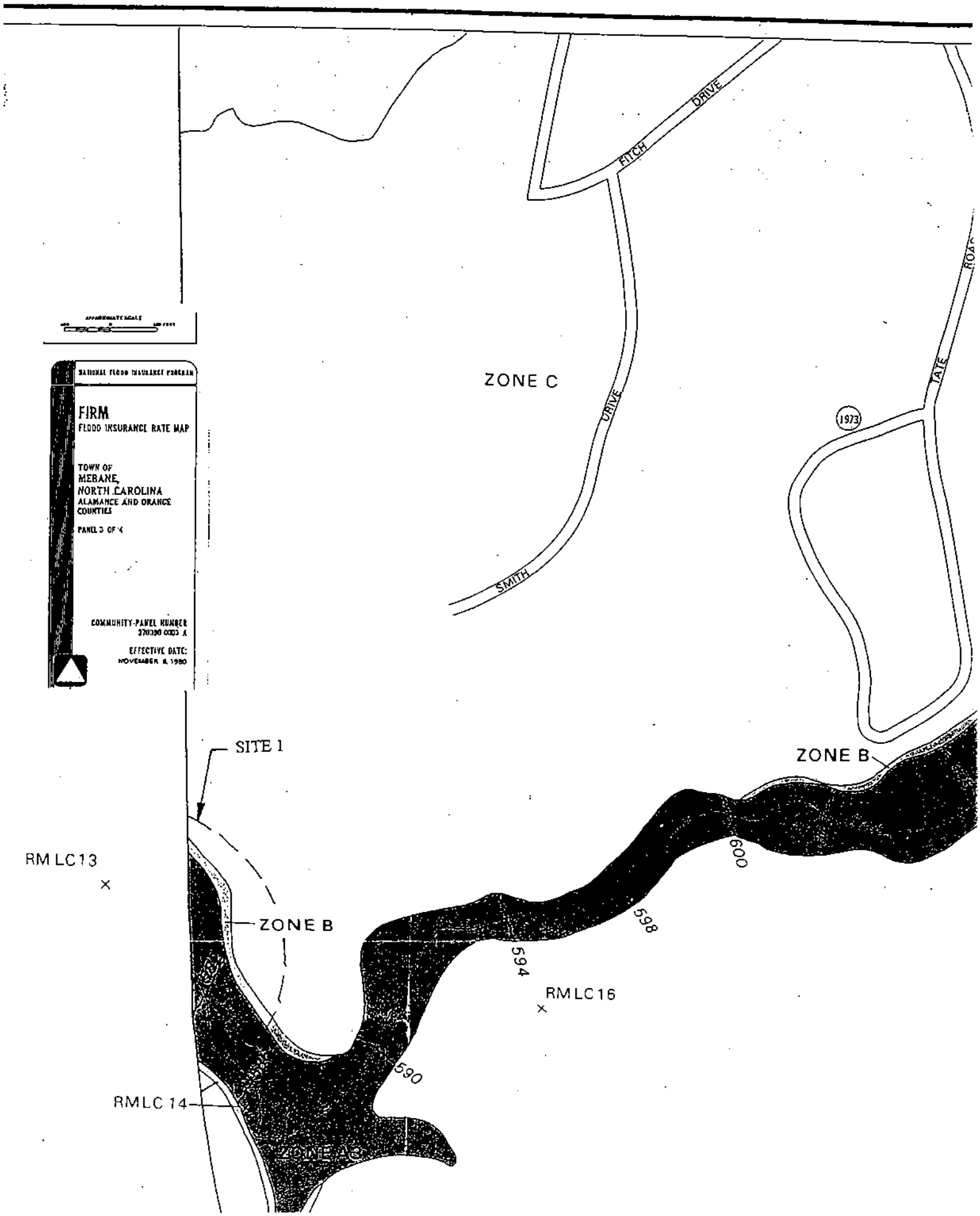
Environmental Study Area

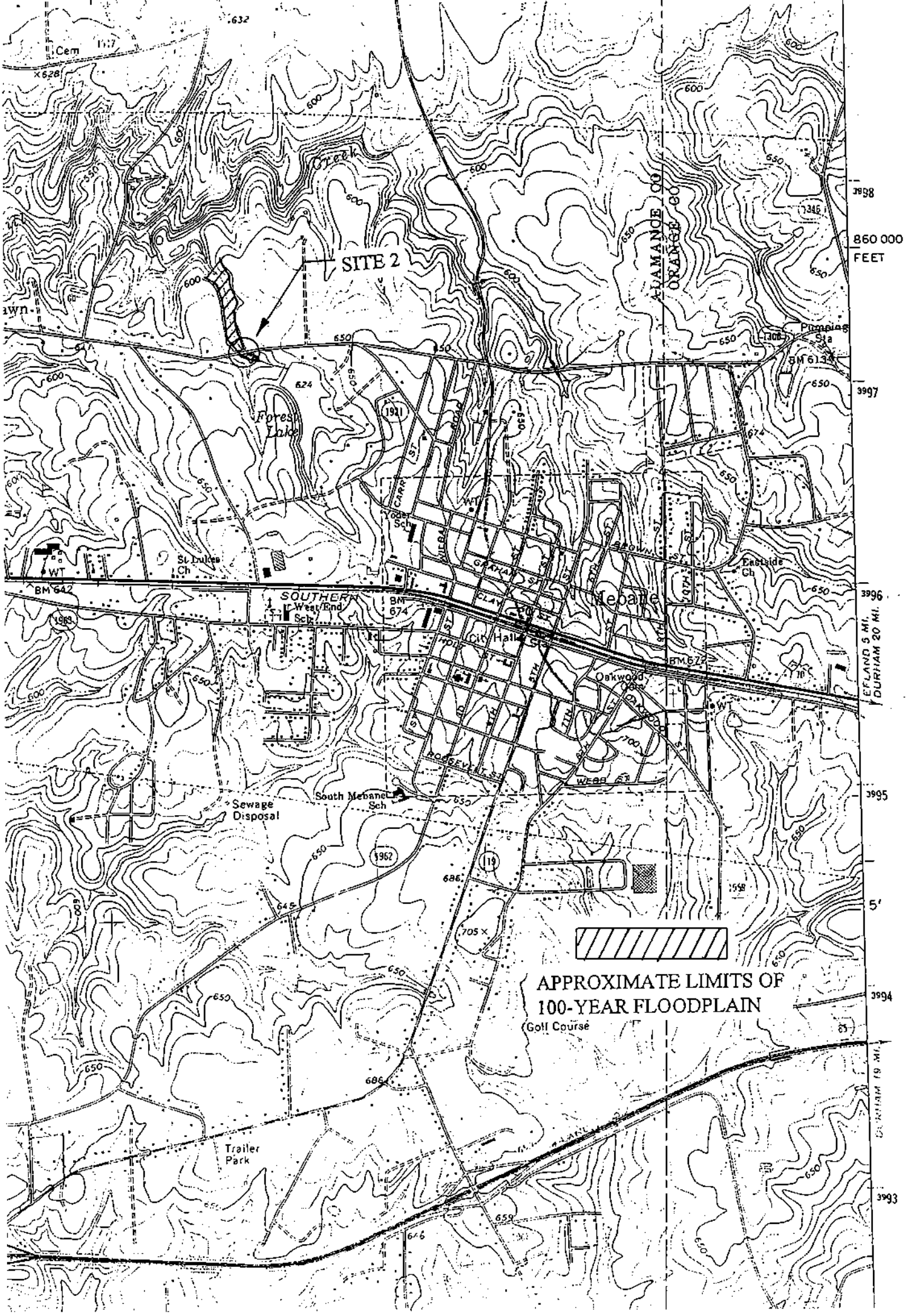
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL BRANCH

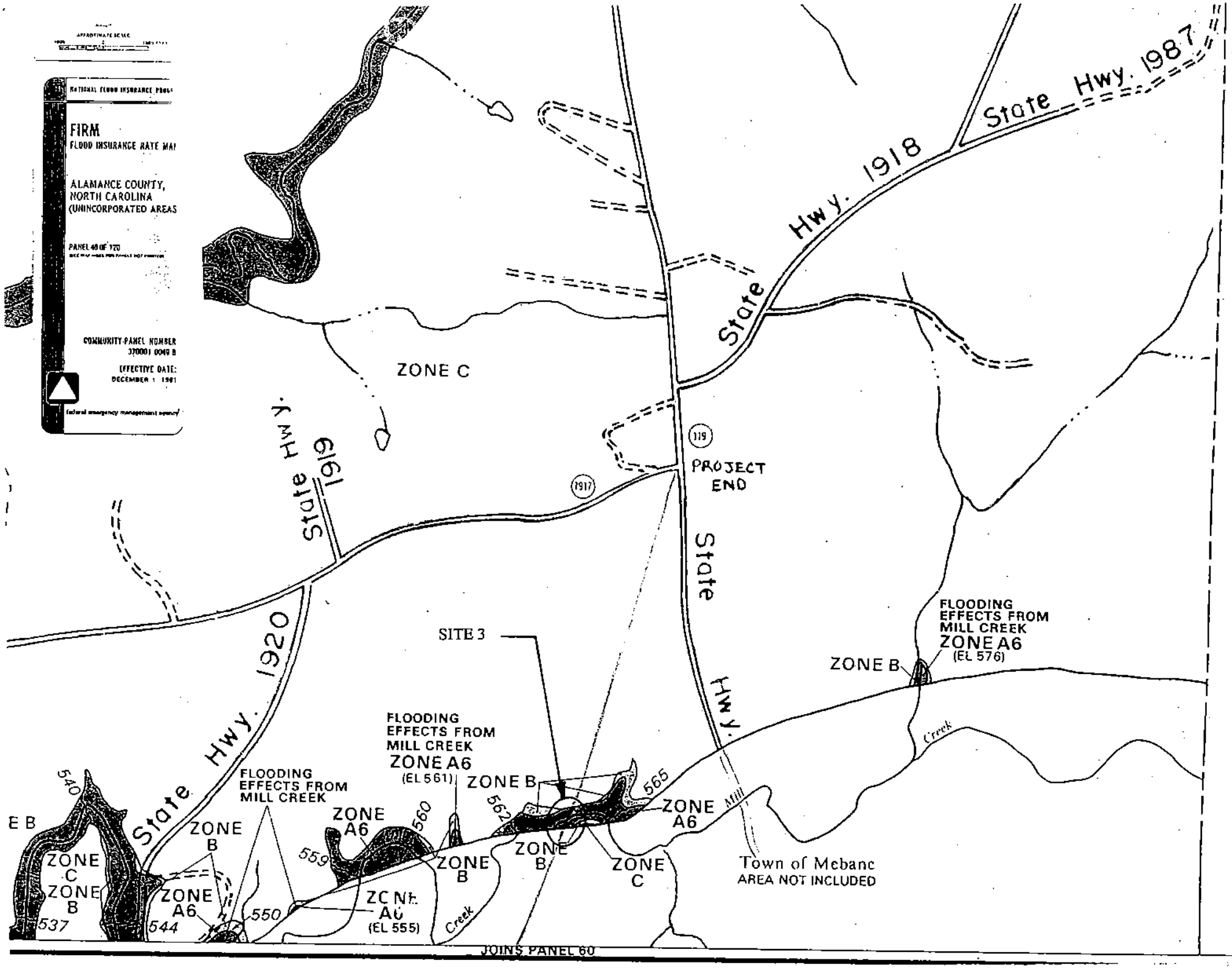
NC 119 RELOCATION
I - 85 TO SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
T. I. P. PROJECT NO. U - 3109

Approx. Scale: 1" = 1 mile


ZONE A4
ZONE B
ROAD
LATHAN
LAKE
Dam
558
563
562
572
577
571
RM51
ZONE
B
RM
52
ZONE B
RM53
RM54
578
580
581
ZONE B
SITE 1
1940
1962
119
85
PROJECT
BEGIN
2129
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
ALAMANCE COUNTY,
NORTH CAROLINA
(UNINCORPORATED AREAS)
PANEL 60 OF 120
COMMUNITY-PANEL NUMBER
370001 0060 B
EFFECTIVE DATE:
DECEMBER 1, 1981
Federal emergency management agency


NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
TOWN OF
MEBANE,
NORTH CAROLINA
ALAMANCE AND ORANGE
COUNTIES
PANEL 3 OF 4
COMMUNITY-PANEL NUMBER
370390 0003 A
EFFECTIVE DATE:
NOVEMBER 6, 1980
ZONE C
FITCH
DRIVE
SMITH
DRIVE
TATE
ROAD
1973
SITE 1
ZONE B
ZONE B
RM LC13
RM LC16
RM LC 14
600
598
594
590
ZONE A8


SITE 2
ALAMANCE CO
ORANGE CO
860 000 FEET
Pumping Sta
BM 613
Forest Lake
Yoder Sch
St Luke's Ch
BM 642
SOUTHERN
West End Sch
BM 674
City Hall
Mebane
Eastside Ch
BM 672
Oakwood Cem
Sewage Disposal
South Mebane Sch
APPROXIMATE LIMITS OF
100-YEAR FLOODPLAIN
Golf Course
Trailer Park
EFLAND 5 MI.
DURHAM 20 MI.
DURHAM 19 MI.


NATIONAL FLOOD INSURANCE PROG
FIRM
FLOOD INSURANCE RATE MAP
ALAMANCE COUNTY,
NORTH CAROLINA
(UNINCORPORATED AREAS
PANEL 40 OF 120
COMMUNITY-PANEL NUMBER
370001 0040 B
EFFECTIVE DATE:
DECEMBER 1 1981
ZONE C
State Hwy. 1919
State Hwy. 1920
State Hwy. 1918
State Hwy. 1987
State Hwy.
119
1917
PROJECT END
SITE 3
FLOODING EFFECTS FROM MILL CREEK
ZONE A6
(EL 576)
ZONE B
FLOODING EFFECTS FROM MILL CREEK
ZONE A6
(EL 561)
ZONE B
FLOODING EFFECTS FROM MILL CREEK
ZONE B
ZONE A6
ZONE A6
(EL 555)
ZONE B
ZONE C
ZONE B
ZONE A6
ZONE A6
ZONE B
ZONE C
ZONE B
ZONE C
Town of Mebane
AREA NOT INCLUDED
Mill Creek
Creek
540
537
544
550
559
560
562
565
JOINS PANEL 60

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 17, 2003

MEMORANDUM TO: Mr. Gregory J. Thorpe, Ph.D.,
Environmental Management Director, PDEA
ATTN: Karen Boshoff Taylor, P.E.

FROM: D. R. Henderson, P.E.
State Hydraulics Engineer

SUBJECT: Additional information regarding bridges at major stream crossings for the Proposed Relocation (Alternates 8, 9 and 10) of NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County, State Project No. 8.1470901, TIP No. U-3109

This project proposes to relocate NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County. The proposed roadway section being investigated consists of a four-lane median divided facility with grass shoulders. Hydraulics Unit staff reevaluated this project in March 2002 for the added alternates 8, 9 and10 and it was determined that the original hydraulic structure recommendations are hydraulically adequate. However, at the request of Project Development and Environmental Analysis Branch, preliminary bridge replacement structures will be determined. The new bridge lengths for the three alternates are summarized as follows:

Bridge Structure Recommendations:

Site No.	Alternate	Stream Name	Original Recommended Structure	Minimum Bridge Length From a Hydraulic Point of View
1	8, 9, & 10	McAdams Creek	3 @ 10'x 7' RCBC	70' bridge with spill-through slopes
2	8	Tributary to Mill Creek	1 @ 6'x 6' RCBC	90' bridge with spill-through Slopes
2	9	Tributary to Mill Creek	1 @ 6'x 6' RCBC	100' bridge with spill-through slope
2	10	Tributary to Mill Creek	1 @ 6'x 6' RCBC	100' bridge with spill-through slope
3	8	Mills Creek	3 @ 12,x 12' RCBC	160' bridge with spill through slope

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
HYDRAULICS UNIT
1590 MAIL SERVICE CENTER
RALEIGH NC 27699-1590

TELEPHONE: 919-250-4100
FAX: 919-250-4108

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC

3	9	Mills Creek	3 @ 12,x 12' RCBC	80' bridge with spill-through slopes
3	10	Mills Creek	3 @ 12,x 12' RCBC	80' bridge with spill-through slopes

Note: Bridge lengths are estimated assuming 10' roadway fill above floodplain.
Proposed roadway grades and on the ground alignments will be required for a more accurate estimate.
RCBC indicates Reinforced Concrete Box Culvert.

It is recommended that alternate 9 be selected as the preferred alternate.
Recommendations of this report are preliminary and could be subject to change based on a more detailed analysis during the final design phase of the project.

DRH/MSL/djn

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 17, 2005

MEMORANDUM TO: Mr. Gregory J. Thorpe, Ph.D.,
Environmental Management Director, PDEA
ATTN: Karen B. Taylor, P.E.

FROM: for D. R. Henderson, P.E.
State Hydraulics Engineer

SUBJECT: **TIP No. U-3109** - Additional information regarding the hydraulics aspects associated with extension of Corrigidor Road (SR 1997) and Roosevelt Street (SR 1970) as part of the Proposed Relocation of NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County, WBS No. 34900.1.1

In response to your request dated December 17, 2004 for additional information regarding the hydraulics aspects of the proposed inclusion of the subject road extensions, the Hydraulics Unit staff has completed a preliminary study and field review, resulting in the following comments and recommendations.

Hydraulic Structure Recommendations:
The proposed extension of Roosevelt Street (SR 1970) to Tate Avenue (SR 1973) will cross an unnamed tributary of McAdams Creek. Based on a preliminary hydraulic analysis, this stream crossing will require a single-barrel 6 ft. by 5 ft. reinforced concrete box culvert (RCBC).

For the proposed extension of Corrigidor Road (SR 1997), there were two alternatives originally presented in the December 17, 2005 memorandum. Both begin approximately 750 ft. north of Third Street (SR 1962), and end at the proposed Roosevelt Street (SR 1970) extension, one approximately 250 ft. east of Tate Avenue (SR 1973), and the other approximately 260 ft. further to the east. Since that time, information has been provided indicating that the more westerly of the two alternatives is the one that is currently considered most feasible based on recent information from meetings and correspondence with local authorities. Hydraulics Unit concurs with this alternative due to the potential of the more easterly alternate for lateral encroachment into the unnamed tributary to McAdams Creek, which could require considerable stream relocation work.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
HYDRAULICS UNIT
1590 MAIL SERVICE CENTER
RALEIGH NC 27699-1590

TELEPHONE: 919-250-4100
FAX: 919-250-4108

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC

This alternate crosses the unnamed tributary just downstream from the Roosevelt Street stream crossing mentioned above. Consequently, an identically sized structure (1 @ 6 ft. x 5 ft. RCBC) would also be recommended for this crossing, and depending upon the final design alignment, it may be possible to build a single culvert structure that could carry both Roosevelt Street and Corrigidor Road.

The proposed Corrigidor Road extension will also cross McAdams Creek approximately 0.4 miles north of Third Street. The recommended structure at this stream crossing is a 2 @ 10 ft. x 6 ft. RCBC. If a bridge is considered, it would need to be approximately 60 feet in length, with a minimum gradient of 0.3% to facilitate deck drainage, and a vertical clearance of approximately 7 ft. above the stream bed.

Floodplain Management

The proposed crossings of the unnamed tributary to McAdams Creek mentioned above are not in a designated flood zone. A copy of the USGS Quad map is attached, on which the approximate limits of the 100-year floodplain are delineated in the project vicinity. McAdams Creek, as has been noted in previous correspondence, is included in a detailed flood study for Alamance County, having a regulated floodplain and floodway with associated established water surface elevations. As such, the proposed Corrigidor Road extension will require a floodway revision at the McAdams Creek crossing. The Hydraulics Unit will coordinate with the Federal Emergency Management Agency (FEMA) and local authorities in the final design phase regarding the floodway revision in order to ensure compliance with applicable floodplain ordinances. Attached is a copy of the Flood Insurance Rate Map on which are depicted the established limits of the 100-year floodplain and floodway in the vicinity of the proposed stream crossing.

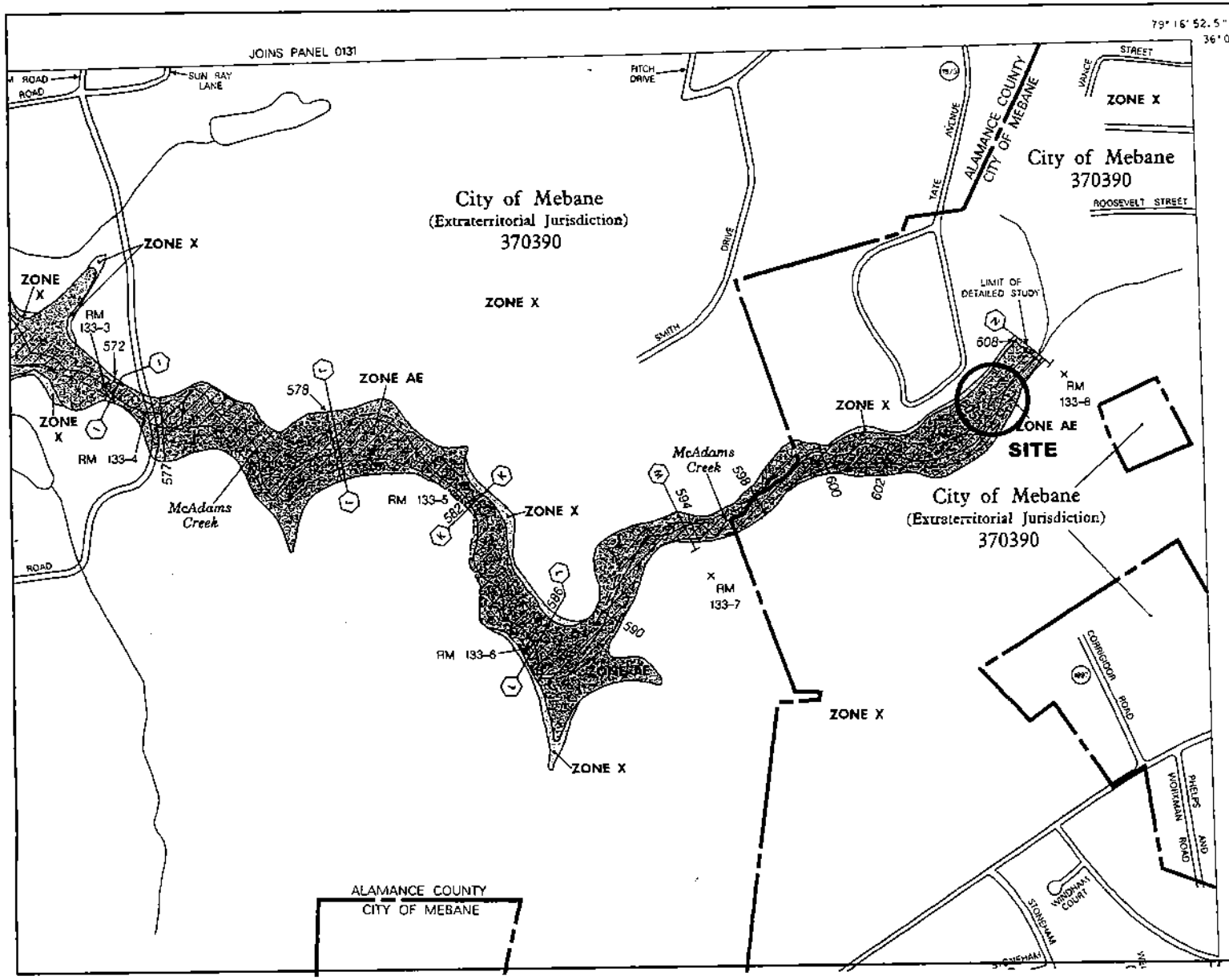
Environmental Considerations:

The general environmental considerations specified in our earlier comments for this project remain applicable, and there are no additional specific concerns which need to be addressed in association with the proposed additional scope of work. Recommendations of this report are preliminary and could be subject to change based on a more detailed analysis during the final design phase of the project.

DRH/MSL/jms

Attachments

cc: Mr. Art McMillan, P.E., Highway Design Branch
Mr. Jay Bennett, P.E., Roadway Design Unit
Ms Beth Harmon, Project Development and Environmental Analysis Branch



APPROXIMATE SCALE

500 0 500 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

ALAMANCE COUNTY,
NORTH CAROLINA
AND INCORPORATED AREAS

PANEL 133 OF 330

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALAMANCE COUNTY	370001	0133	E
MEBANE, CITY OF	370390	0133	E

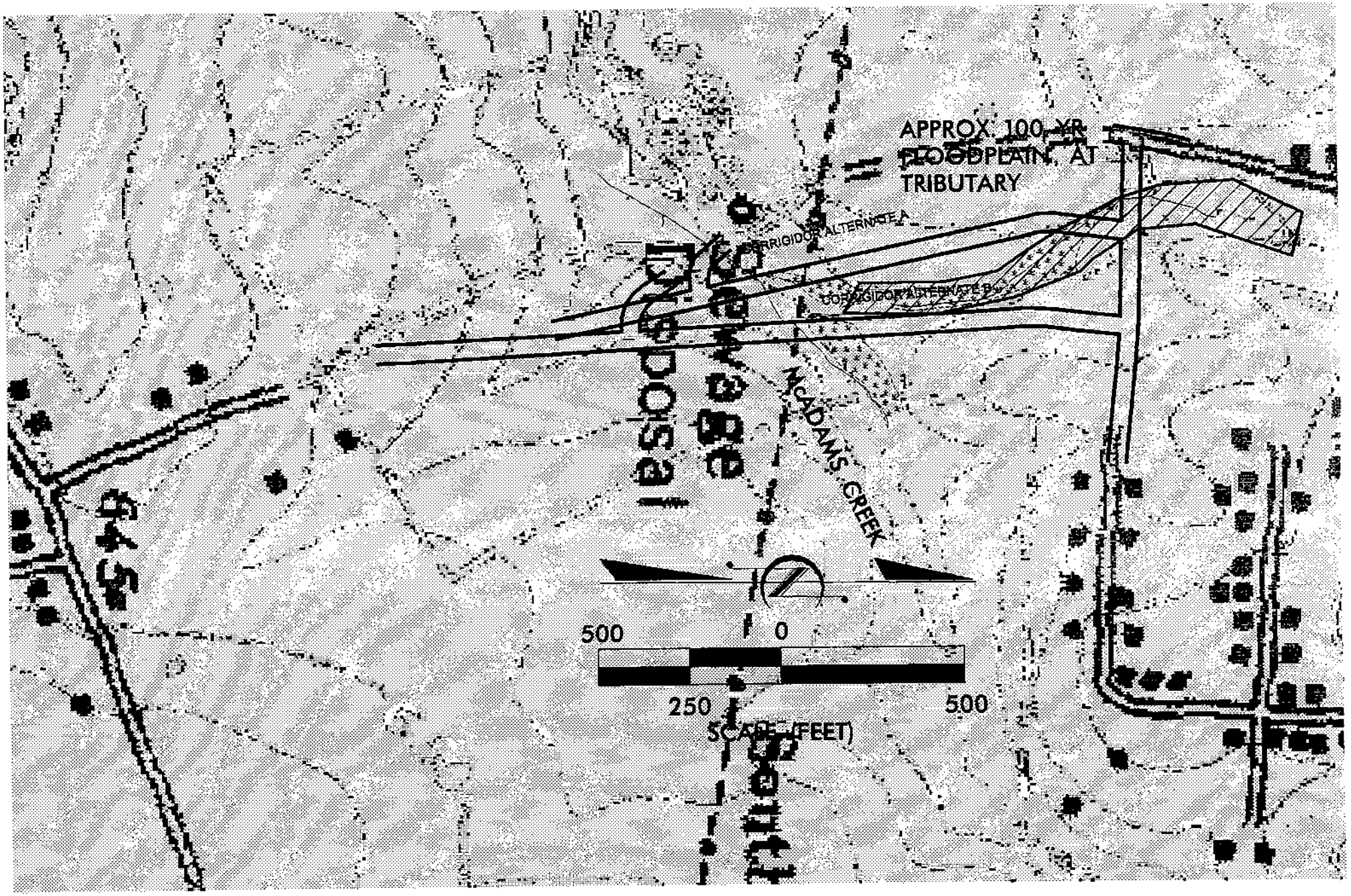
Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER
37001C0133 E

EFFECTIVE DATE:
DECEMBER 22, 1998

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov


APPROX. 100 YR
FLOODPLAIN, AT
TRIBUTARY
CORRIGIDOR ALTERNATE A
CORRIGIDOR ALTERNATE B
MCADAMS CREEK
500
0
250
500
SCALE (FEET)

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

July 18, 2005

MEMORANDUM TO: Mr. Gregory J. Thorpe, Ph.D.,
Environmental Management Director, PDEA
ATTN: Brian Yamamoto, P.E.

FROM: D. R. Henderson, P.E.
State Hydraulics Engineer

SUBJECT: **TIP No. U-3109** – Additional Information pursuant to Concurrence Point 2A Hydraulics Issues affecting the Proposed Relocation of NC 119 from I-40/85 to south of White Level Road (SR 1917) in Mebane, Alamance County, WBS No. 34900.1.1

This is to follow up on three concerns raised in the June 16, 2005 Concurrence Point 2A meeting:

1. It was noted in the meeting that the bridge lengths presented in the "Hydraulic Table" at the meeting were not based on current information from the latest functional design alternates. The most recent functional design plans were obtained following the meeting, and the bridge length recommendations are revised as follows (lengths are in feet):

SITE	ALTERNATE	PREV.*	MTG*	**NEW***	RCBC
1	8,9,10	70		**125**	3 @ 10' X 7'
2	8	90		**175**	1 @ 6' X 6'
2	9	100		**145**	1 @ 6' X 6'
2	10	100		**215**	1 @ 6' X 6'
3	8	160	190	**165**	3 @ 12' X 12'
3	9	80	150	**210**	3 @ 12' X 12'
3	10	80	140	**335**	3 @ 12' X 12'
4	CORRIGIDOR "A"	60		**80**	2 @ 10' X 6'

* Note: Lengths categorized by these abbreviations:

- PREV – previous lengths presented in table
- MTG – approximate revise lengths stated at CP2A meeting
- NEW – based on latest functional design plans and profiles

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
HYDRAULICS UNIT
1590 MAIL SERVICE CENTER
RALEIGH NC 27699-1590

TELEPHONE: 919-250-4100
FAX: 919-250-4108

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING B
1020 BIRCH RIDGE DRIVE
RALEIGH NC

2. Concurrence was not reached for Site 2. DWQ recommended a bridge due to the proximity of the site to the critical area of the watershed (classified WS II, HQW). Hydraulics agreed to investigate a spanning (three-sided) bottomless culvert at this location. This will be investigated in the final design stage. This should be so stated in the "green sheet" commitments for Hydraulics in the planning document.
3. Also, at Site 2, DWQ recommended that if a culvert were to be considered for this site, that an additional barrel be added, with the intent that one barrel would accommodate the low base flow while the additional barrel would provide for storm flow conveyance. Although this approach is often done where a multiple-barrel culvert is warranted hydraulically, such is not the case at this location; therefore, a double barrel culvert would not be a good option because the additional barrel would be ineffective for flow conveyance.

Thank you for your consideration of this information. Any questions or need for additional information should be directed to Jerry Snead (250-4100).

Cc: Art McMillan, P.E. , State Highway Design Engineer
Jay Bennett, P.E., State Roadway Design Engineer
Phillip S. Harris III, P.E., Natural Environment Unit Head

APPENDIX G

AGENCY COORDINATION AND CORRESPONDENCE

Part 1 – Scoping Letter and Scoping Meeting Minutes
Part 2 – Notice of Intent
Part 3 – Agency Responses and Comments
Part 4 – Merger Team Meetings and Concurrence Forms

Appendix G – Part 1
Scoping Letter and Scoping Meeting Minutes

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III
SECRETARY

May 16, 1994

MEMORANDUM TO: Mrs. Chrys Baggett, Director
State Clearinghouse
Dept. of Administration

FROM: H. Franklin Vick, P. E., Manager
Planning and Research Branch

SUBJECT: Mebane, NC 119 Relocation, from I-85 to existing NC 119 south of SR 1917, Alamance County, Federal Aid Project No. STP-119(1), State Project No. 8.1470901, TIP Project U-3109

The Planning and Environmental Branch of the Division of Highways has begun studying the proposed relocation of NC 119. The project is included in the 1994-2000 North Carolina Transportation Improvement Program (TIP) and is scheduled for right of way in the TIP in fiscal year 1999 and construction after the year 2000. However, we are working towards a 1995 right of way date and a 1996 construction date.

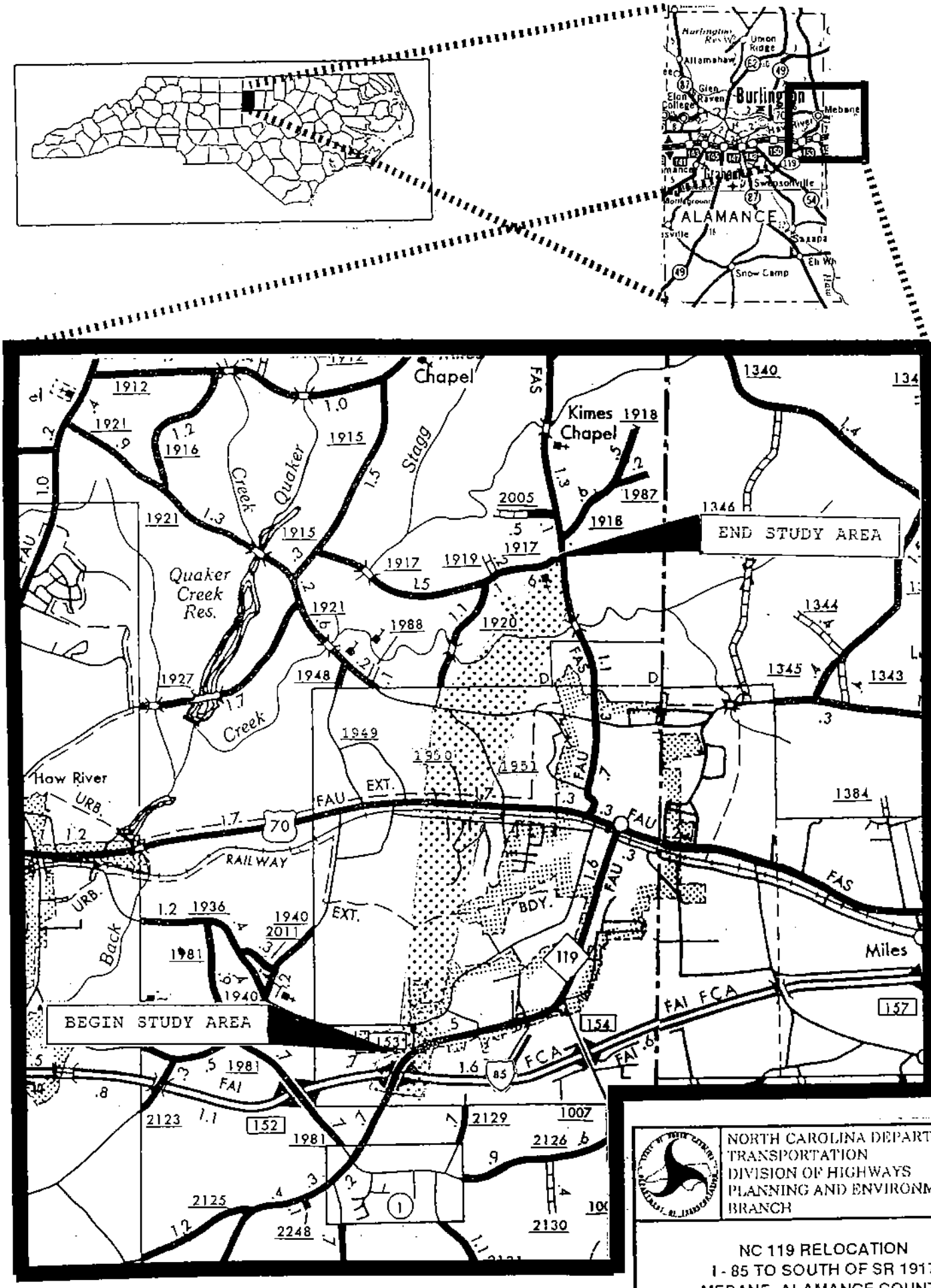
The subject project calls for constructing a new facility, just west of Mebane, to serve as a NC 119 bypass. A two-lane facility constructed on a multilane right of way is proposed. Alternative corridors will be established for environmental studies. All of these corridors will begin at the existing NC 119/I-85 interchange and terminate in the vicinity of the intersection of SR 1917 and existing NC 119, north of Mebane. Figure 1 shows the project study area.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project. If applicable, please identify any permits or approvals which may be required by your agency. Your comments will be used in the preparation of a federally funded Environmental Assessment. This document will be prepared in accordance with the National Environmental Policy Act. It is desirable that your agency respond by July 15, 1994 so that your comments can be used in the preparation of this document.

If you have any questions concerning the project, please contact Eddie McFalls, Project Planning Engineer, of this Branch at (919) 733-7842.

HFV/plr
Attachment

RECEIVED
MAY 24



NORTH CAROLINA DEPARTMENT
TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL
BRANCH

NC 119 RELOCATION
I - 85 TO SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
T. I. P. PROJECT NO. U - 3109

Approx. Scale: 1" = 1 mile

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III
SECRETARY

March 7, 1994

MEMORANDUM TO: Mr. Lubin V. Prevatt, P. E., Assistant Manager
Planning and Environmental Branch

FROM: Eddie McFalls EBM
Project Planning Engineer

SUBJECT: Scoping meeting minutes for the relocation of NC 119, from I-85 to existing NC 119 south of SR 1917, Mebane, Alamance County, TIP Project U-3109, State Project 8.1470901, Federal Aid Project STP-119(1)

On February 15, 1994, a scoping meeting for TIP Project U-3109 was held in the Planning and Environmental Branch Conference Room (Room 470). The following people were in attendance:

Felix Davila	Federal Highway Administration
David Cox	NCWRC
Eric Galamb	NCDEHNR-DEM
Robin Stancil	NCDCR-SHPO
Al Avant	Program Development
Eddie Hales	Geotechnical Unit
Jerry Snead	Hydraulics
Brian Robinson	Hydraulics
Darrell Tedder	Location and Surveys
Jack Matthews	Photogrammetry
Phil Dixon	Photogrammetry
Paul Worley	Rail Division
Betty C. Yancey	Right of Way
Kathy Lassiter	Roadway Design
Jimmy Goodnight	Roadway Design
Cuong Vo	Signals and Geometrics
Ray Moore	Structure Design
Gary Parker	Traffic Control
Wilson Stroud	Planning and Environmental
Eddie McFalls	Planning and Environmental

The meeting was opened with a brief overview of the project. The Transportation Improvement Program (TIP) describes the NC 119 relocation as a two lane facility on new location between I-85 and SR 1917. The proposed

facility will utilize the existing interchange at I-85 and will have grade separations at US 70 and the Norfolk Southern/North Carolina Railroad Company railroad. An interchange will be constructed to provide access to US 70. The Transportation Improvement Program includes $3,000,000 for right of way acquisition in fiscal year 1999 and $13,900,000 for construction in post years.

The purpose of the project is to provide motorists on NC 119 with a bypass of Mebane. This bypass will allow through traffic to proceed through the area without making several stops and turns in town. The NC 119 relocation will also provide existing and potential development in the Mebane area with improved access to I-85 and US 70.

An environmental assessment will be written for TIP Project U-3109. This document is scheduled for completion in November of 1994. A Finding of No Significant Impact will then be begun in February of 1995 and completed in May of 1995. The current production schedule presented at the scoping meeting had the project going to right of way in June, 1995 and let for contract in October, 1996. Since the scoping meeting, Mr. Danny Rogers of Program Development has reported that the production schedule will be changing. The right of way date is anticipated to be 1997 and the construction date 1998.

The Mebane area is expected to absorb a significant increase in residential and industrial development. The traffic forecasts received from Statewide Planning reflect this anticipated growth. The predicted average daily traffic volumes vary from 2200 vpd to 7600 in 1996 and increase to levels varying from 4500 vpd to 42,500 vpd in 2016. The DHV, percentage of trucks, and directional split were not available at the time of the scoping meeting.

The Norfolk Southern/North Caroina Railroad Company railroad, which will be crossed by the proposed NC 119 Relocation, is part of the designated high speed rail corridor which runs between Charlotte and Raleigh. Therefore, a grade separation with the railroad must be constructed. Paul Worley also asked that the closing of redundant and/or unsafe railroad crossings in the project area be considered in the planning of this project.

No recorded archaeological sites are found in the project area. However, Robin Stancil reported that the area has a high probability for archaeological sites and recommended an archaeological survey.

An architectural historic survey of Alamance County was done in 1980. According to this survey, no structures on the National Register or on the study list are found in the project vicinity. However, a survey of the project area was recommended.

The watershed north of US 70 supplies drinking water to Graham and Mebane. The area is classified as WS-II. The critical area of the watershed is in close proximity to the project. Critical areas must be avoided if possible. If the project crosses through the critical area, hazardous spill catch basins will be needed. Moreover, the Division of Environmental

Management favors shoulder/ditch facilities over curb and gutter facilities. The ditches provide filtration of runoff before it reaches streams and other sensitive areas.

Wetlands associated with the area's creeks are also of concern. The environmental assessment should compare the wetland impacts of each alternative studied.

Next, Jerry Snead of the Hydraulics Unit presented information on the area creeks to be crossed by the project. Two creeks crossed by the project, Mill Creek and McAdams Creek, are included in detailed flood studies. Therefore, a floodway modification will be needed in each case. Mill Creek will require a bridge and McAdams Creek will likely need a two or three barrel box culvert. David Cox of the North Carolina Wildlife Resources Commission stated that he supported a bridge over Mill Creek. An additional stream crossed by the project, the Forest Lake feeder, will require either a small box culvert or a large pipe. The Forest Lake feeder is not part of a detailed flood study. An individual 404 permit is anticipated for the project, and stringent erosion control measures will be required in the high quality water area north of US 70.

The design of the facility was then discussed. The feasibility study included a construction cost estimate for a two-lane facility to be constructed initially and later widened to a five-lane facility. As a part of TIP Project U-3109, two lanes should be constructed offset in a multilane right of way to allow for future widening of the roadway. Because of the magnitude of the predicted traffic volumes, a four-lane divided facility as the ultimate facility will be studied. The environmental assessment will address this ultimate facility and its environmental impacts. The facility should have partial control of access with full control at its interchanges with US 70 and I-85.

No hazardous materials spills have been reported along US 70 between SR 1950 and SR 1951. However, on the north side of US 70 just west of SR 1951, there are underground storage tanks which should be avoided. The tank farm associated with McLeod Oil Company should also be avoided.

Finally, alternative alignments for the NC 119 relocation facility were discussed. Each alternative may impact one or more of the following: the critical area of the Graham/Mebane water supply; potential historic sites located on the north side of SR 1921 just east of SR 1951; public lands used for recreation, located south of SR 1973 and accessed at SR 1997; and neighborhood cohesion in areas adjacent to US 70. Once potential historic sites are analyzed, alternatives for study in the environmental assessment will be defined.

EBM/plr

cc: Scoping participants

Appendix G – Part 2
Notice of Intent

Estimated Total Annual Burden Hours: Total estimated average annual burden is 14,700 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: February 7, 2007.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E7–2458 Filed 2–12–07; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Alamance County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: None of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for the relocation of highway NC 119 in Mebane, Alamance County, North Carolina (TIP Project U–3109).

FOR FURTHER INFORMATION CONTACT: Mr. Clarence Coleman, PE, Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601, Telephone: (919) 856–4350, Extension 133.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Caroline Department of Transportation (NCDOT), will prepare an environment impact statement (EIS) on the relocation of NC 119 in Mebane, Alamance County. The proposed action would be the construction of a multi-lane divided facility on new location from the I–85 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane. Full control of access is proposed at the I–85 interchange and limited or partial control of access (access only at existing secondary roads [SRs]) is proposed for the remainder of the project. The purpose of this project is to relieve traffic congestion in the downtown area, provide access to the local area, and provide Alamance County with a primary north/south route. The proposed action is consistent with the 2030 Long Range Transportation Plan for Burlington-Graham Metropolitan Planning Organization last updated in May 2005. The proposed action is also consistent with the Burlington-Graham Urbanized Area Transportation Plan (which the Thoroughfare Plan map is a part of) last updated in January 2004. Alternatives under consideration include: (1) The ''no-build'', (2) improving existing facility, and (3) three limited controlled access highways on new location. Letters describing the proposed action and soliciting comments were sent to appropriate Federal, State, and local agencies. A public meeting and meetings with local officials and neighborhood groups were and will continue to be held in the project study area. A public hearing will also be held. Information on the time and place of the public hearing will be provided in the local news media. The draft EIS will be available for public and agency review and comment at the time of the hearing. A formal scoping meeting was held on February 15, 1994.

A result of the scoping meeting, as well as a meeting held with local officials, was an environmental study area comprised of several potential alignment corridors for the relocation of NC 119. The project study area developed from the initial project scoping process was presented to the public at two Citizens Informational Workshops, at which time public input on this study area was received. In addition, NCDOT held several small group meetings with representatives from the various communities in the project study area as a way to gain additional input from residents and identify ways to minimize community impacts. In early 1997, the majority of the supporting documentation for the Environmental Assessment (EA) was completed and at that time, the EA was anticipated to be completed in mid 1997.

In March 1997, NCDOT held a meeting where local residents suggested an eastern route for the relocation of NC 119. Over the course of the next year, NCDOT studied various alternatives that would relocate NC 119 to the east side of Mebane. During this process, NCDOT conducted several meetings with agency representatives, as well as residents from the various communities surrounding the project study area, to discuss concerns regarding the proposed relocation of NC 119. Several project newsletters were mailed to the area residents and project stake holders providing updated information about the project and showing the location of the NC 119 Relocation alternatives being considered. In July 2003, another Citizens Informational Workshop was held by NCDOT, showing the detailed study alternatives to the public and seeking public input. Afterwards, the NCDOT decided that an Environmental Impact Statement would be prepared for this project instead of the EA.

In 2004, the NCDOT hired the Wills Duncan Group to manage a community facilitation program for the NC 119 Relocation project. The intent of this program was to increase citizen involvement and identify the most important issues regarding the proposed project from the perspective of the various communities within the study area. A series of community charettes were conducted by the Wills Duncan Group as part of this program and the result was the formation of the NC 119 Relocation Steering Committee; a diverse group of citizens representing the neighborhoods and the business community of the Greater Mebane area. The primary responsibility of this Steering Committee was to assist in increasing citizen participation in the transportation decision making process and to identify the most important issues regarding the project from the perspective of the local communities. Due to extensive coordination with the resource agencies, local officials, and the public during the EA and EIS process for the NC 119 Relocation project, no additional scoping meetings will be conducted for the DEIS.

To ensure that the full range of issues related to the proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments and questions concerning the proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: February 6, 2007.

Clarence W. Coleman,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 07–615 Filed 2–12–07: 8:45 am]

BILLING CODE 4910–22–M

Appendix G – Part 3
Agency Responses and Comments

Eddie McFalls

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

RECEIVED
JUL 18 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

IN REPLY REFER TO

July 15, 1994

Regulatory Branch

Action ID. 199403238

Mr. H. Franklin Vick, P.E., Manager
Planning & Environmental Branch
North Carolina Department
of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611-5201

Dear Mr. Vick:

Reference is made to your letter of May 16, 1994, requesting our comments on your proposed relocation of N.C. Highway 119, from I-85 to existing N.C. Highway 119 south of S.R. 1917 in Alamance County, North Carolina (Federal Aid Project No. STP-119(1), State Project No. 8.1470901, TIP Project U-3109).

Our review of your proposed project, utilizing topographic maps and the Soil Survey for Alamance County, reveals that the proposed relocation of N.C. Highway 119 may impact several unnamed tributaries to Back and Mill Creeks, as well as Mill Creek, and their associated wetlands. Department of the Army (DA) permit authorization, pursuant to Section 404 of the Clean Water Act of 1977, as amended, will be required for any discharge of excavated or fill material in waters of the United States and/or their adjacent wetlands during construction of the proposed project.

With the exception of Mill Creek, all of the stream crossings occur above the headwaters of each creek. The proposed crossings of these headwater streams may be eligible for nationwide permits depending upon the amount of wetlands impacted, proposed construction techniques, and project design. Specific DA permit requirements for the crossing Mill Creek will also depend upon the above criteria, as well as other factors relating to project impacts.

Since site-specific plans were not included showing corridor locations, no comments regarding specific permit options can be made at this time. Final construction plans, with a written description of the proposed work, should be forwarded to Mrs. Jean B. Manuele, Raleigh Regulatory Field Office, when they become available. Should you have any questions, please contact Mrs. Manuele at (919) 876-8441, Extension 24.

Sincerely,

G. Wayne Wright
Chief, Regulatory Branch

Copy Furnished:

Mr. Eddie McFalls
Project Planning Engineer
North Carolina Department
of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611-5201

Eddie McCaskill

United States Department of the Interior

TAKE PRIDE IN AMERICA

FISH AND WILDLIFE SERVICE
Ecological Services
Post Office Box 33726
Raleigh, North Carolina 27636-3726

RECEIVED
JUL 11 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

July 8, 1994

Mr. H. Franklin Vick
Planning and Environmental Branch
N.C. Division of Highways
P.O. Box 25201
Raleigh, NC 27611

Subject: Mebane, NC 119 Relocation, from I-85 to existing NC 119 south of State Road 1917, Alamance County, North Carolina, TIP Project U-3109

Dear Mr. Vick:

This responds to your letter of May 16, 1994 requesting an evaluation by the U. S. Fish and Wildlife Service (Service) of the potential environmental impacts of the above-referenced project. This report provides scoping information and is provided in accordance with provisions of the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e) and Section 7 of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543).

Preliminary planning by the North Carolina Department of Transportation (NCDOT) calls for the construction of a two-lane facility constructed on a multilane right-of-way. From the southern end of the project at the existing NC 119/I-85 interchange the proposed road will extent north to the vicinity of the existing intersection of NC 119 and State Road 1917. We estimate the total length of the project to be approximately four miles.

The Service's review of any environmental document would be greatly facilitated if it contained the following information:

1. A description of the fishery and wildlife resources within existing and required additional right-of-way and any areas, such as borrow areas, which may be affected directly or indirectly by the proposed project.

2. A list of the wetland types which will be impacted. Wetland types should follow the wetland classification scheme of the National Wetlands Inventory. This list should also give the acreage of each wetland type to be affected by the project as determined by the Federal Manual for Identifying and Delineating Jurisdictional Wetlands.

3. Engineering techniques which will be employed for designing and constructing any wetland crossings and/or relocated stream channels along with the linear feet of any water courses to be relocated

4. The cover types of upland areas and the acreage of each type which would be impacted by the proposed project.

5. Mitigation measures which will be employed to avoid, eliminate, reduce, or compensate for upland and wetlands habitat impacts associated with the project. These measures should include plans for replacing unavoidable wetland losses.

6. The environmental impacts which are likely to occur after construction as a direct result of the proposed project (secondary impacts) and an assessment of the extent to which the proposed project will add to similar environmental impacts produced by other, completed projects in the area (cumulative impacts).

The attached page identifies the Federally-listed endangered and threatened species which occur in Alamance County. At the present time no endangered species are known to occur in the county. Therefore, an endangered species survey along the proposed corridor will not be required. However, we recommend that NCDOT survey for the single candidate species, the sweet pinesap (*Monotropsis odorata*), since this species could become officially listed as threatened or endangered in the future. If new species are listed for Alamance County, a new survey may be required. The North Carolina Natural Heritage Program should be contacted for information on species under state protection.

The Service appreciates the opportunity to comment on this project. Please continue to advise us of the progress of this project, including your official determination of the impacts of this project. If our office can supply any additional information or clarification, please contact Howard Hall, the biologist reviewing this project, at (919)-856-4520.

Sincerely yours,

L.K. Mike Gantt

L.K. "Mike" Gantt
Supervisor

REVISED MARCH 30, 1994

Alamance County

There are species which, although not now listed or officially proposed for listing as endangered or threatened, are under status review by the Service. These "Candidate"(C1 and C2) species are not legally protected under the Act, and are not subject to any of its provisions, including Section 7, until they are formally proposed or listed as threatened or endangered. We are providing the below list of candidate species which may occur within the project area for the purpose of giving you advance notification. These species may be listed in the future, at which time they will be protected under the Act. In the meantime, we would appreciate anything you might do for them.

sweet pinesap (Monotropsis odorata) - C2

FM208

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
116 WEST JONES STREET
RALEIGH NORTH CAROLINA 27603-8003

06-24-94

RECEIVED
JUN 27 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENT

INTERGOVERNMENTAL REVIEW COMMENTS

MAILED TO:

N.C. DEPT. OF TRANSPORTATION
H. FRANKLIN VICK
PLANNING & RES. BRANCH
HIGHWAY BLDG./INTER-OFFICE

FROM:

MRS. CHRYS BAGGETT
DIRECTOR
N C STATE CLEARINGHOUSE

PROJECT DESCRIPTION:

SCOPING - PROPOSED RELOCATION OF NC 119 IN MEBANE, FROM I-85 TO EXISING NC 119 SOUTH OF SR 1917 TIP #U-3109

SAI NO 94E42200908 PROGRAM TITLE - SCOPING

THE ABOVE PROJECT HAS BEEN SUBMITTED TO THE NORTH CAROLINA INTERGOVERNMENTAL REVIEW PROCESS. AS A RESULT OF THE REVIEW THE FOLLOWING IS SUBMITTED: ( ) NO COMMENTS WERE RECEIVED

(X) COMMENTS ATTACHED

SHOULD YOU HAVE ANY QUESTIONS, PLEASE CALL THIS OFFICE (919) 733-7232.

C.C. REGION G

State of North Carolina
Department of Environment,
Health and Natural Resources
Legislative Affairs

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
Henry Lancaster, Director

DEHNR

MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 94-0908 - Mebane, NC 119 Relocation, Alamance County

DATE: June 21, 1994

The Department of Environment, Health, and Natural Resources has reviewed the proposed scoping notice. The attached comments list and describe information that is necessary for our divisions to evaluate the potential environmental impacts of the project. More specific comments will be provided during the environmental review.

Thank you for the opportunity to respond. The applicant is encouraged to notify our commenting divisions if additional assistance is needed.

attachments

RECEIVED
JUN 21

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State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Forest Resources

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
Stanford M. Adams, Director

Griffiths Forestry Center
2411 Old US 70 West
Clayton, North Carolina 27520
June 7, 1994

MEMORANDUM

TO: Melba McGee, Policy Development

FROM: Don H. Robbins, Staff Forester DHR

SUBJECT: DOT EA/Scoping for Mebane, NC 119 Relocation From I-85to Existing NC 119 in Alamance County

PROJECT: #94-0908

DUE DATE: 6-17-94

To better determine the impact to forestry in the area of the proposed project, the Environmental Assessment should contain the following informatin concerning the proposed alternative routes for the possible right-of-way purchases for the project:

1. The total forest land acreage by types that would be taken out of forest production as a result of new right-of-way purchases and all construction activities.

2. The productivity of the forest soils as indicated by the soil series, that would be involved within the proposed project.

3. The impact upon existing greenways within the area of the proposed project.

4. The provisions that the contractor will take to sell any merchantable timber that is to be removed. This practice is encouraged to minimize the need for piling and burning during construction. If any burning is needed, the contractor should comply with all laws and regulations pertaining to debris burning.

5. The provisions that the contractor will take during the construction phase to prevent erosion, sedimentation and construction damage to forest land outside the right-of-way and construction limits. Trees outside the construction limits should be protected from construction activities to avoid:

   a. Skinning of tree trunks by machinery.

   b. Soil compaction and root exposure or injury by heavy equipment.

   c. Adding layers of fill dirt over the root systems of trees, a practice that impairs root aeration.

   d. Accidental spilling of petroleum products or other damaging substances over the root systems of trees.

We would hope that a route could be chosen, that would have the least impact to forest and related resources in that area.

DHR:gm

pc: Warren Boyette - CO
File

State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Soil & Water Conservation

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary

DEHNR

June 6, 1994

MEMORANDUM

TO: Melba McGee

FROM: David Harrison DEH

SUBJECT: NC 119 Relocation, Alamance County.
Project No. 94-0908.

The proposed project involves new construction for a two-lane facility on a multilane right of way west of Mebane. The Environmental Assessment should include an estimate of the amount of prime, unique, and statewide important farmland that will be impacted.

DH/tl

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DEPARTMENT OF ENVIRONMENT, HEALTH
AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number: 94-0908

County: Alamance

Project Name: _____

Type of Project: road

- [ ] The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300 et. seq.). For information, contact the Public Water Supply Section, (919) 733-2460.

- [ ] This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

- [ ] If this project is constructed as proposed, we will recommend closure of ____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Branch at (919) 726-6827.

- [ ] The spoil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 726-8970.

- [ ] The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. The information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

- [ ] The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A .1900 et. seq.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

- [ ] The applicant should be advised to contract the local health department regarding the sanitary facilities required for this project.

- [X] If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Plan Review Branch, 1330 St. Mary's Street, Raleigh, North Carolina. (919) 733-2460.

Reviewer	Section/Branch	Date
[signature]	PWSS	6/7/94

DEHNR 1198 (Revised 8/93)

State of North Carolina
Department of Environment, Health, and Natural Resources

INTERGOVERNMENTAL REVIEW — PROJECT COMMENTS

Reviewing Office: WSRO	
Project Number: 94-0908	Due Date: 6-17-94

After review of this project it has been determined that the EHNR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law.
Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form.
All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to construct & operate wastewater treatment facilities, sewer system extensions, & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts On-site inspection. Post-application technical conference usual	30 days (90 days)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☑	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner On-site inspection. Pre-application conference usual Filling may require Easement to Fill from N.C Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15A NCAC 2H.0600	N/A	60 days (90 days)
☐	Any open burning associated with subject proposal must be in compliance with 15A NCAC 2D.0520.	N/A	60 days (90 days)
☑	Demolition or renovations of structures containing asbestos material must be in compliance with 15A NCAC 2D.0525 which requires notification and removal prior to demolition Contact Asbestos Control Group 919-733-0820		
☐	Complex Source Permit required under 15A NCAC 2D.0800.		
☐	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed Plan filed with proper Regional Office (Land Quality Sect.) at least 30 days before beginning activity. A fee of $30 for the first acre and $20.00 for each additional acre or part must accompany the plan		20 days (30 days)
☐	The Sedimentation Pollution Control Act of 1973 must be addressed with respect to the referenced Local Ordinance:		(30 days)
☐	Mining Permit	On site inspection usual Surety bond filed with EHNR Bond amount varies with type mine and number of acres of affected land Any area mined greater than one acre must be permited. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.D. Division Forest Resources required "If more than five acres of ground clearing activities are involved Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, certify construction is according to EHNR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required upon completion	30 days (60 days)

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with EHNR running to State of N.C. conditional that any well opened by drill operator shall, upon abandonment, be plugged according to EHNR rules and regulations.	10 days (N/A)
☐	Geophysical Exploration Permit	Application filed with EHNR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days (N/A)
☐	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days (N/A)
☑	401 Water Quality Certification	N/A	60 days (120 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	55 days (150 days)
☐	CAMA Permit for MINOR development	$50.00 fee must accompany application	22 days (25 days)
☐	Several geodetic monuments are located in or near the project area. If any monuments need to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687, Raleigh, N.C. 27611		
☐	Abandonment of any wells, if required, must be in accordance with Title 15A, Subchapter 2C.0100.		
☐	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☐	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)

Other comments (attach additional pages as necessary, being certain to cite comment authority):

ANY CONSTRUCTION ACTIVITIES INCLUDING CLEARING, GRADING, AND EXCAVATION ACTIVITIES RESULTING IN THE DISTURBANCE OF FIVE (5) OR MORE ACRES OF TOTAL LAND ARE REQUIRED TO OBTAIN A NPDES STORMWATER PERMIT PRIOR TO BEGINNING THESE ACTIVITIES. Jre -6-6-94

Jhm 6/8/94

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ Asheville Regional Office
59 Woodfin Place
Asheville, NC 28801
(704) 251-6208

☐ Mooresville Regional Office
919 North Main Street, P.O. Box 950
Mooresville, NC 28115
(704) 663-1699

☐ Washington Regional Office
1424 Carolina Avenue
Washington, NC 27889
(919) 946-6481

☐ Fayetteville Regional Office
Suite 714 Wachovia Building
Fayetteville, NC 28301
(919) 486-1541

☐ Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 733-2314

☐ Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(919) 395-3900

State of North Carolina
Department of Environment, Health, and Natural Resources
Division of Land Resources

James G. Martin, Governor
William W. Cobey, Jr., Secretary

PROJECT REVIEW COMMENTS

Charles H. Gardner
Director

Project Number: 94-0908 County: ALAMANCE

Project Name: 0908

Geodetic Survey

_____ This project will impact ____ geodetic survey markers. N.C. Geodetic Survey should be contacted prior to construction at P.O. Box 27687, Raleigh, N.C. 27611 (919) 733-3836. Intentional destruction of a geodetic monument is a violation of N.C. General Statute 102-4.

✓ This project will have no impact on geodetic survey markers.

_____ Other (comments attached)

For more information contact the Geodetic Survey office at (919) 733-3836.

C. Hoe Hamm — 5-31-94
Reviewer — Date

Erosion and Sedimentation Control

_____ No comment

_____ This project will require approval of an erosion and sedimentation control plan prior to beginning any land-disturbing activity if more than one (1) acre will be disturbed.

_____ If an environmental document is required to satisfy Environmental Policy Act (SEPA) requirements, the document must be submitted as part of the erosion and sedimentation control plan.

_____ If any portion of the project is located within a High Quality Water Zone (HQW), as classified by the Division of Environmental Management, increased design standards for sediment and erosion control will apply.

✓ The erosion and sedimentation control plan required for this project should be prepared by the Department of Transportation under the erosion control program delegation to the Division of Highways from the North Carolina Sedimentation Control Commission.

_____ Other (comments attached)

For more information contact the Land Quality Section at (919) 733-4574.

David Ward — 5/31/94
Reviewer — Date

P.O. Box 27687 • Raleigh, N.C. 27611-7687 • Telephone (919) 733-3833

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State of North Carolina
Department of Environment,
Health and Natural Resources
Division of Environmental Management

James B. Hunt, Jr., Governor
Jonathan B. Howes, Secretary
A. Preston Howard, Jr., P.E., Director

DEHNR

June 20, 1994

MEMORANDUM

TO: Melba McGee, Office of Policy Development

FROM: Monica Swihart, Water Quality Planning

SUBJECT: Project Review #94-0908; Scoping Comments - NC DOT Proposed Relocation of NC 119, Mebane, TIP No. U-3109

The Water Quality Section of the Division of Environmental Management requests that the following topics be discussed in the environmental documents prepared on the subject project:

A. Identify the streams potentially impacted by the project. The stream classifications should be current.

B. Identify the linear feet of stream channelizations/ relocations. If the original stream banks were vegetated, it is requested that the channelized/relocated stream banks be revegetated.

C. Number of stream crossings.

D. Will permanent spill catch basins be utilized? DEM requests that these catch basins be placed at all water supply stream crossings. Identify the responsible party for maintenance.

E. Identify the stormwater controls (permanent and temporary) to be employed.

F. Please ensure that sediment and erosion and control measures are not placed in wetlands.

G. Wetland Impacts

1) Identify the federal manual used for identifying and delineating jurisdictional wetlands.
2) Have wetlands been avoided as much as possible?
3) Have wetland impacts been minimized?
4) Discuss wetland impacts by plant communities affected.
5) Discuss the quality of wetlands impacted.
6) Summarize the total wetland impacts.
7) List the 401 General Certification numbers requested from DEM.

P.O. Box 29535, Raleigh, North Carolina 27626-0535 Telephone 919-733-7015 FAX 919-733-2496
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H. Will borrow locations be in wetlands? Borrow/waste areas should avoid wetlands to the maximum extent practicable. Prior to approval of any borrow/waste site in a wetland, the contractor shall obtain a 401 Certification from DEM.

I. Did NCDOT utilize the existing road alignments as much as possible? Why not (if applicable)?

J. To what extent can traffic congestion management techniques alleviate the traffic problems in the study area?

K. Please provide a conceptual mitigation plan to help the environmental review. The mitigation plan may state the following:

1. Compensatory mitigation will be considered only after wetland impacts have been avoided and minimized to the maximum extent possible.
2. On-site, in-kind mitigation is the preferred method of mitigation. In-kind mitigation within the same watershed is preferred over out-of-kind mitigation.
3. Mitigation should be in the following order: restoration, creation, enhancement, and lastly banking.

Written concurrence of 401 Water Quality Certification may be required for this project. Applications requesting coverage under our General Certification 14 or General Permit 31 will require written concurrence. Please be aware that 401 Certification may be denied if wetland impacts have not been avoided and minimized to the maximum extent practicable.

10629er.mem

cc: Eric Galamb

E. McFalls

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.
GOVERNOR

OFFICE OF BICYCLE & PEDESTRIAN TRANSPORTATION
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III
SECRETARY

RECEIVED
JUN 0 8 1994
PLANNING & ENVIRONMENTAL BRANCH
DIVISION OF HIGHWAYS

June 6, 1994

MEMORANDUM TO: H. Franklin Vick, P. E., Manager
Planning and Environmental Branch

FROM: Curtis B. Yates, Director
Office of Bicycle and Pedestrian Transportation

SUBJECT: NC 119 Relocation from I-85 to existing NC 119 south of SR 1917, Mebane, Alamance County, TIP No. U-3109

In your memorandum of May 16, 1994, you requested our comments regarding the proposed improvements to the above mentioned project.

There does not appear to be any special need for bicycle accommodations on this project. This section of NC 119 in Mebane does not correspond to a bicycle TIP request, nor is it a designated bicycle route. At present we have no indication that there is an unusual number of bicyclists on this roadway.

We appreciate the opportunity to comment on the above named project. Please feel free to contact us again regarding this or any other bicycle related matter.

CBY/jc

PHONE (919) 733-2804 FAX (919) 733-1391

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

MEMO TO: Ms. Jennifer Fuller, PE, Project Planning Engineer,
Project Development and Environmental Analysis Branch

FROM: Robert Mosher, ASLA, AICP,
Division of Bicycle and Pedestrian Transportation

DATE: Jan. 11, 2007

SUBJECT: Scoping Comments for U-3109, Relocation of NC 119
Alamance County

MESSAGE: In response to a request for information on U-3109, the relocation of NC 119 from I-85 north to SR 1917 (White Lane Rd.), the Division of Bicycle and Pedestrian Transportation has the following comments:

This section of NC 119 is not a designated statewide bike route, nor does it correspond to a Bicycle TIP Project, nor are there independent bicycle or pedestrian projects planned for this corridor. However, two Alamance County local bike routes cross this corridor; Route 74, the Perimeter Route, that circles the County and Route 70 and crosses the corridor at Mebane Rogers/Carriage Rd., the Urban Route, that runs between Mebane, Graham, Burlington and Elon and crosses the corridor at Holt Rd. According to the Town Planning Director, Ms. Montrena Hadley, there is an increasing number of cyclists in the area, and Mebane would like to encourage bicycling, as an alternate mode of transportation in town.

Because most of this project will include 4 ft wide paved shoulders, which are ideal for cyclists, we would recommend that most of the project be designed to accommodate cyclists. If the sections that are designated to be curb and gutter were striped to allow 14 ft wide outside lanes, the entire project between Fifth St. and White Lane Rd. would be a constructed as a bicycle-friendly project. Any bridges that are constructed as part of this project should include a 4 ft. wide offset on both sides to allow the safe passage of bicyclists. In addition, Planner Hadley asked that a space along the right of way be reserved on both sides of NC 119 for future sidewalks. Current development regulations in town require developers to construct sidewalks along the street frontage of their new projects.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE & PEDESTRIAN TRANSPORTATION
1552 MAIL SERVICE CENTER
RALEIGH NC 27699-1552

TELEPHONE: 919-807-0773
FAX: 919-807-0768
WEBSITE: WWW.NCDOT.ORG/TRANSIT/BICYCLE/
EMAIL: RMOSHER@DOT.STATE.NC.US

LOCATION:
CAMERON VILLAGE
401 OBERLIN RD.
SUITE 250
RALEIGH NC

The Division of Bicycle and Pedestrian Transportation appreciates this opportunity to comment and looks forward to continue coordination on this project as it develops. If you need additional information please contact me at 919-807-0773 or at rmosher@dot.state.nc.us.

cc: Tom Norman, Division of Bicycle and Pedestrian Transportation
Tim Gardiner, Public Involvement and Community Studies
Gregory Thorpe, Ph.D., Manager, Project Dev. and Env. Analysis Branch

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

June 22, 2005

Memorandum

To: Ms. Aileen S. Mayhew, P.E., Project Manager
Buck Engineering

From: James B. Harris, PE
Engineering Manager
NCDOT Rail Division

State Project: TIP U-3109
F/A Project: N/A
County: Alamance
Description: Relocation of NC 119 from the I-85 interchange to South of SR 1917 (White Level Road) in Mebane

Subject: Scoping Request

The NCDOT Rail Division is in receipt of your letter on the above subject new location project. After review of the project area in relation to nearby railroad tracks, it has been determined that potential rail interaction will be involved on this project.

The relocation of NC 119 proposes a grade separation structure over US 70, the railroad track and SR 1963 (Holt Street). The railroad right-of-way is 200' wide (100' each side from the centerline of the existing track) and is owned by the North Carolina Railroad Company (NCRR). The track is leased to Norfolk Southern Railway (NS). This is NCRR/NS's H-line that runs from Greensboro to Raleigh. The location of the proposed bridge is near milepost H-30 and mileposts increase from west to east.

According to our records, there are twelve trains that operate daily over this section of railroad. Four of those are passenger trains (AMTRAK) that travel at a maximum speed of 79 mph. The remaining trains are freight that travel at a maximum speed of 50 mph. There is currently only one track in this location,

MAILING ADDRESS:
RAIL DIVISION
ENGINEERING & SAFETY BRANCH
1556 MSC
RALEIGH NC 27699-1556

TELEPHONE: 919-715-8803
FAX: 919-715-8804

WEBSITE: www.bytrain.org

LOCATION:
CAPITAL YARD
862 CAPITAL BOULEVARD
RALEIGH, NC 27603

though the Rail Division recently completed a project to extend an existing passing siding just to the east of this location from Mebane to Isom, mileposts H-36.6 to H-39.1. This siding is located to the south of the main track.

Railroads typically require space be reserved for a future track. Since the entire NCRR right-of-way is being bridged, NS and NCRR will have to be contacted in order to help determine bridge bent locations based upon future track needs. In addition, this rail corridor is part of the federally designated Southeast High Speed Rail Corridor (SEHSR) from Washington, DC to Charlotte. This will require the construction of a dedicated high-speed track. The Rail Division recommends that bent spacing allow horizontal clearance to this track 25 feet from the freight track.

Upon initial review of possible track layouts in the vicinity of the new overpass, the Rail Division feels that placing the nearest bridge bents 39 feet north of the existing track and 75 feet south of the existing track will allow the flexibility required for future track layouts to be coordinated with NCRR and NS. Also in association with the NC 119 project, any widening required on US 70 needs to be to the north, away from the existing track.

At one time, a spur track was planned in the vicinity of the highway project to service prospective industries in the North Carolina Industrial Center south of the railroad. If this industry spur is still planned by NCRR, then early coordination with NS and NCRR is vital to the design of the highway project in order to keep the project on schedule as well as ensure that the new roadway doesn't preclude construction of the spur track.

Typically, when a new railroad overpass is constructed over NCRR/NS right-of-way, the Railroad Company will ask for an at-grade crossing closure in the vicinity. Mr. Arthur Petteway, PE, Engineering Services Manager with the Rail Division, can be contacted at 715-3689 to discuss which at-grade road crossings would make good candidates for closure.

Please call Brad Smythe, Project Engineer, at 715-8741 if you have any additional questions.

JBH/bds

Cc: file
Arthur Petteway, PE, Engineering Services Manager
Scott Saylor, President, NCRR
Greg Perfetti, PE, State Bridge Design Engineer
Phil Decker, NS

MANAGER OF
RIGHT OF WAY BRANCH
JUN 21 1994
DEPT. OF TRANSPORTATION

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

JAMES B. HUNT, JR.
GOVERNOR

R. SAMUEL HUNT III
SECRETARY

331 West Main Street-Suite 100
Durham, North Carolina 27701
PHONE: 919-560-6847
FAX: 919-560-3204

June 20, 1994

Project: 8.1470901
ID No.: U-3109
County: Alamance
Description: NC 119 Relocation from I-85 to existing NC 119 South of SR 1917 (White Level Road)

MEMORANDUM TO: J. A. West

ATTENTION: D. M. Sellers

FROM: R. G. Gregory RGG

In view of the fact that several alternative corridors, all presumed to be on new location, are being considered, it was impossible to determine the problems that right of way acquisition would incur.

Just north of the junction of I-85 and NC 119 there is a large Exxon/Burger King convenience store on the east side of NC 119 and a small shopping center known as Brookhollow Plaza on the west side.

At the other end of the proposed project at SR 1917 there is a small residential community. It is probable that, at least, a one story brick dwelling and a one story frame dwelling would have to be acquired.

Since it was impossible to make any logical inspection of new locations for the project, it is not known whether any other buildings would be involved nor whether any historical sites, cemeteries, or wet lands would also be involved.

These comments are in response to your request of May 31, 1994.

RGG:tsg
CC: H. T. Moon

McFalls

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT, JR.
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

R. SAMUEL HUNT III
SECRETARY

June 23, 1994

STATE PROJECT: 8.1470901
F. A. PROJECT: STP-119 (1)
I. D. NUMBER: U-3109
COUNTY: Alamance
DESCRIPTION: NC 119 Relocation from I-85 to existing NC 119 South of SR 1917 (White Level Road)

MEMORANDUM TO: Mr. Frank Vick, P. E.

FROM: D. M. Sellers
FOR: J. A. West
State Right of Way Negotiator

SUBJECT: Comments Regarding Proposed Project

As a result of your recent memorandum, we contacted Mr. R. G. Gregory, Area Negotiator in Durham, and asked that he provide us with comments in regard to the existing right of way on the above mentioned project. Mr. Gregory has completed his report and we are submitting a copy of the report for your information.

Please advise if we may be of further assistance in regard to this matter.

DMS/mem
Attachment

RECEIVED
JUN 24 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BR.

M Ctow

North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

June 22, 1994

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook
Deputy State Historic Preservation Officer

SUBJECT: Relocate NC 119 from I-85 to existing NC 119 south of SR 1917, Alamance County, U-3109, 8.1470901, STP-119(1), CH 94-E-4220-0908

We have received information concerning the above project from the State Clearinghouse.

We have conducted a search of our files and are aware of no structures of historical or architectural importance located within the planning area. However, since the historic architectural survey of Alamance County was conducted over fourteen years ago, properties which may be eligible for the National Register of Historic Places may be located in the planning area. We recommend that an architectural historian survey and evaluate properties over fifty years of age in the area of potential effect and report the findings to us.

There are no recorded archaeological sites located within the study area for the proposed project. However, the area, which contains a high probability for the presence of both prehistoric and historic archaeological resources, has never been systematically surveyed. We recommend that an intensive archaeological survey be undertaken to evaluate potential project effects to as yet unrecorded archaeological resources.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: State Clearinghouse
Nicholas Graf, Federal Highway Administration
B. Church
T. Padgett

Stroud | McFalls

RECEIVED
JUL 22 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

July 20, 1994

Max Way
Alamance County Historic Properties Commission
County Office Building
124 West Elm Street
Graham, NC 27253

Re: Relocation of NC 119 from I-85 to NC 119 south of SR 1917, Alamance County, U-3109, 8.1470901, STP-119(1), 94-E-4220-0908

Dear Mr. Way:

Thank you for your letter of June 9, 1994, concerning the above project.

We appreciate the information provided to us concerning historic architectural resources located in the general area of the project. We have recommended to the Federal Highway Administration that an architectural historian survey and evaluate any properties over fifty years of age in the project's area of potential effect and report the findings to us.

As this project progresses, we will keep you informed of findings concerning historic architectural resources. Please notify us of any additional concerns you may have.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 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 questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: N. Graf
H. F. Vick
B. Church

North Carolina Wildlife Resources Commission

512 N. Salisbury Street, Raleigh, North Carolina 27611, 919-733-3391
Charles R. Fullwood, Executive Director

MEMORANDUM

TO: Melba McGee
Office of Policy Development, DEHNR

FROM: David Cox, Highway Projects Coordinator
Habitat Conservation Program

DATE: June 14, 1994

SUBJECT: Request for information from the N. C. Department of Transportation (NCDOT) regarding fish and wildlife concerns for NC 119 Relocation, from I-85 to existing NC 119 South of SR 1917 in Mebane, Alamance County, North Carolina, TIP No. U-3109, SCH Project No. 94-0908.

This memorandum responds to a request from Mr. H. Franklin Vick of the NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements, and our comments are provided in accordance with provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT proposes to construct a two-lane facility on multilane right-of-way as a bypass of Mebane. The relocated section of NC 119 will begin at the existing NC119/I-85 interchange and terminate near the intersection of SR 1917 and existing NC 119 North of Mebane.

The NCWRC is concerned about the proximity of this project to the watershed which supplies water to Mebane and Graham. NCDOT should study corridors that avoid the critical area of this watershed. We support NCDOT in the decision to span Mill Creek. Wetland impacts should be minimized, especially at riparian crossings. Impacts to

forested upland habitats should likewise be minimized, possibly by crossing agricultural fields when possible.

To help facilitate document preparation and the review process, our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

   The Natural Heritage Program
   N. C. Division of Parks and Recreation
   P. O. Box 27687
   Raleigh, N. C. 27611
   (919) 733-7795

   and,

   Cecil C. Frost, Coordinator
   NCDA Plant Conservation Program
   P. O. Box 27647
   Raleigh, N. C. 27611
   (919) 733-3610

   In addition, the NCWRC's Nongame and Endangered Species Program maintains databases for locations of vertebrate wildlife species. While there is no charge for the list, a service charge for computer time is involved. Additional information may be obtained from:

   Randy Wilson, Manager
   Nongame and Endangered Species Section
   N. C. Wildlife Resources Commission
   512 N. Salisbury Street
   Raleigh, N. C. 27604-1188
   (919) 733-7291.

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.

3. AERIAL FIGURES
   Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction.

Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.

4. ACR FIGURES
Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.

5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).

6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.

7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.

8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.

9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact David Cox, Highway Projects Coordinator, at (919) 528-9887.

cc: Larry Warlick, District 5 Wildlife Biologist
Shari Bryant, District 5 Fisheries Biologist
Randy Wilson, Nongame/Endangered Species Program Mgr.
David Dell, U. S. Fish and Wildlife Service, Raleigh

debi
mc

NORFOLK SOUTHERN

Norfolk Southern Corporation
Real Estate and Contract Services
One Coliseum Centre, Suite 250
2300 Yorkmont Road
Charlotte, NC 28217

RECEIVED
JUL 14 1994
DIVISION OF HIGHWAYS
PLANNING & ENVIRONMENTAL BRANCH

S. C. McCurdy
Manager Real Estate
My Direct Line Is:
Phone: (704) 357-0275
FAX: (704) 357-3750

July 12, 1994

FILE: Mebane, NC
NCDOT (119 Relocation)

Mr. H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
NC Department of Transportation
PO Box 25201
Raleigh, N.C. 27611-5201

Dear Mr. Vick:

This refers to your letter dated May 16, concerning proposed 119 relocation project, TIP Project U-3109. We have referred your letter to other interested parties, and some of them may be making separate responses, as their interests are affected.

Your proposed study site encompasses a large portion of a proposed future industrial area, which by virtue of its unique qualities should be left intact. If your new highway is aligned to the east of the Walter Kidde plant, and travel due north from that point, it should not affect this site.

Further, your proposed alignment indicates that it will cross railroad tracks owned by North Carolina Railroad, and currently operated by Norfolk Southern. Any proposed crossing should be accomplished with the use of a separated grade structure, as a part of the construction project. This rail corridor is part of a federally-designated high speed rail corridor, and I think your rail group can provide input to you on the importance of a separated-grade crossing.

Should you require additional input on these matters, please advise.

Sincerely,

Steven C. McCurdy

ALAMANCE COUNTY
Historic Properties Commission
COUNTY OFFICE BUILDING
124 West Elm Street
Graham, North Carolina 27253

Administrative Services
Technical Agency

Telephone 228-1312
Area Code 910

MEMORANDUM

TO: Scott Elliott, Assistant County Manager/Operations

FROM: M. M. Way

SUBJECT: Historic Sites, NCDOT TIP Project U-3109

DATE: June 9, 1994

I have checked the proposed North NC 119 Bypass Corridor, TIP Project U-3109 and have confirmed six sites listed in Alamance County's inventory of historic sites, and located a c.1850 log house eligible for the inventory (on site 4 property). There are several 1900 to 1950 period houses and other structures in the corridor, especially in the "West End" community.

Brief notes on the six sites and a location map is attached.

cc: Renee Gledhill-Earley
Division of Archives and History

Attachments
trp

Recycled Paper

Historic Sites, NC 119 Bypass Corridor
TIP Project U-3109

1. Tate-Lambert House, Alamance County Site Number E-5-2. Original construction, 1844, with later additions, changes. Home of early area family, still in family ownership. Possible National Register eligible.

2. Dr. W. N. Tate House, Alamance County Site E-5-3. 1880. Home of early area family. Was constructed on part of land of Site 1. Basically, original construction, few changes. Well maintained, still in family. Probably National Register eligible.

3. A, Mebane House, Alamance County Site E-5-4. C. 1870. Believed to be on the site of Alexander Mebane's (whom the City of Mebane is named) home. House has basement that appears to be much older than house. House in very poor condition. Not National Register eligible in present condition.

4. Paisley-Cates House, Alamance County Site E-5-6. C. 1815, remodeled c. 1850. Constructed by William Paisley, renowned pastor of Hawfields and Cross Road Presbyterian Churches. Original site of Cates Pickle Company prior to move to Faison. House and out buildings in very good condition. C. 1850 log house on site (not listed in inventory). Site should be National Register eligible.

5. Cooks Mill, Alamance County Site E-5-7 Present mill c. 1890. Original mill constructed c. 1757 by Alexander Mebane (See Site 3). Mill and overshoot waterwheel appear to be in restorable condition. Mill dam broke in 1975 but stone still at site. Has National Register potential.

6. Woodlawn School, Alamance County site E-5-8. 1911. On National Register of Historic Places.

Alamance County
OFFICE OF THE COUNTY MANAGER
124 WEST ELM STREET
GRAHAM, NORTH CAROLINA 27253

ROBERT C. SMITH
COUNTY MANAGER

TEL. 228-1312
AREA CODE 919

June 17, 1994

Piedmont Triad Council of Governments
Intergovernmental Review Process
2216 Meadowview Road
Greensboro, North Carolina 27407-3480

Subject: State Application #94-C-4220-0908 NC 119 in Mebane.

Dear Sirs:

In response to your request for comments on the NC 119 Relocation project TIP Number U-3109 in the Mebane area, I would like to note that there are six sites listed in the Alamance County inventory of historic sites located within the proposed corridor. There is also a log house (c.1850) which is eligible for the inventory located within the proposed corridor.

Aside from the historic properties described above, there are also several structures dating from the period 1900 to 1950 located in the proposed corridor. These structures are primarily located in the West End area of Mebane.

I am enclosing a map and description of the historic structures located within the corridor proposed for the NC 119 Relocation Project. If you need further information concerning this matter, please contact Scott Elliott or Bill Austin.

Sincerely,
ALAMANCE COUNTY

Robert C. Smith
County Manager

Enclosure
RCS:trp

Appendix G – Part 4

Merger Team Meetings and Concurrence Forms

December 15, 2000

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: U-3109 NEPA/404 Merger Concurrence Meeting

On December 13, 2000 a NEPA/Concurrence Meeting was held on TIP U-3109 in Mebane. The purpose of this meeting was to sign a previous agreement on concurrence point 1 and seek to reach concurrence point 2. The following were in attendance at this meeting.

Eric Alsmeyer	USACE
John Hennessy	DWQ
Tom McCartney	USFWS
David Cox	WRC
Ted Bisterfield (Audio Feed)	EPA
Felix Davila	FHWA
Bob Harkrader	MPO
Mike Nunn	MPO
Nora McCanns	NCDOT-Statewide
Roy Shelton	NCDOT-PDEA
Cindy Sharer	NCDOT-PDEA
James Bridges	NCDOT-PDEA

The meeting started with a review of the previously agreed upon purpose and need (see attached). There was no objection so it was agreed that all parties would sign the purpose and need. Eric Alsmeyer will email a copy of the agreement to everyone for his or her signature. After this all signed agreements will be faxed back to Eric.

The meeting then turned to a discussion of the alternatives previously studied by NCDOT. An agreement was reached to eliminate two alternatives from further study because of impacts or other similar alternatives (alternatives 1 (ABEI) and alternative 6 (ACFI). In addition, Ted Blisterfeld recommended another alternative for study (ABGH). This alternative would reduce the length of roadway in the watershed critical area.

The MPO stated that with the proposed new boundaries for the National Register Nomination of the Cates Farm, none of the alternatives would impact the property.

After some discussion it was determined that before other alternatives could be retained/eliminated it was best to get a determination on the Cates Farm Boundaries. At that time the team will meet again to reach agreement on concurrence point 2.

EPA and DWQ requested that secondary and cumulative impacts be addressed in the document. DWQ also suggested that an EIS be done instead of an EA. FHWA responded that the document type would not necessarily mean a more detailed study.

Control of access was also discussed on this project. DWQ stated their preference for full control of access north of US 70. NCDOT suggested an at grade intersection at Mebane Rogers Road and street access to the Cates Farm property outside the critical watershed area. After further discussions it was determined that NCDOT, DWQ and USACE would meet to discuss control of access on this project prior to the next concurrence meeting. NCDOT will bring Mebane/Alamance County watershed/development regulations, a proposal for access in the area.

The MPO indicated that they would proceed with the contract for nomination of the Cates Farm on the National Register. After this the meeting came to a close.

JB

COPY

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 1: Purpose and Need.

Project Name/Description: NC 119 Relocation (Mebane Bypass), Alamance County, TIP Project U-3109, AID 199403238.

Purpose of the Proposed Project (December 13, 2000)

The purpose of this project is to relieve traffic congestion in the downtown Mebane area, provide access to the local area and provide Alamance County with a primary north/south route.

The Project Team members concur with the purpose and need, stated above, as indicated by signature below:

USACE Eric C. Alstay DATE 1/29/01

NCDOT C. D. Sharer DATE Jan 29, 2001

USEPA _____ DATE _____

USFWS _____ DATE _____

NCDWQ _____ DATE _____

NCWRC _____ DATE _____

NCDCR _____ DATE _____

FHWA _____ DATE _____

BGMPO _____ DATE _____

COPY

Section 404/NEPA Merger Project Team Meeting Agreement

Concurrence Point No. 1: Purpose and Need.

Project Name/Description: NC 119 Relocation (Mebane Bypass), Alamance County, TIP Project U-3109, AID 199403238.

Purpose of the Proposed Project (December 13, 2000)

The purpose of this project is to relieve traffic congestion in the downtown Mebane area, provide access to the local area and provide Alamance County with a primary north/south route.

The Project Team members concur with the purpose and need, stated above, as indicated by signature below:

USACE		DATE
NCDOT		DATE
USEPA	12/19/00	DATE [signature]
USFWS		DATE
NCDWQ		DATE
NCWRC		DATE
NCDCR		DATE
FHWA		DATE
BGMPO		DATE

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ▶ 1

To Eric Alsmeyer	From T. Bonnerford
Dept./Agency CDE	Phone # 404/562-9621
Fax # 919/876-5823	Fax #

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

COPY

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The Project Team members concur with the purpose and need, stated above, as indicated by signature below:

USACE		DATE
NCDOT		DATE
USEPA		DATE
USFWS	12/14/00	DATE Thomas McCartney
NCDWQ		DATE
NCWRC		DATE
NCDCR		DATE
FHWA		DATE
BGMPO		DATE

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USACE _____ DATE _____

NCDOT _____ DATE _____

USEPA _____ DATE _____

USFWS _____ DATE _____

NCDWQ John E Hennessy Jr DATE 1/11/01

NCWRC _____ DATE _____

NCDCR _____ DATE _____

FHWA _____ DATE _____

BGMPO _____ DATE _____

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Project Name/Description: NC 119 Relocation (Mebane Bypass), Alamance County, TIP Project U-3109, AID 199403238.

Purpose of the Proposed Project (December 13, 2000)

The purpose of this project is to relieve traffic congestion in the downtown Mebane area, provide access to the local area and provide Alamance County with a primary north/south route.

The Project Team members concur with the purpose and need, stated above, as indicated by signature below:

USACE _____ DATE _____

NCDOT _____ DATE _____

USEPA _____ DATE _____

USFWS _____ DATE _____

NCDWQ _____ DATE _____

NCWRC David R. Cox DATE 12/19/00

NCDCR _____ DATE _____

FHWA _____ DATE _____

BGMPO _____ DATE _____

COPY

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NCDOT _____ DATE _____

USEPA _____ DATE _____

USFWS _____ DATE _____

NCDWQ _____ DATE _____

NCWRC _____ DATE _____

NCDCR _____ DATE _____

FHWA Filip Dale DATE 12-13-00

BGMPO _____ DATE _____

Section 404/NEPA Merger Project Team Meeting Agreement

COPY

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The Project Team members concur with the purpose and need, stated above, as indicated by signature below:

USACE _____ DATE _____

NCDOT _____ DATE _____

USEPA _____ DATE _____

USFWS _____ DATE _____

NCDWQ _____ DATE _____

NCWRC _____ DATE _____

NCDCR _____ DATE _____

FHWA _____ DATE _____

BGMPO Mike [illegible] DATE 12/13/00

April 19, 2001

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: U-3109 NEPA/404 Merger Concurrence Meeting

On April 18, 2001 a NEPA/404 Merger Concurrence Meeting was held on TIP Project U-3109 in the Photogrammetry Conference Room at NCDOT's Century Center. The purpose of this meeting was to reach agreement on which alternatives to carry forward for further study. The following were in attendance at this meeting.

Eric Alsmeyer	U.S. Army Corp of Engineers
Richard Hunter	U.S. Army Corp of Engineers
John Hennessy	DEHNR-Division of Water Quality
Tom McCartney	U.S. Fish and Wildlife
David Cox	Wildlife Resources Commission
Ted Bisterfield (Conference Call)	Environmental Protection Agency
Felix Davila	Federal Highway Administration
Brad Wall	NCDOT-Division 7
Lubin Prevatt	NCDOT-PDEA
Cindy Sharer	NCDOT-PDEA
James Bridges	NCDOT-PDEA

*Background. Since the last agency meeting NCDOT has meet with the Division of Water Quality (DWQ) to discuss access issues in regards to the proposed highway (See attached File Memo, March 2001). At that meeting it was agreed that NCDOT would study full access control as well as partial along the proposed highway north of US 70.

The meeting was to begin at 3:00 (but was delayed until 3:10 awaiting the DWQ representative who had not arrived) with a review of the last agency meeting on this project (See attached File Memo –Dec. 2000). The six alternatives still under consideration for this project were identified on an aerial photograph. The alternatives can be grouped by where they cross U.S. 70. As shown on the attached figure, three alternatives cross U.S. 70 at point "B", two at point "C" and one at point "D". NCDOT then began presenting a case for removing some of these alternatives from further consideration.

At point B NCDOT recommended removing alternative BFI. It was noted that this alternative was included solely because it is a 4(f) avoidance alternative. However

with the new boundaries of the Cates Farm, all six alignments avoid historic properties. This alternative is also longer than the other alternatives and is almost entirely within the watershed critical area. Therefore it was agreed that this alternative was no longer needed.

Also at Point B it was noted that alternatives BFH and BGH were essentially the same alternative. It was recommended and agreed upon that alternative BFH would be removed from further study.

Upon reviewing point D it was decided that this alternative would be retained for further study. Point D is the only alternative that completely avoids the watershed critical area.

At approximately 3:25 John Hennessy (DWQ) joined the meeting. After reviewing alternatives at point B and D, DWQ concurred with the previous recommendations.

At point C the group agreed to remove alternative CFI from further study. Like alternative BFI this alternative was solely identified as a 4(f) avoidance alternative and had one of the largest impacts on the watershed critical area. CFI also split the West End community.

NCDOT also recommended that alternative CGH also be removed from further consideration. The reasons for this recommendation are listed below.

-NCDOT and FHWA investigations have determined that this alternative could pose an Environmental Justice problem with the West End community of Mebane. This alternative would place disproportionate impacts from the project on a low income, minority community.

-This alternative essentially splits a community.

-This alternative would further complicate an already sensitive project as NCDOT has previously committed (see-attached letter) to removing this alternative from further consideration.

-FHWA has previously stated that this project would not be approved with alternative C.

-The distance in the watershed critical area is not significantly less (.2 mi.) than other alternatives.

DWQ however requested that this alternative not be removed, as it is an alternative that reduces the impacts on the watershed critical area as compared to alternative BFH.

FHWA stated the reasons for their position of not approving a project which goes through point C.

At this point John Hennessy stated that legal action was currently being brought against DWQ for permitting a project inside a watershed critical area (US 117, Wayne County). He stated that based on a meeting with legal staff DWQ would not permit any projects within a watershed critical area pending the resolution of the US 117 lawsuit.

As a result of this information DWQ requested that two new alternatives be added for consideration that are outside the watershed critical area. These alternatives would cross US 70 at points C and D and both would go through the West End community and the Cates Farm.

It was noted that this information could impact a number of projects across the state. NCDOT will confer with management to determine the implications of this information and how to proceed on this project.

The meeting adjourned without reaching full agreement on study alternatives to carry forward.

**After the meeting , on April 19, 2001 PDEA staff (Prevatt, Sharer, Bridges) talked with Fred Lamar of the Attorney General's Office regarding this matter and the US 117 lawsuit. Fred says the legal issue is over the interpretation of the term "practicable" alternative. He feels an alternative can go through a critical watershed if it is shown to be impracticable to do otherwise.

Jb

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

July 11, 2002

MEMORANDUM TO: Meeting Attendees

FROM: Karen B. Taylor, PE, Project Development Engineer
Project Development and Environmental Analysis Branch

SUBJECT: NEPA/404 Merger Team Meeting Minutes (Concurrence Point 2) for the Relocation of Existing NC 119 in Mebane, Alamance County, Federal Aid No. STP-119(1), State Project No. 8.1470901, TIP Project No. U-3109

A NEPA/404 merger team meeting for the subject project was held on June 13, 2002, at 10:30 a.m. in the Board Room of the Transportation Building in Raleigh. The following people were in attendance:

Felix Davila	Federal Highway Administration (FHWA)
Rob Ayers	FHWA
Eric Alsmeyer	US Army Corps of Engineers
Howard Hall	US Fish and Wildlife Service
John Hennessy	NCDENR Division of Water Quality
David Cox	NC Wildlife Resources Commission
Bob Harkrader	Burlington-Graham MPO
Brock LaForty	Burlington-Graham MPO
Mike Mills	NCDOT – Division 7
Brad Wall	Division 7
Kathy Lassiter	Roadway Design
Bruce Payne	Roadway Design
Mary Pope Furr	Project Development and Environmental Analysis
Lubin Prevatt	Project Development and Environmental Analysis
Eric Midkiff	Project Development and Environmental Analysis
Karen Boshoff Taylor	Project Development and Environmental Analysis

Ted Bisterfeld with the Environmental Protection Agency (EPA) joined the meeting via conference call out of Atlanta. Renee Gledhill-Early with the NC State Historic Preservation Office was not able to attend the meeting; however, representatives from NCDOT met with Renee prior to the merger team meeting.

The purpose of the meeting was to submit information to the merger team to obtain concurrence on Point 2, Alternatives to be Studied in Detail. Karen Taylor gave an

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

overview of the proposed project. Following two previous merger team meetings, four (4) alternatives remained under consideration to be studied in detail; Alternative 4, Alternative 5, Alternative 7, and Alternative 8 (see Figure 1). The following comments were made at the meeting:

1. NCDOT proposed that the merger team eliminate Alternatives 4, 5 and 7. Alternatives 4 and 5 impact the West End Community and pass through the critical watershed area. Alternative 7 avoids both the critical watershed area and the Cates Farm, but impacts the West End Community and has a high number of residential and business relocations (107 residences and 11 businesses).

2. Two new alternatives were introduced for consideration, Alternatives 9 and 10. The two new alternatives are variations of Alternative 8. Alternative 9 reduces impacts to the critical watershed area, but impacts a small section of the Cates Farm (northwest corner). Alternative 10 is located just outside of the critical watershed area, but impacts the Cates Farm more severely than Alternative 9 (see Figure 2).

3. John Hennessy commended NCDOT for generating a new avoidance alternative to the critical watershed area (Alternative 10) as he had requested at the previous merger team meeting. He also agreed that Alternative 7 should be eliminated due to the high number of relocations associated with this alternative. He stated that due to water quality concerns and potential impacts to the West End Community, Alternative 4 and 5 should be eliminated as well. John emphasized that stormwater design will be a big issue on this project.

4. David Cox was concerned with having only one crossing over the railroad and US 70 for further study. Alternatives 8, 9 and 10 share the same alignment corridor from the beginning of the project at the existing NC 119 interchange with I-40/I-85 to just north of the proposed grade separated crossing over US 70 and the railroad (see Figure 2). However, the critical watershed is located to the west and the West End Community is located to the east of the currently proposed crossing of US 70 and the Railroad. Any other crossing will either have a more severe impact on the critical watershed area or the West End Community.

5. Mary Pope Furr (NCDOT Historic Architecture) commented that the SHPO does not prefer Alternatives 9 and 10.

6. The merger team agreed to eliminate Alternatives 4, 5, and 7 and to add Alternatives 9 and 10 for further study. Three alternatives, Alternatives 8, 9, and 10 will be studied in detail.

7. The meeting attendees agreed that a four-lane median divided section with shoulders should be studied for each alternative for the entire length of the project

8. Discussions were held regarding the type of access control to be studied. Meeting attendees agreed that partial control of access will be studied south of US 70. Two variations of partial control of access will be studied north of US 70 for each alternative; access only at existing secondary roads, and access at existing secondary roads with limited access to adjacent properties.

9. The corridor width for each alignment was discussed. A width of 300 feet will be studied for each alternative. It was agreed that in the vicinity of the Cates Farm, the corridor for Alternative 8 will be bounded to the east by the historic property boundary of the Cates Farm. The corridor for Alternative 10 will be bounded to the west by the critical watershed area boundary.

Eric Alsmeyer suggested that an on-site meeting with the merger team members need to be held prior to the next merger team meeting.

If you have any questions or comments, please contact me at (919) 733- 7844 ext. 223 or via e-mail at kbtaylor@dot.state.nc.us .

Attachments

KBT/

cc: Roger Sheats, NCDOT
Fred Lamar, NCDOT
Everett Ward, NCDOT
Carl Goode, NCDOT
Renee Gledhill-Earley, SHPO
Ted Bisterfeld, EPA

Merger Project Team Meeting Agreement

Concurrence Point No. 2: Alternatives to be Studied in Detail

Project Name/Description: NC 119 Relocation West of Mebane, Alamance County

TIP Project No.: U-3109

Federal Aid Project No.: STP-119(1)

State Project No.: 8.1470901

The alternatives to be studied in detail for the proposed project are:

Proposed Study Alignments

Alternative 8 (ABGH) begins at the existing NC 119/I-85 interchange and continues north on new alignment, then passes to the west of the West End Community, and crosses US 70 just west of Craftique Furniture Company. From there it passes west and north of the historic property boundary of the Cates Farm and passes through the critical watershed area. The alignment ties into existing NC 119 at SR 1917 (White Level Road).

Alternative 9 ($ABGH^2$) begins at the existing NC 119/I-85 interchange and continues north on new alignment, the passes to the west of the West End Community, and crosses US 70 just west Craftique Furniture Company. From there it passes through the northwestern corner of the Cates Farm property (within the NR listed boundary) and passes through the critical watershed area. The alignment ties into existing NC 119 at SR 1917 (White Level Road). A portion of the proposed alignment is located within the critical watershed area.

Alternative 10 ($ABGH^3$) begins at the existing NC 119/I-85 interchange and continues north on new alignment, then passes to the west of the West End Community, and crosses US 70 just west of Craftique Furniture Company. From there it passes through the northwestern corner of the Cates Farm property (within the NR listed boundary) to the east (outside) of the critical watershed area. The alignment ties into existing NC 119 at SR 1917 (White Level Road).

Proposed Typical Section:

A four-lane median divided section with shoulders is proposed for the entire length of the project.

Control of Access:

Partial control of access will be studied south of US 70. North of US 70, partial control of access and access only at existing secondary roads (SR's) will be studied for each alternative.

The Project Team has concurred on this date of June 13, 2002, on the above mentioned alternatives to be studied in detail for TIP Project U-3109.

USACE	Eric Alstenz	NCDOT	Karen B. Taylor
FHWA	Filip Ilic	USFWS	Howard F. Hall
NCDWQ	John E. Hennessy	NCWRC	David R. Cobb
NCDCR	Renee Gledhill-Earley	EPA	T. T. Bostwick
MPO	Ed Hoffman		

BUCK ENGINEERING
8000 Regency Parkway, Suite 200
Cary, North Carolina 27511
Phone: 919.463.5488
Fax: 919.463.5490

June 28, 2005

SUBJECT: NEPA/404 Merger Team Meeting Minutes (Concurrence Point 2a) for the Relocation of NC 119 from the I-85 Interchange to South of SR 1917 (White Level Road) in Mebane, Alamance County, Federal Aid No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

PREPARED BY: Aileen S. Mayhew, P.E.
Buck Engineering

A NEPA/404 merger team meeting for the subject project was held on June 16, 2005, at 3:00 p.m. in the Board Room of the Transportation Building in Raleigh. The following people were in attendance:

Felix Davila	Federal Highway Administration (FHWA)
John Thomas	US Army Corps of Engineers
Chris Militscher	US Environmental Protection Agency
Gary Jordan	US Fish and Wildlife Service
Sue Homewood	NCDENR Division of Water Quality
Christina Breen	NCDENR Division of Water Quality
Travis Wilson	NC Wildlife Resources Commission
Sarah McBride	Department of Cultural Resources - SHPO
Phil Conrad	Burlington-Graham MPO
David Hundley	NCDOT - Division 7
Dewayne Sykes	NCDOT - Roadway Design Unit
Tony Houser	NCDOT - Roadway Design Unit
Bruce Payne	NCDOT - Roadway Design Unit
David Anderson	NCDOT - Structure Design Unit
Jerry Snead	NCDOT - Hydraulics Unit
Earlene Thomas	NCDOT - Project Development and Environmental Analysis
Mary Pope Furr	NCDOT - Project Development and Environmental Analysis - OHE
Richard Silverman	NCDOT - Project Development and Environmental Analysis - OHE
Tim Gardiner	NCDOT - Project Development and Environmental Analysis - OHE
Brian Yamamoto	NCDOT - Project Development and Environmental Analysis
Glenda Gibson	Gibson Engineers
Craig Young	Buck Engineering
Greg Price	Buck Engineering
Aileen Mayhew	Buck Engineering

The purpose of the meeting was to identify and reach concurrence on the bridge locations and lengths to obtain concurrence on Point 2a, Bridge Locations and Lengths. Brian Yamamoto gave an overview of the proposed project. He mentioned that since the Concurrence Point 2 (June 13, 2002) meeting, the document has changed to an Environmental Impact Statement (EIS) and a consultant firm has been retained to perform the planning and design studies associated with the project.

Aileen Mayhew began the meeting with introductions and reiterated that bridging versus culvert decisions at the five sites included in the revised Major Stream Crossings table provided by Buck Engineering would be discussed. In addition, a field meeting was held on May 18, 2005 for the resource agencies to review the stream crossings in the field prior to today's meeting. Ms. Mayhew reviewed the Major Stream Crossings table, site by site. The following summarizes the comments made at the meeting:

Site 1: Site 1 is at Moadams Creek and is crossed by all three detailed study alternatives. The recommendation made by the Merger Team is to construct a 3@10'x7' RCBC, contingent upon re-verification of the existing wetland in the vicinity of Site 1 by the US Army Corps of Engineers (USACE). The wetland is associated with a beaver pond; however, recent field surveys have determined that the dam has been breached. Biologists from Buck Engineering will re-delineate the wetland and will schedule a field verification meeting with USACE Representative, John Thomas. Mr. Thomas stated in the meeting that he is willing to concur with the recommended box culvert if the wetland has been substantially compromised. All other representatives of the Merger Team agreed to a box culvert in this location.

Site 2: Site 2 is a tributary to Mill Creek (UT 14) and is crossed by all three detailed study alternatives. The Division of Water Quality (DWQ) requested a bridge for this site due to the nature of the resource (HQW, WS-II) and its proximity to the Water Supply Watershed Critical Area. NCDOT will develop a cost estimate for a bottomless arch culvert, re-visit the bridge lengths and associated costs, and explore the idea of purchasing a conservation easement in order to provide fencing around UT 14 as a means of disallowing cattle to enter the creek at this location. The DWQ also requested an additional box on the culvert structure, one to accommodate base flow and the other for storm flow. This information will be discussed with the team again no later than the LEDPA meeting. There was also mention of the potential for on-site mitigation at this location.

Site 3: Site 3 is at Mill Creek and is crossed by all three detailed study alternatives. A recommendation to bridge Site 3 was concurred upon based on the high quality of the resource and its proximity to the Water Supply Watershed Critical Area. In addition, NCDOT will re-visit the bridge lengths and associated costs for this site; however, Jerry Snead estimated revised bridge lengths and associated costs for discussion purposes during the meeting. The cost to bridge versus the cost to provide a triple barrel box culvert was similar for Alternatives 9 and 10. Alternative 8 costs were not as comparable; however, bridging was still recommended at this site for Alternative 8. All team members concurred with this recommendation.

Site 4: Site 4 is at Moadams Creek and associated with the extension of Corrigidor Road. The proposal was to replace the existing wooden bridge with a 2@10'x6' RCBC. All team members concurred with this recommendation.

Site 5: Site 5 is a tributary to Mill Creek (UT 14) and is only crossed under Alternative 10, as part of the proposed improvements to Mebane Rogers Road. The recommendation was to retain and extend the existing 72-inch corrugated metal pipe (CMP). All team members concurred with this recommendation.

As discussed at the meeting, the Concurrence Point 2a form will be circulated for signature after Site 1 has been re-verified by the USACE. The form will indicate that concurrence was reached for Sites 1, 3, 4, and 5. The form will also indicate that Site 2 will be re-visited either as part of Concurrence Point 3 or prior to that meeting.

If any meeting participants find this memorandum in error, please contact Aileen Mayhew at (919) 459-9021 or by email at amayhew@buckengineering.com.

cc: Doug Galyon, NCDOT
Mike Mills, NCDOT - Division 7
Ted Bisterfeld, EPA
Brian Wrenn, DWQ

Buck Engineering
A Unit of Michael Baker Corporation
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Cary, North Carolina 27511

Phone: 919-463-5488
Fax: 919-463-5490

April 26, 2006

SUBJECT: NEPA/404 Merger Team Meeting Minutes (Concurrence Point 2a) for the Relocation of NC 119 from the I-85 Interchange to North of SR 1917 (White Level Road) in Mebane, Alamance County, Federal Aid No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

PREPARED BY: Aileen S. Mayhew, P.E.
Buck Engineering

A NEPA/404 merger team meeting for the subject project was held on March 16, 2006, at 900 a.m. in the Board Room of the Transportation Building in Raleigh. The following people were in attendance:

Felix Davila	Federal Highway Administration (FHWA)
John Thomas	US Army Corps of Engineers
Todd Tugwell	US Army Corps of Engineers
Chris Militscher	US Environmental Protection Agency
Gary Jordan	US Fish and Wildlife Service
Sue Homewood	NCDENR Division of Water Quality
Amy Simes	NCDENR
Travis Wilson	NC Wildlife Resources Commission
Sarah McBride	Department of Cultural Resources - SHPO
Mike Nunn	Burlington-Graham MPO
Tony Houser	NCDOT - Roadway Design Unit
Bruce Payne	NCDOT - Roadway Design Unit
David Anderson	NCDOT - Structure Design Unit
Jerry Snead	NCDOT - Hydraulics Unit
Mike Stanley	NCDOT - TIP Development Unit
Mark Staley	NCDOT - Roadside Environmental Unit
Chad Lanford	NCDOT - Congestion Management Section
Greg Thorpe	NCDOT - Project Development and Environmental Analysis
Eric Midkiff	NCDOT - Project Development and Environmental Analysis
Derrick Weaver	NCDOT - Project Development and Environmental Analysis
Jennifer Fuller	NCDOT - Project Development and Environmental Analysis
Jennifer Evans	NCDOT - Project Development and Environmental Analysis
Rachelle Beauregard	NCDOT - Project Development and Environmental Analysis - NEU
Erica McLamb	NCDOT - Project Development and Environmental Analysis - NEU
Susan Thebert	NCDOT - Project Development and Environmental Analysis - NEU
Sara Easterly	NCDOT - Project Development and Environmental Analysis - NEU
Mike Pekarek	Gibson Engineers
Jim Buck	Buck Engineering
Craig Young	Buck Engineering
Greg Price	Buck Engineering
Aileen Mayhew	Buck Engineering

The purpose of the meeting was to discuss the recommended crossing structure for Site 2 (Unnamed Tributary to Mill Creek) and obtain complete concurrence on Point 2a, Bridge Locations and Lengths. Jennifer Fuller passed out an agenda (attached) and began the meeting with introductions. She gave an overview of the proposed project, reminding the team that a previous Concurrence Point 2a meeting had been held in June 2005 and that the team had reached concurrence on all of the major stream crossings except Site 2.

Aileen Mayhew continued by giving a general description of the project and discussed the concurrence team history, specifically that the Team met in June 2005 to discuss the five major stream crossings along the project and agreed on structure recommendations at four of the sites (Sites 1, 3, 4, and 5). The purpose of this meeting was to re-visit Site 2 - Unnamed Tributary to Mill Creek. It was mentioned that the Hydraulics Unit recommended a 6 ft. x 6 ft. box culvert at Site 2.

John Thomas discussed the concerns raised by DWQ regarding Site 2 from the previous meeting, specifically their concern regarding the water quality and the possibility of constructing a bottomless culvert at this site. Their concern was that the stream in question is a tributary to the Water Supply Watershed Critical Area of Graham-Mebane Lake.

Sue Homewood mentioned that she had revisited the site since our last meeting. The stream is a good system, with a cobble boulder substrate and a step pool system. She inquired whether the NCDOT could commit to a bottomless culvert at this time. There was discussion that the Geotechnical Unit must visit the site to determine the feasibility of constructing a bottomless culvert in this location.

The discussion then turned to water quality. Jim Buck mentioned that Buck Engineering had prepared a feasibility report for stream restoration in this particular area of Alamance County back in 2003. This report was done completely separate from the U-3109 project, and prior to Buck Engineering being awarded the NC 119 EIS contract with NCDOT. The feasibility report detailed possible mitigation for this specific reach, which is classified as an "E" channel moving towards instability. It indicated that there is mitigation opportunity along this tributary for enhancement, restoration, and protection. Jim Buck mentioned that spanning the stream with a bridge would not serve to improve water quality. He suggested that constructing the recommended culvert (or possibly the bottomless arch culvert) and including fencing along the stream to keep the cattle out would better serve to protect the quality of the stream.

Discussions of the stream characteristics, as well as various construction techniques that have been utilized in the field along similar streams, were discussed and are listed below.

- The downstream section of this particular stream is not as incised
- Measures to contain velocity increases in the stream
- Desire to maintain or restore the stream's access to its floodplain
- Stream is more of a step pool system than a meander system
- Buffer impacts between a spanning structure (bridge) versus a box culvert
- Construct step pool above and below culvert so it doesn't affect upstream or downstream
- Construction impacts from installing the culvert
- Cross vein constructed along the Clayton Bypass upstream is keeping substrate in the culvert
- Concern with using a conspan where the streambed is not rocky; the vegetation dies and headcuts develop

There was a brief discussion regarding the possibility of providing different structures for the various alternatives along this particular stream (Site 2). It was mentioned that the stream system changes somewhere in the vicinity of Alternative 9. Sue Homewood inquired why the recommended bridge lengths doubled from what was presented at the June 2005 Merger meeting and Aileen Mayhew responded that the bridge lengths were revised since the last meeting based on information from a more completed preliminary roadway design.

Jerry Snead stated that a typical concern with installing a culvert is an increase in velocity downstream of the structure. However, he added that there are measures that can be installed in the stream to reduce velocities and make them similar to a spanning structure.

Sue Homewood inquired about the impacts associated with the installation of a culvert, e.g. sediment and erosion control, blasting of bedrock. Jim Buck indicated that there are standard sedimentation and erosion control measures for installation of culverts that NCDOT is required to adhere to and also stated that it appears that no blasting will be required for installation of a culvert at this location. Tony Houser and Jerry Snead both agreed with the “no blasting" assessment. Jim Buck also stated that additional measures to keep the substrate in the culvert can be utilized. He discussed various measures of natural channel design and how these measures could be incorporated into this project.

John Thomas summed up the discussions by stating that if a bridge or bottomless arch culvert is constructed, no mitigation is required. However, if a culvert is constructed, mitigation must be considered. Providing mitigation would improve or maintain the stream condition depending on which alternative is selected. Sue Homewood followed up by saying that she would like NCDOT to commit to using all measures to improve/maintain the condition/stability of the stream. She would like the NCDOT to look at possible mitigation techniques that aren’t typically looked at with a culvert. Specific mitigation commitments were discussed regarding velocity and water quality; however Felix Davila suggested that specifics on mitigation be left to the mitigation concurrence point (Concurrence Point 4a).

Discussion regarding the effect of the alternatives on the Cates Farm historic property ensued. The State Historic Preservation Office has determined that Alternatives 9 and 10 would have an “Adverse Effect” on the Cates Farm, and that Alternative 8 would have a “No Adverse Effect”. Based on Buck Engineering’s Stream Mitigation Feasibility Study report for the Cates Farm, there is on-site mitigation potential. Therefore, the team decided to select the LEDPA and discuss on-site mitigation at the same Merger meeting, thereby combining concurrence points 3 and 4a into one meeting. The preliminary design will be presented at this combined Merger meeting so that the team can see where the stream crossing is located based on the various alternatives. Sarah McBride stated that if there is on-site mitigation on the Cates Farm, SHPO would need to revisit the effect of the project on the historic property. Prior to the combined Concurrence Point 3/4a meeting, SHPO would issue an effects determination for any proposed on-site mitigation. Sarah McBride mentioned that if there were any pictures showing how the natural channel design would look along this stream, it would be helpful for her to see those prior to the effects meeting.

The Concurrence Point 2a form for Site 2 was circulated and signed by the Merger Team. The signature sheet states that a "three-sided" (bottomless) culvert will be investigated in final design if the site conditions permit it. It also states that NCDOT will investigate and pursue natural channel design techniques in the area of the culvert for stabilization purposes. A copy of the signed concurrence sheet is attached. There being no further business, the meeting was adjourned.

If any meeting participants have any comments, questions, or edits to this memorandum, please contact Aileen Mayhew at (919) 459-9021 or by email at amayhew@mbakercorp.com.

cc: Doug Galyon, NCDOT
Mike Mills, NCDOT - Division 7
Ted Bisterfeld, EPA
Mary Pope Furr, NCDOT HEU
Ed Lewis, NCDOT HEU
Earlene Thomas, NCDOT, TPB

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2a – Bridging and Alignment Review

Project No./TIP No./Name/Description:

WBS Element 34900.1.1
Project No. 8.1470901
TIP No. U-3109
Relocation of NC 119 from the I-85 Interchange to South of SR 1917 (White Level Road) in Mebane, Alamance County

Alignment Review:

The Merger Team met on June 13, 2002 to discuss the outstanding issues pertaining to Concurrence Point 2. The Merger Team concurred with the "Alternatives to Be Studied" as discussed at this meeting and signed the Concurrence Point 2 signature sheet. This meeting was a follow-up of the concurrence meetings held December 13, 2000 and April 18, 2001.

Bridging Review:

After a hydraulic review of the project area and the existing drainage structures, the following hydraulic structures are recommended for the subject project:

Site 1:	Construct a new RCBC, 3 @ 10 ft. x 7 ft.
Site 2:	Will be discussed with the team again no later than the LEDPA meeting
Site 3:	Construct a new bridge, bridge length of 165 ft. for Alternative 8, 210 ft. for Alternative 9, and 335 ft. for Alternative 10
Site 4:	Remove existing bridge at entrance to City of Mebane Wastewater Treatment Plant
Site 4A:	Construct new RCBC, 2 @ 10 ft. x 6 ft., east of existing crossing
Site 5:	Retain and extend existing 72-inch CMP (Alternative 10 only)

As indicated above, concurrence was reached for Sites 1, 3, 4, and 5. Site 2 will be re-visited either as part of Concurrence Point 3 or prior to that meeting.

The Project Team has concurred on this date of August 18, 2005 with the "bridging alternatives" as stated above.

USACE _____ NCDOT _____

USEPA _____ 8/18/05 USFWS Gary Jordan

NCDWQ _____ NCWRC _____

NCDCR _____ 9/20/05 FHWA _____

MPO _____

Section 404/NEPA Merger Project Team Meeting Agreement Concurrence Point No. 2a – Bridging and Alignment Review

Project No./TIP No./Name/Description:

WBS Element 34900.1.1
Project No. 8.1470901
TIP No. U-3109
Relocation of NC 119 from the I-85 Interchange to South of SR 1917 (White Level Road) in Mebane, Alamance County

Alignment Review:

The Merger Team met on June 13, 2002 to discuss the outstanding issues pertaining to Concurrence Point 2. The Merger Team concurred with the "Alternatives to Be Studied" as discussed at this meeting and signed the Concurrence Point 2 signature sheet. This meeting was a follow-up of the concurrence meetings held December 13, 2000 and April 18, 2001.

Bridging Review:

The Merger Team met on June 16, 2005 to discuss the hydraulic structures recommended for the subject project. The Merger Team reached concurrence for Sites 1, 3, 4, and 5 as discussed at this meeting and signed the Concurrence Point 2a signature sheet. However, it was agreed that Site 2 would be re-visited as part of Concurrence Point 3 or prior to that meeting.

After a hydraulic review of the project area and the existing drainage structures, the following hydraulic structures are recommended for the subject project:

Site 2: Construct a new RCBC, 1 @ 6 ft. x 6 ft.

A "three-sided" (bottomless) culvert will be investigated in final design if the site conditions permit it. Additionally, NCDOT will investigate and pursue natural channel design techniques in the area of the culvert for stabilization purposes.

The Project Team has concurred on this date of March 16, 2006 with the "bridging alternatives" as stated above.

USACE _____ NCDOT _____

USEPA _____ USFWS _____

NCDWQ _____ NCWRC _____

NCDCR _____ FHWA _____

MPO _____

Michael Baker Engineering, Inc.
8000 Regency Parkway, Suite 200
Cary, North Carolina 27518

Phone: 919-463-5488
Fax: 919-463-5490

November 19, 2008

SUBJECT: NEPA/404 Merger Team Meeting Minutes (Concurrence Point 3) for the Relocation of NC 119 from the I-85/40 Interchange to South of SR 1918 (Mrs. White Lane) in Mebane, Alamance County, Federal Aid No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

PREPARED BY: Aileen S. Mayhew, P.E.
Baker Engineering

A NEPA/404 Merger Team meeting for the subject project was held on June 19, 2008, at 3:00 p.m. in the Board Room of the Transportation Building in Raleigh. The following people were in attendance:

Felix Davila	Federal Highway Administration (FHWA)
Andrew Williams	US Army Corps of Engineers (USACE)
Chris Militscher	US Environmental Protection Agency (USEPA)
Gary Jordan	US Fish and Wildlife Service
Brian Wrenn	NCDENR Division of Water Quality
Amy Euliss	NCDENR Division of Water Quality
David Wainwright	NCDENR Division of Water Quality
Travis Wilson	NC Wildlife Resources Commission
Renee Gledhill-Earley	Department of Cultural Resources - HPO
Patty Eason	NCDOT - Division 7
Tony Houser	NCDOT - Roadway Design Unit
David Anderson	NCDOT - Structure Design Unit
Jerry Snead	NCDOT - Hydraulics Unit
Aketa Emptage	NCDOT - Office of Civil Rights - Title VI
Mike Stanley	NCDOT - TIP Development Unit
Derrick Beard	NCDOT - Traffic Control Unit
Atefe Northcutt	NCDOT - TPB
Eric Midkiff	NCDOT - Project Development and Environmental Analysis
Derrick Weaver	NCDOT - Project Development and Environmental Analysis
Jennifer Fuller	NCDOT - Project Development and Environmental Analysis
Ed Lewis	NCDOT - Project Development and Environmental Analysis - PICS
Mary Pope Furr	NCDOT - Project Development and Environmental Analysis - Historic Architecture
Rachelle Beauregard	NCDOT - Project Development and Environmental Analysis - NEU
Greg Price	NCDOT - Project Development and Environmental Analysis - NEU
Glenda Gibson	Gibson Engineers
Jim Buck	Baker Engineering
Suzanne Young	Baker Engineering
Aileen Mayhew	Baker Engineering

The purpose of the meeting was to discuss and select a Least Environmentally Damaging Practicable Alternative (LEDPA) and to discuss avoidance and minimization. Andy Williams began the meeting with a brief overview of the proposed project followed by introductions and brief comments from Jennifer Fuller. At this time, Aileen Mayhew continued with a slide presentation that followed the Concurrence Point 3 handout previously mailed to team members. The presentation included a general description of the project and

discussed the public hearing, water supply watershed critical area, concurrence team history, and the NCDOT recommended alternative. An agenda was also distributed (attached).

Chris Militscher inquired whether responses to the agency comments on the DEIS, specifically those from USEPA, were going to be presented at the meeting. He explained that USEPA's primary concern is Mobile Source Air Toxics (MSATs) and noted that a project specific analysis was not performed to determine the effect of MSATs on specific receptors, similar to how noise analyses are conducted. He commented that no sensitive receptors along Alternatives 8, 9, or 10 were identified in the DEIS and asked for verification that there are no sensitive receptors along the project. He then stated that USEPA is aware of the guidance from FHWA that requires project specific analyses for MSATs only for projects with traffic volumes above a threshold; however, they would have preferred an analysis for this project regardless of the traffic volumes. In response, the NCDOT and Baker Engineering explained that the three detailed study alternatives basically follow one alignment from the beginning of the project to the vicinity of Cates Farm and then run parallel to each other for the remainder of the project. While there are some receptors scattered along the project that experience an increase in noise, they were not aware of any sensitive air quality receptors (daycares, nursing facilities, etc.) located in the area where the alternatives vary. Information regarding sensitive receptors along the project will be verified and included in the FEIS. If there are no sensitive receptors, a statement to that effect will be included in the FEIS, which will conclude the analysis.

The NCDOT briefly explained that they selected Alternative 8 as their preferred alternative because it was the only alternative that avoided impacting the Cates Farm, which is listed on the National Register of Historic Places. Amy Euliss noted that a portion of the Cates Farm property is currently for sale and that the home and associated structures would not be impacted by Alternatives 9 or 10, although the viewshed would be impacted. Renee Gledhill-Earley explained that the HPO has to follow the historic preservation regulations according to how the property is right now and until development begins, the entire property is protected. The NCDWQ explained their concerns about Alternatives 8 and 9 impacting the watershed critical area and asked about citizen comments received thus far. A comment was made that while several citizens at the Public Hearing were not in favor of an alternative that impacted the watershed critical area; there were also verbal and written comments from citizens requesting that NCDOT avoid the historic property. The NCDWQ indicated that they could not agree with NCDOT's preferred alternative. There was discussion regarding State regulations requiring the watershed critical area be avoided unless there is no "practicable" alternative, versus Federal regulations requiring the historic property be avoided unless it is not "prudent and feasible." A comment was made that the State regulation supporting the watershed critical area is based on the Federal Safe Drinking Water Act. The NCDWQ stated that Alternative 8 would be difficult for them to permit. Brian Wrenn added that the stormwater controls required for watershed critical areas would apply to this project regardless of whether the selected alternative crosses the critical area. The NCDWQ preferred Alternative 10, but the HPO said they couldn't agree with that alternative. The NCDWQ also had concerns about secondary and cumulative impacts of the proposed road. Jim Buck stated that the portion of the project in the vicinity of the Cates Farm is proposed to have full control of access, which would limit opportunities for induced development. The NCDOT reiterated that no secondary or cumulative impacts directly off this road are anticipated.

At this time, Chris Militscher asked if NCDWQ and HPO could agree with Alternative 9 as a compromise. Alternative 9 avoids and minimizes impacts to both the watershed critical area and the Cates Farm. Renee Gledhill-Earley stated that Alternative 9 has an adverse effect on the Cates Farm and that FHWA would have to support this decision since the Cates Farm is a Section 4(f) resource. Felix Davila indicated that he would support Alternative 9 as the LEDPA, but that he would need to verify with FHWA's lawyers that a Section 4(f) document could be prepared stating there is no practicable and feasible alternative to impacting the Cates Farm.

Some of the reasons why Alternative 9 was selected as the LEDPA included:

- Compromise - minimizes impacts to both resources (watershed critical area and Cates Farm)
- Fewer stream crossings than Alternatives 8 or 10
- Less linear feet of stream impacts than Alternatives 8 or 10

The Concurrence Point 3 form was circulated and signed by the Merger Team. The signature sheet states that the Project Team concurs with the selection of "Alternative 9" as the LEDPA. A copy of the signed concurrence sheet is attached.

At this time, the Merger Team began discussing avoidance and minimization for the proposed project. Aileen Mayhew gave a brief slide presentation that presented minimization efforts to date. There was a comment that 2:1 side slopes in the wetland areas should be included in the minimization efforts. There was also discussion among the team members regarding incorporating additional minimization / mitigation efforts for the Cates Farm into the project. It was agreed that these efforts would be investigated during Concurrence Point 4B.

The Concurrence Point 4A form was circulated and signed by the Merger Team. The signature sheet states that in areas of wetland impacts, the side slopes be reduced to 2:1 and that storm water Best Management Practices and hazardous spill basins will be evaluated at Concurrence Point 4B. It also states that the Cates Farm on-site stream restoration project will also be discussed and evaluated at Concurrence Point 4B. A copy of the signed concurrence sheet is attached. There being no further business, the meeting was adjourned.

If any meeting participants have any comments, questions, or edits to this memorandum, please contact Aileen Mayhew at (919) 459-9021 or by email at amayhew@mbakercorp.com.

cc: Doug Galyon, NCDOT
Mike Mills, NCDOT - Division 7
Ted Bisterfeld, EPA
Earlene Thomas, NCDOT, TPB

AGENDA

Relocation of NC 119
I-85/40 Interchange to South of SR 1918 (Mrs. White Lane)
Mebane, Alamance County

Concurrence Point No. 3
Least Environmentally Damaging Practicable Alternative (LEDPA)
TIP Project No. U-3109

June 19, 2008

- Introduction
  - Meeting Purpose and Goals
    - Concurrence Point No. 3
  - Slide Presentation
    - General Description of Project
    - Public Hearing
    - Water Supply Watershed Critical Area
    - Concurrence Team History
    - NCDOT Recommended Alternative

- Recommended Alternative Discussion

- Comments and Questions

Section 404/NEPA Merger Project Team Meeting Agreement Concurrence Point No. 3 – Least Environmentally Damaging Practicable Alternative (LEDPA)

Project No./TIP No./Name/Description:

WBS Element 34900.1.1
Project No. 8.1470901
TIP No. U-3109
Relocation of NC 119 from the I-85/40 Interchange to South of SR 1918 (Mrs. White Lane) in Mebane, Alamance County

Recommended Alternative:

Alternative 9 begins at the existing NC 119/I-85/40 interchange and continues north passing to the west of the West End community and crossing US 70 just west of the Craftique Furniture Company. This alternative passes through the northwestern corner of the Cates Farm (within the NRHP listed boundary) and passes through the watershed critical area of the Graham-Mebane Reservoir. The alignment ties into existing NC 119 near SR 1918 (Mrs. White Lane). A portion of the proposed alignment is located within the watershed critical area. This alternative would require a section of SR 1921 (Mebane Rogers Road) to be realigned to accommodate the proposed intersection of NC 119 and SR 1921 (Mebane Rogers Road).

At the beginning of the project, a six-lane curb and gutter facility is proposed with additional turn lanes located at the I-85/40 interchange. Continuing north from the interchange, a six-lane curb and gutter facility with a 30-foot median is proposed. Near the realignment of SR 1962 (Third Street Extension), the six-lane curb and gutter facility would transition to a six-lane shoulder section with a 30-foot median for a short distance before transitioning again to a four-lane roadway with a 30-foot grass median in the vicinity of the Fieldstone subdivision and US Post Office. For the remainder of the project, a four-lane roadway with a 30-foot wide grass median would be constructed.

The Project Team has concurred on this date of June 19, 2008 with the selection of "Alternative 9" as the Least Environmentally Damaging Practicable Alternative (LEDPA) as stated above.

USACE Andrew Williams

USEPA

NCDWQ

NCDCR Renee Gledhill-Earley w/ adverse effect to Cates Farm & 106 compliance/MOA

MPO

NCDOT

USFWS Gary W. Jordan

NCWRC

FHWA

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 4A – Avoidance and Minimization

Project No./TIP No./Name/Description:

WBS Element 34900.1.1
Project No. 8.1470901
TIP No. U-3109
Relocation of NC 119 from the I-85/40 Interchange to South of SR 1918 (Mrs. White Lane) in Mebane, Alamance County

Avoidance and Minimization:

Minimization efforts have taken place continually throughout the planning process. NCDOT studied various build alternatives that met the purpose and need of the proposed project and minimized impacts to the environment. NCDOT developed Alternatives 8, 9, and 10 with the Merger Team in order to minimize impacts to the human and natural environments. The Merger Team reviewed the preliminary plans on June 13, 2002 and has concurred that Alternative 9 is the preferred alternative. Avoidance and minimization efforts are described below.

- Wetland 1 (WL1) – Alignment stays as much on the eastern edge of the wetland as possible to minimize direct impacts while not encroaching upon a parallel section of MoAdams Creek to the west. Wetlands 3 (WL3) and 4 (WL4) – Alignment skirts between WL3 and WL4 while avoiding impacts to the Craftique Furniture Company. Wetlands 11 (WL11) and 13 (WL13) (Corrigidor Road Extension) – Alignment impacts the western edge of WL11 and WL13 to avoid impacting the City of Mebane WWTP operations.
- The Mebane Rogers Road tie-in near proposed NC 119 was designed to end before the creek crossing (Site 5) for Alternative 9.
- The tie-in from proposed NC 119 to existing NC 119 south of the Mill Creek community was designed to end before the Mill Creek crossing for Alternative 9 in this area.
- Additional alignments in the vicinity of Corrigidor Road were prepared and the alignment that minimized impacts in that area was selected.
- In the vicinity of Fieldstone, the mainline alignment was shifted slightly outside the corridor limits to reduce impacts to MoAdams Creek, necessitating a slight expansion of the corridor limits in this area.
- The realignment of Third Street in the vicinity of the US Post Office was designed to reduce impacts to the Fieldstone apartments, as well as other residences in that area.
- An access road was incorporated into the design near the beginning of the project to reduce impacts to the Fox Run apartments.
- Bridging of Mill Creek decreases the degree of potential habitat fragmentation and reduces potential wildlife mortality due to traffic operations by providing riparian corridors for wildlife use.
- In areas of wetland impacts, reduce side slopes to 2:1.
- Storm water BMPs and hazardous spill basins will be evaluated at CP 4B.
- The Cates Farm on-site stream restoration project will be discussed and evaluated at CP 4B.

The Project Team has concurred on this date of June 19, 2008 with the avoidance and minimization measures as stated above.

USACE Andrew Williams
USEPA
NCDWQ
NCDCR Renee Gledhill-Earley
MPO

NCDOT
USFWS Gary W. Jordan
NCWRC
FHWA

APPENDIX H

PUBLIC INVOLVEMENT

Part 1 – Newsletters
Part 2 – Summaries of Small Group Informational Meetings
Part 3 – Summaries of NC 119 Relocation Steering Committee Meetings
Part 4 – Citizens Informational Workshops
Part 5 – Public Hearing

Appendix H – Part 1
Newsletters

No. 1 September 2002

NC 119 Relocation
NEWSLETTER

NC Transportation Improvement Program Project No. U-3109

PROJECT INTRODUCTION

This newsletter is published by the North Carolina Department of Transportation (NCDOT) to provide residents in Mebane and surrounding communities with updated information about the proposed NC 119 Relocation project in Mebane.

PURPOSE OF PROJECT

The purpose of the project is to relieve traffic congestion in downtown Mebane, provide access to the local area, and provide Alamance County with a primary north/south route.

WHAT'S HAPPENED SO FAR?

In 1994, the North Carolina Department of Transportation (NCDOT) initiated planning studies for the relocation of NC 119 in Mebane, Alamance County. A Citizens Informational Workshop was held January 30, 1995 at South Mebane Elementary School to present the project study area to the public. The study area was expanded when several historic properties that were eligible for the National Register of Historic Places were discovered. The Cates Farm located on Mebane-Rogers Road, which has recently been listed on the National Register, completely covered the initial study area. A second workshop was held at the Mebane Arts and Community Center Complex on June 20, 1996 to show the expanded study area to the public.

Several small group meetings were held in various communities within the project study area to get further input from residents and listen to their concerns about the proposed project. Meetings were also held with representatives of the West End Community to listen to their concerns.

Preliminary Alternatives were identified considering features such as neighborhoods, community facilities, businesses, historic properties, and sensitive natural areas including the critical watershed area of Graham-Mebane Reservoir. The identification of these alternatives was coordinated with federal, state, and local agencies. The Preliminary Alternatives were evaluated and several were omitted from further study. Each alternative was evaluated based on the project's purpose and need, as well as its potential impact to the human, cultural and natural environment. The remaining Alternatives will be studied in detail.

A map showing the current Alternatives is on the inside of this newsletter.

CURRENT ACTIVITIES

Within the next couple of weeks, NCDOT will start collecting information for the Alternatives being studied. Part of this effort will include interviews with residents in the various communities within the project area. Interviews may be held at local grocery stores, public facilities, community centers, churches, shopping centers, at local sporting events, or in the neighborhoods.

Design plans are being prepared for each Alternative under study. The proposed cross section for each Alternative is a four-lane median divided facility with shoulders. The Alternatives will be analyzed to determine any natural, physical, and social environmental impacts. The environmental analysis of these Alternatives and the preparation of technical reports will continue for the next several months.

WHAT IS NEXT?

Additional public meetings will be held later this year to give citizens an opportunity to review project proposals and to comment on them. An environmental document, Environmental Assessment (EA), will be drafted that summarizes and compares the Alternatives and evaluates the environmental, social, and economic impacts of each alternative. The EA will be made available to the public. A formal public hearing will be held after completion of this document.

VISIT NCDOT's WEB SITE AT
http://www.ncdot.org/

CURRENT PROJECT SCHEDULE

August 2002	Start community impact and environmental studies
October 2002 - June 2003	Hold additional public meetings and workshops
February 03	Receive environmental study reports
June 2003	Permitting and resource agency review
August 2003	Complete Environmental Assessment document
November 2003	Hold public hearing
2004	Complete final environmental document and final design
2005	Begin right of way acquisition for Part A (section from I-40/85 to US 70)
2007	Start construction for Part A
After 2010	Begin right of way acquisition and construction for Part B (from US 70 to south of White Level Road)

CONTACT INFORMATION

If you have any questions or would like to be added to the mailing list, call, write, fax, or e-mail:

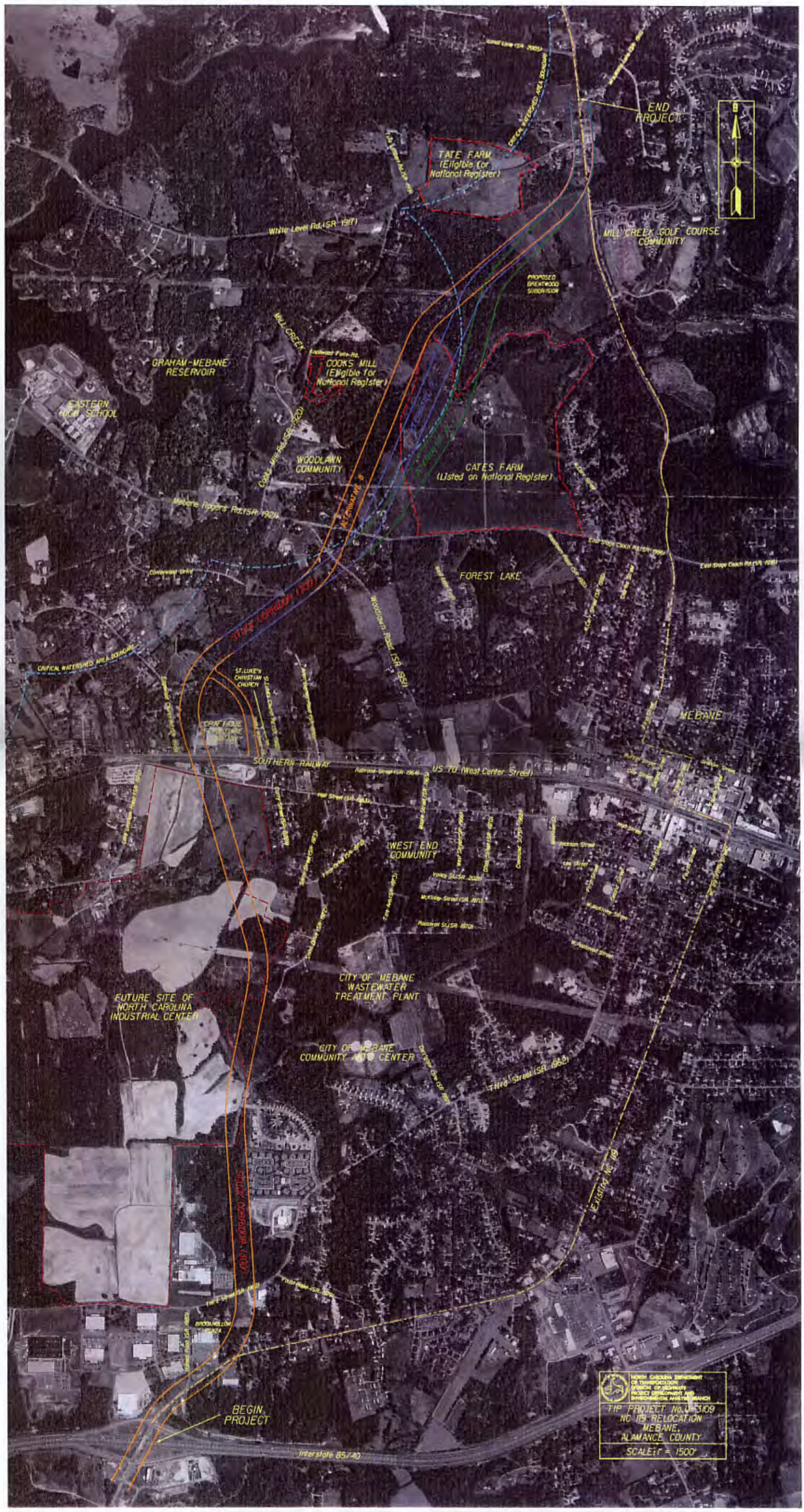
Mrs. Karen B. Taylor, P.E.
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch
1548 Mail Service Center
Raleigh, NC 27699-1548

Phone: (919) 733-7844x223
Fax: (919) 733-9794
e-mail: kbtaylor@dot.state.nc.us

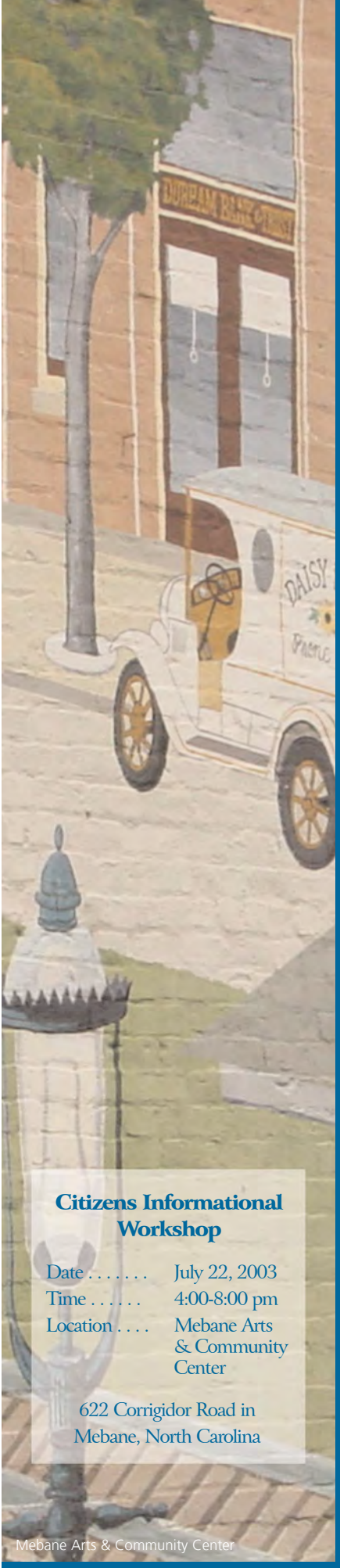
FOR INFORMATION CONCERNING NCDOT PROJECTS AND PROGRAMS CALL

1-877-DOT-4YOU

NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH
1548 MAIL SERVICE CENTER
RALEIGH, NC 27699-1548


END PROJECT
TATE FARM (Eligible for National Register)
White Level Rd.(SR 1917)
MILL CREEK GOLF COURSE COMMUNITY
PROPOSED BRENTWOOD SUBDIVISION
MILL CREEK
GRAHAM-MEBANE RESERVOIR
COOKS MILL (Eligible for National Register)
EASTERN HIGH SCHOOL
WOODLAWN COMMUNITY
CATES FARM (Listed on National Register)
Mebane Rippers Rd.(SR 1924)
ALTERNATIVE B
FOREST LAKE
STUDY CORRIDOR (1307)
CRITICAL WATERSHED AREA BOUNDARY
ST. LUKE'S CHRISTIAN CHURCH
CRAFTMADE FURNITURE COMPANY
MEBANE
SOUTHERN RAILWAY
US 70 (West Center Street)
WEST END COMMUNITY
CITY OF MEBANE WASTEWATER TREATMENT PLANT
FUTURE SITE OF NORTH CAROLINA INDUSTRIAL CENTER
CITY OF MEBANE COMMUNITY AUTO CENTER
Third Street (SR 1962)
EXISTING NC 119
STUDY CORRIDOR (1307)
BROOKHOLLOW PLAZA
BEGIN PROJECT
Interstate 85/40
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
TIP PROJECT No. U-3109
NC 119 RELOCATION
MEBANE,
ALAMANCE COUNTY
SCALE: 1" = 1500'

NC 119 Relocation Newsletter



Citizens Informational Workshop

Date . . . . . July 22, 2003
Time . . . . . 4:00-8:00 pm
Location . . . . Mebane Arts & Community Center

622 Corrigidor Road in Mebane, North Carolina

Mebane Arts & Community Center

We NEED to HEAR from YOU!

The North Carolina Department of Transportation (NCDOT) wants to hear from interested and concerned citizens in and around Mebane, North Carolina about the proposed relocation of NC 119. Find out more about the project and its history on pages 2 and 3.

A Citizens Informational Workshop will be held on Tuesday, July 22, 2003 at the Mebane Arts and Community Center, 622 Corrigidor Road in Mebane, North Carolina from 4:00 p.m. to 8:00 p.m.

NEED a Ride to the Workshop?

NCDOT will provide free transportation to and from the workshop for project-area residents. Call 1 (866) 366-5273 *before July 17th* to get a ride to the workshop. This is a free call to Arcadis, a consultant to the NCDOT.

WANT to bring the kids?

Children are welcome at the Workshop. A "Kid's Table" with coloring books and crayons will be provided.

Why Should You Attend the Workshop?

The purpose of the workshop is to get citizens' input on the detailed study alternatives. Maps of the alternatives, as shown on the inside of the newsletter, will be on display at the workshop. Representatives from the NCDOT will be there to answer questions and get input on the proposed relocation of NC 119.

At this Workshop, you will be able to:

- Learn more about the project
- Review study alternatives
- Ask questions
- Get answers
- Provide written or verbal comments
- Review project status & timeline

Questions?

If you have any questions about the project, you may call, write, fax, or e-mail:

Karen B. Taylor, P.E.
NCDOT-PDEA
1548 Mail Service Center
Raleigh, NC 27699-1548

Phone: (919) 733-7844 (Ext 223)
Fax: (919) 733-9794
e-mail: kbtaylor@dot.state.nc.us

Be Informed! Be Involved!

Public input is very important to the success of this project. It is never too late to get involved. Your input will be a major consideration in determining the Preferred Alternative.

Below is a list of ways for you to participate:

- Add your name to the project mailing list for future newsletters and public meetings
- Arrange for a small group meeting for your homeowners association, neighborhood group, or community organization
- Submit written or verbal comments to the project team
- Attend the Public Hearing

Purpose and Description of the Project

About the Project

Existing NC 119 is routed through the town of Mebane along Fifth Street, US 70, Third Street, Graham Street and First Street, which causes through traffic to make several turns and stops through town.

The purpose of the NC 119 relocation project is to:

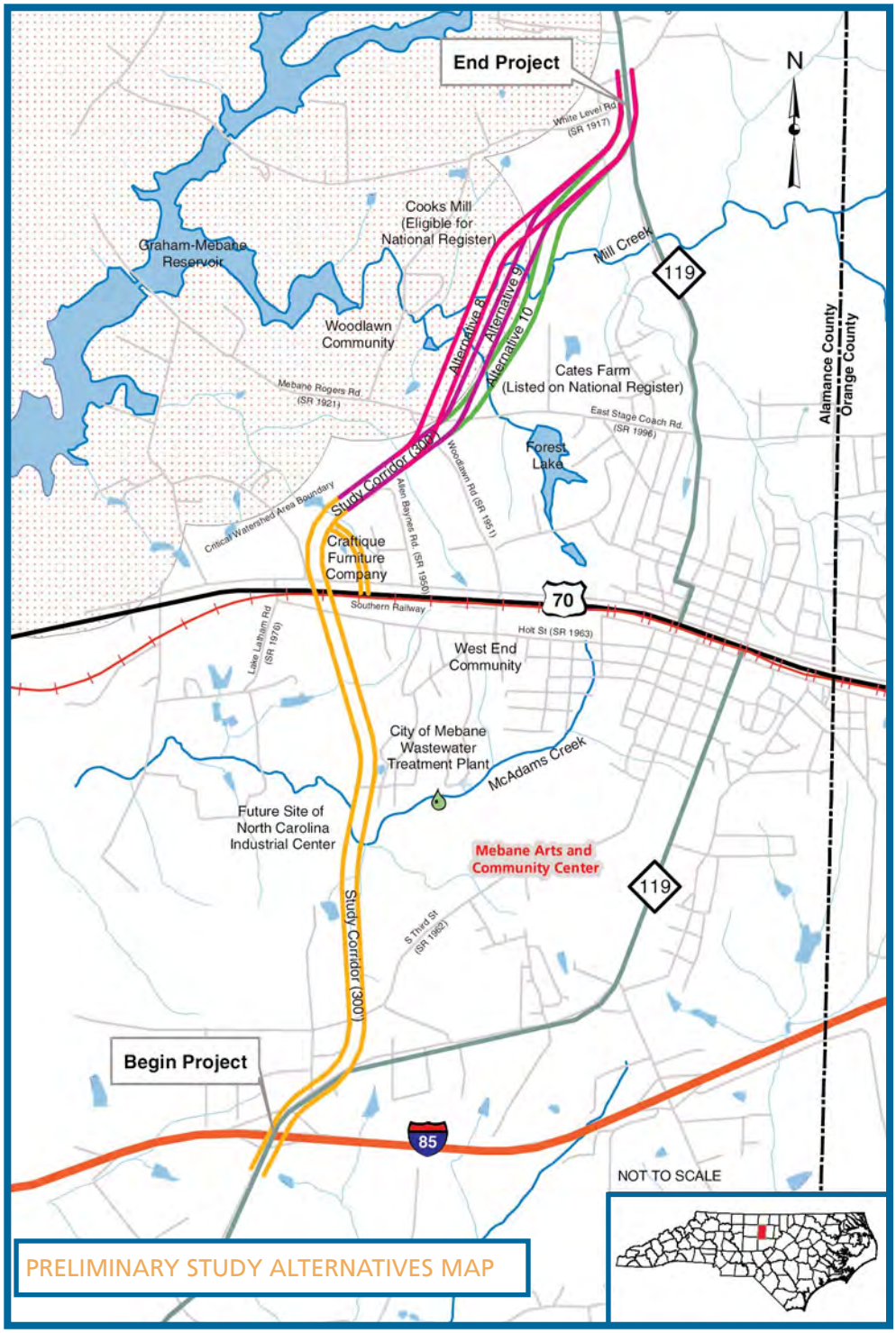
- reduce traffic delays in downtown Mebane,
- provide access to the local area,
- provide Alamance County a new roadway so drivers can travel north/south from NC 119, near the interchange with I-85/I-40 to NC 119 at White Level Road (SR 1917).

Of the ten study alternatives initially developed, the first seven were eliminated due to community and environmental impacts while the three alternatives illustrated in the vicinity map (labeled as Alternatives 8, 9, and 10) remain as the potential route options for the proposed relocation of NC 119.

All three alternatives begin at the existing NC 119/Interstate-85 interchange, then continue north to cross US 70 just west of Craftique Furniture.

Alternative 8 passes through the critical watershed for the Graham-Mebane Reservoir, Alternative 9 passes through the critical watershed and the historic Cates Farm, and Alternative 10 passes through the historic Cates Farm.

All three Preliminary Study Alternatives tie into existing NC 119 at White Level Road, north of Mebane. The new roadway is proposed to have two lanes in each direction of travel with a grass median in the middle. The project also includes a bridge over the railroad tracks, US 70, and the proposed high speed rail service line.



PRELIMINARY STUDY ALTERNATIVES MAP

Prior History

• **1990:** The relocation of NC 119 is presented in the Alamance County Urban Area Thoroughfare Plan and adopted.

• **1992:** At the request of the Transportation Advisory Committee of the Alamance County Urban Area, the NCDOT adds the proposed project to the State's Transportation Improvement Program (TIP).

• **1994:** The NCDOT starts planning studies for the relocation of NC 119 in Mebane, Alamance County.

• **1995:** A Citizens Informational Workshop is held in January at South Mebane Elementary School to present the project study area to the public. Following the workshop, the study area is expanded.

• **1996:** In June, a second workshop is held at the Mebane Arts and Community Center Complex to show the expanded study area to the public and to get additional comments.

• **1997-2002:** Several small group meetings are held in various communities, such as West End, in the project study area to get more input from residents and listen to concerns about the proposed project.

Several meetings are also held with federal and state resource and permitting agencies to identify detailed study alternatives.

• **2002:** In September, 74 project area residents are asked their opinions on the project. Interviews are conducted with residents from downtown Mebane and surrounding communities.

• **September 2002 to Present:** Results of these interviews have been considered and documented in a Community Impact Assessment that is nearing completion. Project data collection, agency coordination, and plans for additional public involvement continue.

Current Project Activities

• **July 2003 and After:** In addition to the upcoming Citizens Informational Workshop, smaller neighborhood meetings will be held. Information on future meetings will be contained in upcoming project newsletters.

The project team is continuing the engineering studies and the environmental analysis of the detailed study alternatives, as well as the preparation of the accompanying technical reports. It is anticipated that these activities will be concluded within the next several months.

As the impacts are determined, the detailed study alternatives will be refined to minimize impacts to the natural and human environment.

What's Next for This Project?

Once the required environmental analysis is complete, an environmental document (Environmental Assessment) will be drafted that summarizes and compares the results of the engineering, environmental, social, and economic evaluations of the detailed study alternatives.

The results will be reviewed and coordinated with federal, state, and local agencies. The Environmental Assessment will also be available to the public for review and comment.

A Public Hearing will be held to give citizens the opportunity to comment on the preliminary designs of the detailed study alternatives. A newsletter will be sent out to announce the date, time, and location for the Public Hearing.

Workshop Location

Mebane Arts & Community Center

Updated Project Schedule

July 2003	Third Citizens Informational Workshop
August 2003-April 2004	Hold neighborhood meetings, complete engineering and environmental studies, coordinate additional permitting and resource agency review
Summer 2004	Complete and distribute Environmental Assessment document
Fall 2004	Hold public hearing
Spring 2005	Select preferred alternative and complete final environmental document
2006	Begin right-of-way acquisition of Part A (from I-85 to US 70)
2008	Begin construction on Part A
After 2010	Right-of-way acquisition and construction on Part B (from US 70 to existing NC 119 at White Level Road)

We Need to Hear From You!

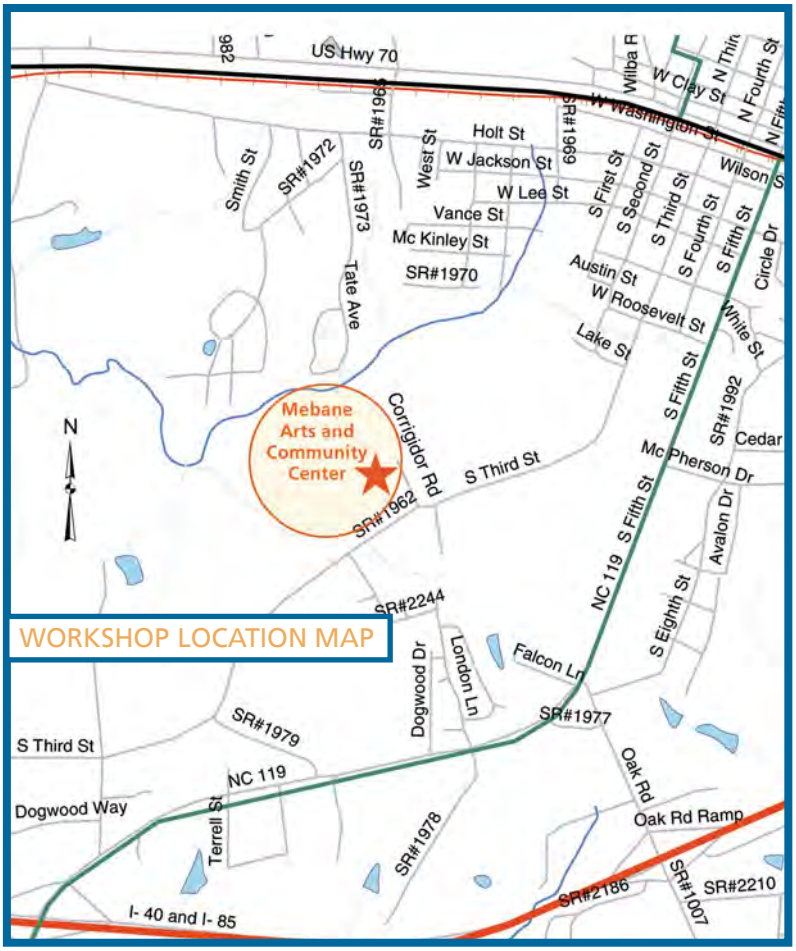
NC 119 Relocation *Public Workshop*

When: Tuesday, July 22, 2003

Where: The Mebane Arts and Community Center
622 Corrigidor Road
Mebane, NC

What Time:
Drop in any time between the hours of 4:00 p.m. and 8:00 p.m.

Your Input at the Workshop is Important!



NC Department of Transportation
Project Development &
Environmental Analysis Branch
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ANNOUNCING NC 119 RELOCATION PUBLIC WORKSHOP!

NC 119 RELOCATION NEWSLETTER

119

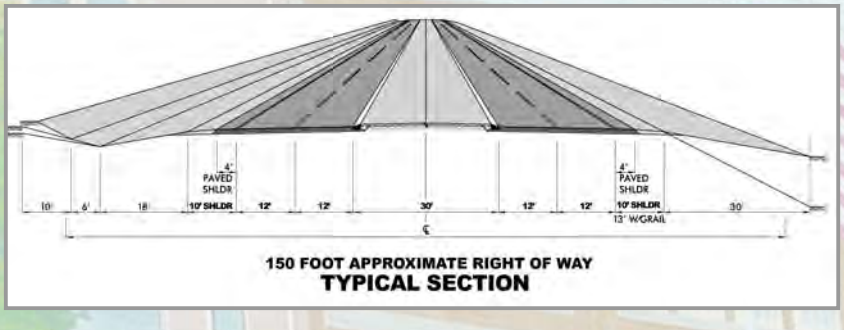
This newsletter provides an update on the progress of the NC 119 project and the current status of project activities.

Updated NC 119 Relocation Project Schedule

Winter 2004	Continue Environmental Impact Studies
Spring 2005	Preliminary Designs
Summer 2006	Draft Environmental Impact Statement (DEIS)
Spring 2007	Public Hearing on DEIS
Summer 2007	Select Preferred Alternative for NC 119
Summer 2008	Final EIS and Record of Decision
Winter 2009	Right-of-Way Acquisition from I-85 to US 70 (Part A)
Winter 2011	Construction from I-85 to US 70 (Part A)
After 2011	Right-of-Way Acquisition from US 70 to White Level Road (SR 1917) Part B

NC 119 Relocation Project Update

The North Carolina Department of Transportation (NCDOT) proposes to relocate NC 119 between the I-85 interchange southwest of Mebane and White Level Road (SR 1917) north of Mebane in Alamance County. This project is included in the NCDOT Transportation Improvement Program (TIP) as Project No. U-3109. The NCDOT initiated studies for this project in 1994 and has conducted the preliminary phases of highway corridor planning and public involvement activities. The project development, environmental, and engineering studies for the proposed project are underway to determine the impacts of the detail study alternatives on the human, physical, and natural environments. The NC 119 Relocation is proposed as a four-lane roadway with two lanes in each direction and a grass median as shown in the typical section diagram. The proposed roadway would have partial access control, with access provided at existing and future intersecting roadways. The project also includes a bridge crossing of US 70 and the Norfolk Southern railroad, which is planned as part of the future Southeast High Speed Rail Study Corridor.



Upcoming Project Activities

A Draft Environmental Impact Statement (DEIS) will be prepared for the proposed project and is scheduled for completion in the summer of 2006. The DEIS is required under the National Environmental Policy Act (NEPA) of 1969 for major projects, programs, or actions that involve federal funding, permitting, or other involvement by a federal agency. The DEIS will document the purpose and need for the project, alternatives considered, existing conditions in the human and natural environments, adverse and beneficial environmental consequences of the alternatives, and public and agency coordination.

Following the completion of the DEIS, a public hearing will be held to provide citizens the opportunity to comment on the NC 119 detail study alternatives and the information presented in the document. The comments provided by the public during the hearings and comments received on the DEIS will be considered in selecting the Preferred Alternative. A Final EIS and Record of Decision will document the selection process for the Preferred Alternative. The acquisition of properties to construct the southern portion (Part A) of the NC 119 Relocation (between I-85 and US 70) is scheduled to begin in late 2009 and construction of this segment is scheduled to begin in late 2011. The acquisition of properties to construct the northern portion (Part B) of the NC119 Relocation (between US 70 and White Level Road) is scheduled to begin after 2011.

NC 119 Project Description and Purpose

The purpose of the NC 119 Relocation project is to reduce traffic congestion in downtown Mebane, improve access to surrounding communities and provide Alamance County with a primary north-south route.

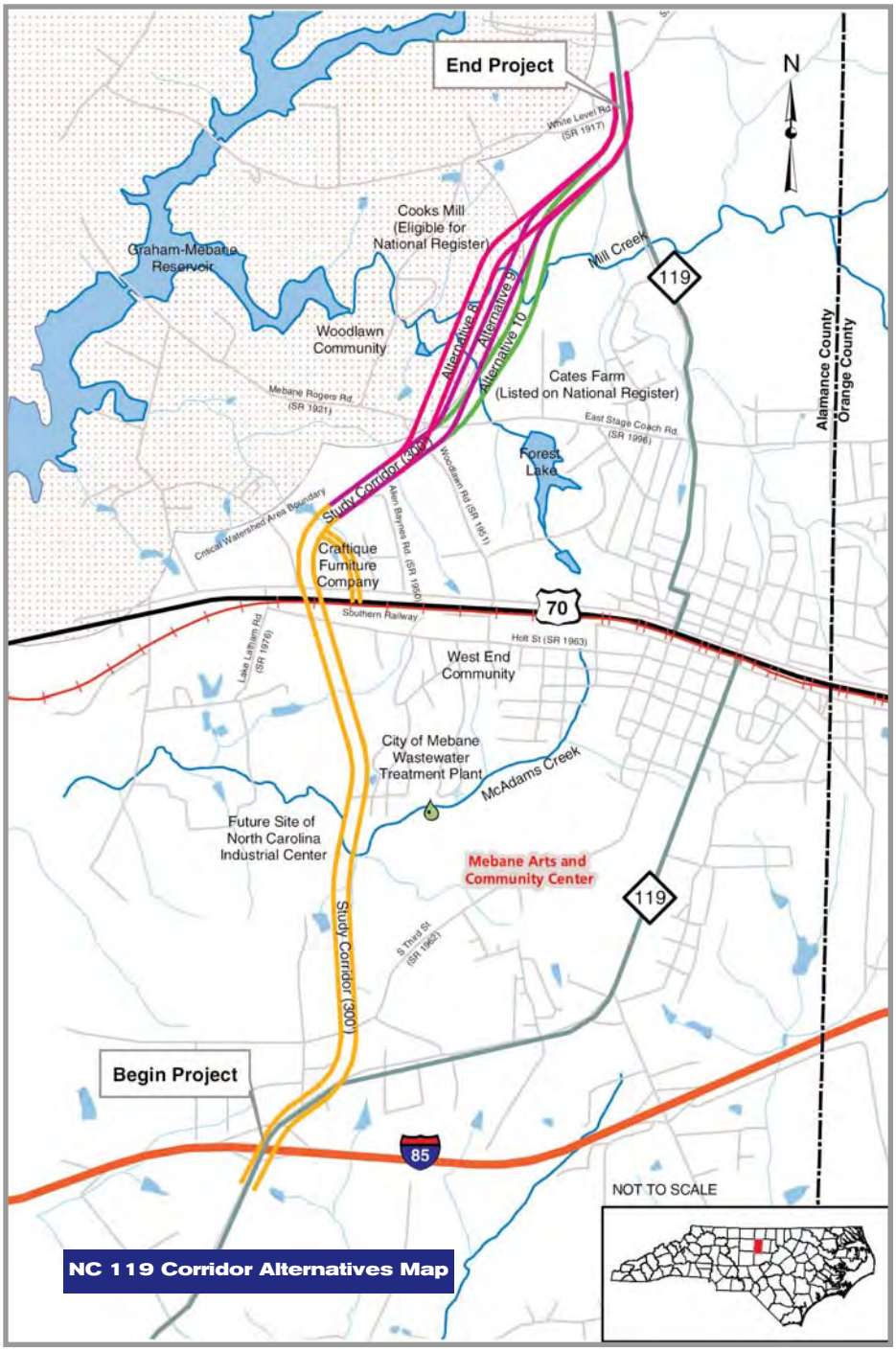
Reduce Traffic Congestion - NC 119 in Alamance County serves the dual functions of providing the primary regional north-south route between I-85 south of Mebane and US 58 in southern Virginia as well as providing north-south access to downtown Mebane. Since the early 1990's, the Mebane area has experienced rapid growth due to its proximity to both the Triad and Triangle areas. Increase in traffic associated with this growth is expected to overload existing NC 119 by the year 2025. NC 119 is a two-lane roadway that travels through neighborhoods as well as downtown Mebane. NC 119 runs concurrent with US 70 through downtown Mebane, with the railroad to the south and many shops and businesses to the north. The proposed NC 119 route would provide another option for commuters to reach the areas west and north of Mebane.

Provide Access - The proposed NC 119 Relocation would improve access within the local community, including the North Carolina Industrial Center located between I-85 and US 70. The project would also provide eastern Alamance County with a primary north-south roadway that avoids downtown Mebane.

Additional Benefits - The Norfolk Southern railroad runs parallel to US 70 through Mebane and is part of the future Southeast High Speed Rail Study Corridor. The proposed NC 119 Relocation would provide a bridge that crosses over the railroad and US 70. Currently, all railroad crossings in Mebane are at-grade, which can cause long traffic delays when a train occupies the tracks. The proposed NC 119 Relocation would provide a safe crossing over the railroad.

Project Alternatives - Initial planning studies for the project considered ten preliminary alternatives of which seven were eliminated from further study due to community and environmental impacts. The three alternatives remaining (Alternatives 8,9 and 10) are being studied in detail (see map). The "no-build" alternative is also being studied as a basis of comparison for the other alternatives.

The three detail study alternatives begin at the existing NC 119/I-85 interchange and connect with existing NC 119 just south of White Level Road (SR 1917). Alternative 8 passes through the critical watershed area for the Graham-Mebane Reservoir. Alternative 9 passes through the critical watershed area and crosses the historic boundary of the Cates Farm. Alternative 10 crosses the historic boundary of the Cates Farm, but is outside of the critical watershed area.



NC 119 Corridor Alternatives Map

Mebane Community Facilitation Project

The Mebane Community Facilitation Project was initiated as part of the recommendations contained in the Community Impact Assessment (CIA) report prepared for the NC 119 Relocation project in November 2003 by Wilbur Smith and Associates, Inc. NCDOT retained the services of The Wills Duncan Group, Inc. (WDG) to conduct a community facilitation program to promote local community involvement in the NC 119 Relocation project. The purpose of this program was to gather information and input from the local communities that could be used to better understand the issues and concerns that exist about the proposed project.

Starting their fieldwork within each community in February 2004, WDG employed an approach that increased citizen involvement and provided an opportunity for an exchange of ideas and suggestions that could be refined into specific designs and/or actions in the project development process. The approach used was a modified “Charette Process” combined with elements of basic community organization. One-on-one interviews, surveys, direct contact with elected officials (city, county, state) and stakeholders, as well as a series of small group neighborhood meetings provided a forum for residents to voice their concerns.

The use of this combination resulted in the formation of the NC 119 Relocation Steering Committee as a vehicle for on going two-way communication between the local communities and NCDOT. The first meeting with the Steering Committee and NCDOT took place on June 24, 2004 signifying the conclusion of the modified charette process.

NC 119 Relocation Steering Committee

The NCDOT Public Involvement Program for the NC 119 Relocation is designed to increase citizen participation in the transportation decision making process and to identify the most important issues regarding the project from the perspective of the local communities.

The NC 119 Relocation Steering Committee was formed in June 2004 to assist in achieving these goals. The Steering Committee is composed of residents representing the neighborhoods and the business community of the Greater Mebane area. The Steering Committee includes 18 community representatives and 2 members of the local business association.The Steering Committee is responsible for representing their local communities and for working with the NCDOT to organize community meetings and keep their neighborhoods informed about the project’s progress. The Steering Committee Co-Chairs are Mr. Michael Jackson (White Level) 919-563-2032 and Mr. Steve Cole (Woodlawn) 919-563-3554.

On June 24 and October 7, 2004, the Steering Committee and local citizens met with NCDOT to discuss the NC 119 Relocation and related issues identified by the groups and neighborhoods they represent. These issues included:

- access control and local street connections to proposed NC 119 Relocation
- potential for increased traffic volumes (including truck traffic) on area roads
- advantages and disadvantages of alternatives being considered
- relationship of the NC 119 Relocation project to other long-range transportation improvement plans
- potential for growth within the study area as a result of the proposed project
- potential impacts to water quality and watershed water supply critical area
- potential impacts to historic properties
- right-of-way acquisitions and possible displacements
- timeline for project activities and decision-making process

Be Informed
Be Involved

Public participation is important to the success of this project and public input is a major consideration in the selection of the Preferred Alternative for the relocation of NC 119. The NCDOT provides several ways for you and your community to stay involved and obtain project information:

- Access the project website at: **www.ncdot.org/projects/nc119relocation**
- Add your name to the project mailing list for future newsletters and public meetings
- Contact members of the NC 119 Relocation Steering Committee to provide input and comments regarding project planning efforts
- Submit written or verbal comments to the project team

Questions?

If you have any questions about the project, you may call RS&H at 1-800-778-3519.
For information regarding other NCDOT projects, you may call 1-877-DOT-4YOU.
You can also contact one of the following members of the project team.

Karen B. Taylor, P.E.
NCDOT-PDEA
1548 Mail Service Center
Raleigh, NC 27699-1548
Phone: 919-733-7844 (Ext 223)
Fax: 919-733-9794
e-mail: kbtaylor@dot.state.nc.us

Aileen Mayhew, P.E.
Buck Engineering
8000 Regency Parkway, Suite 200
Cary, NC 27511
Phone: 919-463-5488
Fax: 919-463-5490
e-mail: amayhew@buckengineering.com

Jan Anderson, P.E.
RS&H, Inc
8008 Corporate Center Drive, Suite 120
Charlotte, NC 28226
Phone: 704-752-0610
Fax: 704-541-3081
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ISSUE NO. 4 JUNE 2006

ALAMANCE COUNTY (TIP Project No. U-3109)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NC 119 RELOCATION PROJECT UPDATE

PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

UPDATED NC 119 RELOCATION PROJECT SCHEDULE*

LATE 2006

Issue Draft Environmental Impact Statement (DEIS)

SPRING 2007

Public Hearing on DEIS

SUMMER 2007

Select Preferred Alternative for NC 119

SUMMER 2008

Final EIS and Record of Decision

WINTER 2009

Right-of-Way Acquisition from I-85 to US 70 (Part A)

WINTER 2011

Construction from I-85 to US 70 (Part A)

BEYOND 2011

Right-of-Way Acquisition from US 70 to Mrs. White Lane (SR 1918) (Part B)

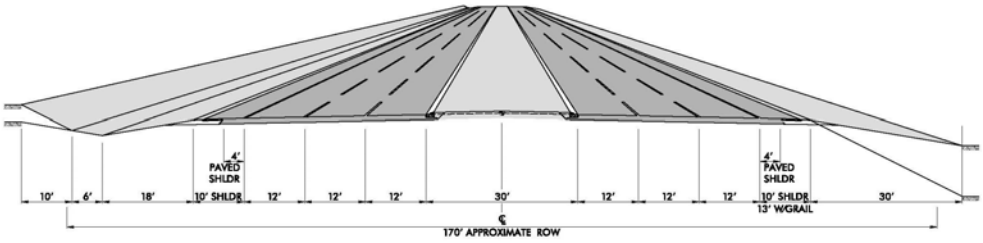
* Note that this is a tentative schedule and is subject to change.

PROJECT HIGHLIGHTS

This newsletter provides an update on the progress of the NC 119 Relocation project in Alamance County. The N.C. Department of Transportation proposes to relocate NC 119 from the NC 119/I-85 interchange southwest of Mebane to the existing intersection of NC 119 with Mrs. White Lane (SR 1918) north of Mebane. The total distance of the proposed project is about five miles. The purpose of the NC 119 Relocation project is to reduce traffic congestion in downtown Mebane, improve access to surrounding communities and provide the area with a primary north-south travel route.

The proposed project includes Third Street Extension (SR 1962), south of the North Carolina Industrial Center, being realigned to the south slightly to tie into the Relocated NC 119. Fifth Street will be realigned to the north slightly in this area to intersect Relocated NC 119 across from Third Street Extension. An additional roadway improvement proposed in this area is the realignment of Third Street Extension to intersect with the NC 119 Relocation facility south and west of the Fieldstone community.

The proposed design for the southern portion of the new NC 119 Relocation facility (between the I-85 interchange and the new intersection of realigned Third Street Extension and realigned Fifth Street) is a six-lane roadway with a 30-foot wide grass median as shown in the typical section diagram below.



6-LANE TYPICAL SECTION

For the remainder of the project corridor, the NC 119 Relocation facility would be a four-lane roadway with a 30-foot wide grass median and would connect with the existing NC 119 route near Mrs. White Lane (SR 1918).

A Draft Environmental Impact Statement (DEIS) is currently scheduled for completion in late 2006. The DEIS will include documentation of the purpose and need for the project, alternatives considered, potential impacts of the project to the human and natural environments, and public and agency coordination. A public hearing will be held in Spring 2007 and will provide citizens the opportunity to comment on the proposed project and information presented in the DEIS.

After all the public and agency comments are considered, a Final EIS will be prepared that presents the findings and preferred alternative for the project that best meets the needs of the community.

NC 119 RELOCATION PROJECT
8008 Corporate Center Drive, Suite 120
Charlotte, NC 28226

Be Informed Be Involved

The NCDOT provides several ways for you and your community to stay involved and obtain project information:

- Call the NC 119 Relocation Project Hotline 1-800-778-3519
- Access the project website at www.ncdot.org/projects/nc119relocation
- Contact members of the NC 119 Relocation Project Team listed below

Jennifer Fuller, P.E.
NCDOT-PDEA
1548 Mail Service Center
Raleigh, NC 27699-1548
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RS&H, Architects, Engineers, Planners, Inc.
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ISSUE NO. 5 DECEMBER 2007

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ALAMANCE COUNTY (TIP Project No. U-3109)

NC 119 RELOCATION PROJECT UPDATE

PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

UPDATED NC 119 RELOCATION PROJECT SCHEDULE*

OCTOBER 2007
Issue Draft Environmental Impact Statement (DEIS)

JANUARY 2008
Public Hearing on DEIS

SPRING 2008
Select Preferred Alternative for NC 119

FALL 2008
Final EIS

WINTER 2008/2009
Record of Decision

WINTER 2010
Right-of-Way Acquisition from I-85 to US 70 (Part A)

WINTER 2013
Construction from I-85 to US 70 (Part A)

BEYOND 2015
Right-of-Way Acquisition from US 70 to Mrs. White Lane (SR 1918) (Part B)

*Note that this is a tentative schedule and is subject to change.

PRE-HEARING OPEN HOUSE AND CORRIDOR PUBLIC HEARING

A Draft Environmental Impact Statement (DEIS) for the proposed NC 119 Relocation project was approved by the North Carolina Department of Transportation and the Federal Highway Administration in August 2007. The DEIS includes documentation of the purpose and need for the project, alternatives considered, existing conditions in the human and natural environments, adverse and beneficial environmental consequences of the alternatives, and public and agency coordination. Copies of the DEIS are available for public review at the following locations:

- Mebane Public Library, 106 E. Washington Street, Mebane, NC
- City of Mebane offices, 101 South First Street, Mebane, NC
- Orange County Library, 300 W. Tryon Street, Hillsborough, NC

The NCDOT will host a **Pre-Hearing Open House** and **Corridor Public Hearing** for the NC 119 Relocation project in January 2008 to provide an opportunity for the public to offer oral and written comments on the proposed alternatives for the project and the information presented in the DEIS. The Pre-Hearing Open House is an informal, drop-in style workshop for interested citizens to discuss the project with NCDOT representatives. The Open House is followed by a Public Hearing during which a formal presentation of the project will be made by NCDOT about the findings of the DEIS and the next steps of the project review process. The Corridor Public Hearing Map will be displayed showing the preliminary roadway designs for each alternative. Copies of the DEIS will also be available for review.

Pre-Hearing Open House	**Corridor Public Hearing**
4:00 to 6:30 p.m.	**7:00 p.m.**

Tuesday, January 15, 2008
Mebane Arts & Community Center
622 Corrigidor Road, Mebane, NC

The oral and written comments received at the Corridor Public Hearing will be recorded and made part of the public record for the project. After consideration of the input provided during the public and agency comment period, the preferred alternative will be selected and a Final EIS and Record of Decision will be prepared which document the selection process for the project. The acquisition of properties to construct the southern portion of the NC 119 corridor (between I-85 and US 70) is scheduled to begin during 2010 and construction of this segment would begin in 2013.

NC 119 RELOCATION PROJECT
8008 Corporate Center Drive, Suite 410
Charlotte, NC 28226

Be Informed… Be Involved!

The NCDOT provides several ways for you and your community to stay involved and obtain project information:

- Call the NC 119 Relocation Project Hotline, 1-800-778-3519.
- Access the project website at www.ncdot.org/projects/nc119relocation.
- Contact members of the NC 119 Relocation Project Team listed below.

Jennifer Fuller, PE
NCDOT-PDEA
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Fax: **919-733-9794**
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ISSUE NO. 6 OCTOBER 2008

ALAMANCE COUNTY (TIP Project No. U-3109)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NC 119 RELOCATION PROJECT UPDATE

PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

UPDATED NC 119 RELOCATION PROJECT SCHEDULE*

SPRING 2009

Issue Final Environmental Impact Statement

WINTER 2009

Record of Decision

SPRING 2010

Design Public Hearing

SUMMER 2011

Right-of-Way Acquisition from I-85 to North of US 70 (Part A)

WINTER 2013

Construction from I-85 to North of US 70 (Part A)

BEYOND 2015

Right-of-Way Acquisition and Construction from North of US 70 to Mrs. White Lane (SR 1918) (Part B)

**Note: This schedule is subject to change.*

PROJECT STATUS

The Pre-Hearing Open House and Corridor Public Hearing for the NC 119 Relocation project were held on January 15, 2008 at the Mebane Arts and Community Center in Mebane. During this Hearing, the Corridor Public Hearing Maps were displayed showing the preliminary roadway designs for each alternative. More than 270 people attended the Hearing and more than 90 verbal and written comments were submitted and will be incorporated into the Final Environmental Impact Statement (FEIS). Topics frequently raised by citizens at the Public Hearing included: concerns about commercial and residential property impacts and relocations; concerns about decreased property values; concerns about access to property; suggestions of additional alternatives; concerns about the project's impact on the water supply watershed critical area; concerns about the project's impact on the Cates Farm; and concerns about the traffic flow through town.

Upon request, NCDOT also met with citizens from the White Level Community in February 2008 to discuss the communities concerns regarding the proposed project. Overall, the citizens in attendance were not opposed to the project, but the White Level Community is primarily concerned with where and how the relocated NC 119 ties back into existing NC 119 near Mrs. White Lane (SR 1918).

A meeting was held in June 2008 between NCDOT and review agencies, including Federal Highway Administration, Army Corps of Engineers, US Fish & Wildlife Service, NC Wildlife Resources Commission, Environmental Protection Agency, and NC Division of Water Quality. After discussing citizens comments and concerns and reviewing the project's impacts, Alternative 9 was selected as the preferred alternative for the NC 119 Relocation project (see map on reverse side).

A FEIS is being prepared that discusses the public and agency comments received, as well as the environmental impacts of the preferred alternative and its selection for the project. The FEIS is anticipated to be completed in the spring 2009 with a Record of Decision (ROD) in the winter 2009. The ROD will include documentation on the preferred alternative. A Design Public Hearing will be held after the ROD is approved to provide citizens the opportunity to comment on the NC 119 preferred alternative and the information presented in the FEIS. The acquisition of properties needed to construct the southern portion (Part A) of the NC 119 Relocation corridor (between I-85 and north of US 70) is scheduled to begin during 2011. Construction of this segment would begin in 2013. Part B, the northern section, is currently not scheduled.

During the time period when Part A (the southern section) has been completed and prior to Part B (the northern section) construction, a short one-mile segment of US 70 will serve as a connector between this newly constructed southern section and the existing northern section of NC 119.

NC 119 RELOCATION PROJECT
8000 Regency Parkway, Suite 200
Cary, NC 27518

Be Informed… Be Involved!

The NCDOT provides several ways for you and your community to stay involved and obtain project information:

- Call the NC 119 Relocation Project Hotline, 1-800-778-3519.
- Access the project website at www.ncdot.org/projects/nc119relocation.
- Contact members of the NC 119 Relocation Project Team listed below.

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Raleigh, NC 27699-1548
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E-mail: **amayhew@mbakercorp.com**

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Phone: **704-752-0610**
Fax: **704-541-3081**
E-mail: **chad.critcher@rsandh.com**

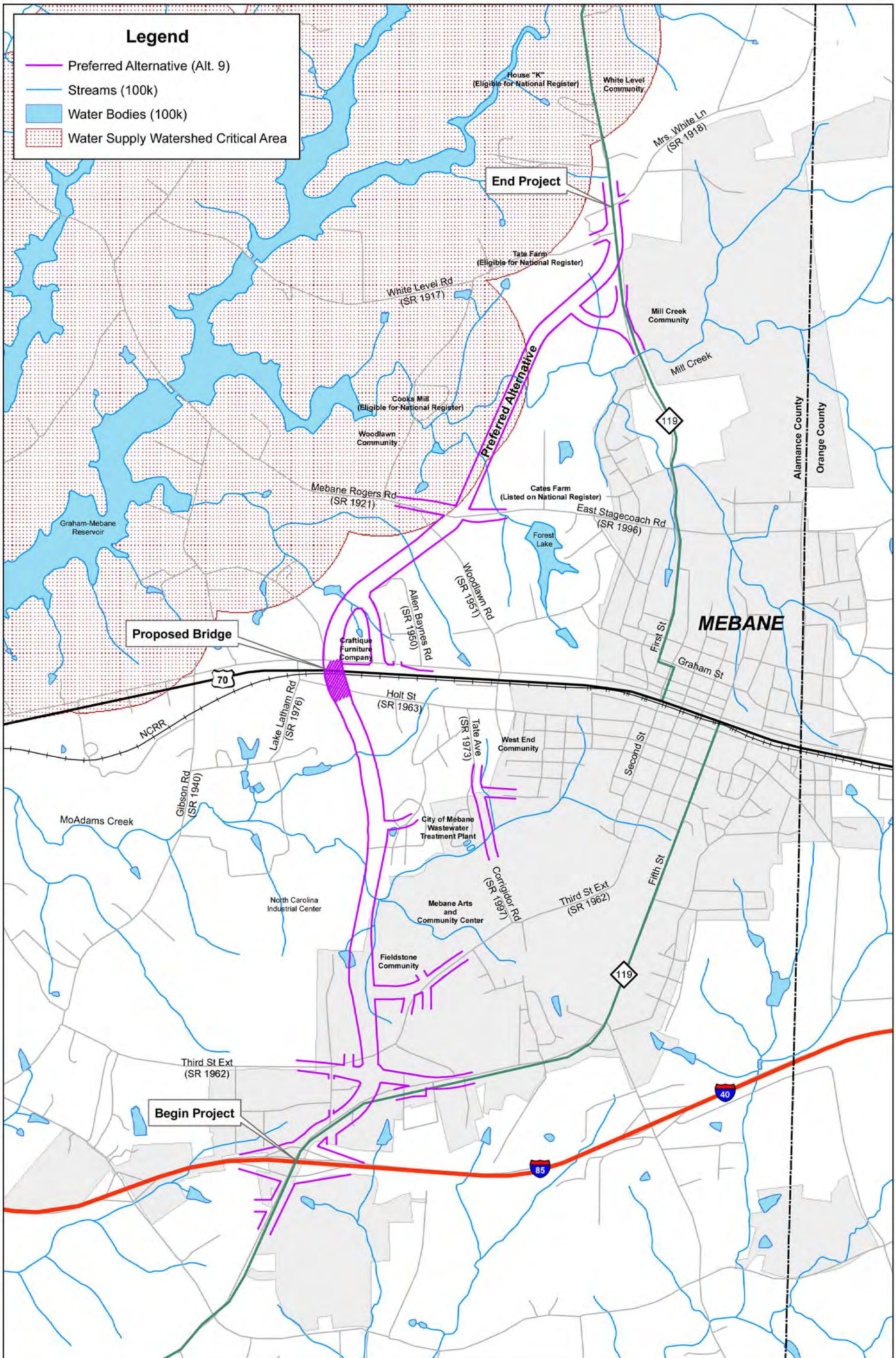
Purpose and Need for the NC 119 Relocation Project

The primary needs of the proposed action include the following:

- Address capacity deficiencies.
- Lack of connectivity within the local community.
- Lack of efficient north-south routes through Mebane due to development patterns.

The primary purposes of the proposed action include the following:

- Reduce traffic congestion in downtown Mebane.
- Improve access to the local area.
- Provide Alamance County a primary north-south route.



North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 0.25 0.5 1 Miles

N

Preferred Alternative

Appendix H – Part 2

Summaries of
Small Group Informational Meetings

CATES FARM MEETING 11/23/98

NOTES

1- The executor plans to sell part of the farm with the proceeds going to the heirs of the estate. The buildings and frontal property will be maintained. The intent is to keep the remaining property eligible for the National Register.

2- Possible greenway to be built from Cooks Mill to existing NC 119 across the Cates Farm along the creek.

3- Conservation easement on the front of the property.

4- Donate property possible to Piedmont Land Conservency

5- Questions about property between creek and road.

- E Mail Julian
- ~~Hang (?) to go~~
~~Number~~
~~Doc?~~

11/23/98 Meeting U-3109

Executive

? Access / property

Sell farm proceeds to fund
Hong + China

Hope to retain eligibility

→ Possible Green way south mill to Rt 119

Try to keep fields mostly develop bluffs
Conservation Easement on front of property

watershed vs. critical watershed area

Donate to Piedmont Land Conservancy

- When do we need to
Start on MOA!

Check R/W date Verify

- Property between
? Creek + road

- D & T

- Median cuts

Meeting
Cates Farm / Hwy 119 Bypass
Mebane, NC

November 23, 1998

Gordon Warren - Estate of Elorse Cates -		Po Box 1252 Hillsborough NC 27278 919-732-3223
James Bridges	NCDOT Planning + Environmental	919-737-7844 ext. 248
Mary Pope Furr	NCDOT P3E	919.733.3141
Debbie Bevin	SHPO	919-733-6545
Renee Gledhill-Earley	SHPO	919-733-4763
Brian Dobyns	Piedmont Planning Assoc.	919-304-2109

PRESERVATION/DEVELOPMENT CONCEPT

SWATHMORE FARM

Alamance County

Estate of Eloise W. Cates
Heirs of George Cates
4870 Mebane Rogers Road
Mebane, N. C. 27302

PRESERVATION/DEVELOPMENT CONCEPT
Swathmore (Cates) Farm
Mebane, N. C.

Existing Situation

The Cates property has to be sold to satisfy the rights of the heirs of Howard and Eloise Cates, and George Cates. The property consists of a farm established in 1905 by Mr. Charles F. Cates, and left equally to his sons Howard and George as part of his estate. Howard and his wife Eloise lived at, and operated the farm with a lifetime right. Howard's share of the farm passed to Eloise at his death. Upon Eloise's death, that half interest in the farm passed to her estate. The Estate of Eloise Cates continues to operate and act as caretakers of the farm pending settlement of her estate.

The farm lies in the path of a proposed bypass around Mebane from I-85/I-40 on the south side of town to U.S. 119N on the north side. In researching the corridor, the N. C. Department of Transportation determined that the Cates farm was eligible for inclusion on the National Register of Historic Properties. Since Federal funds cannot be used to adversely impact Register-eligible properties unless there is no alternative, the NCDOT looked at alternative routes. The most likely alternative would skirt the western edge of the farm on the west (then north) side of Mill Creek, and turn east to meet Hwy 119 at the Mill Creek golf course/subdivision. Although the route affects farm property, it avoids the critical area consisting of the farmstead (house, barns, outbuildings, and associated land) and the fields facing Mebane Rogers Road that are most closely identified with the farm. This view of the farm from the road has likely remained the same for the past 70+ years, or since the Cates Pickle operations moved to Faison, N.C., and the farm expanded its dairy and beef cattle operations. For the past 25+ years, the farm has operated as a commercial beef cow/calf enterprise.

The farm lies in the extra-territorial planning area of the Town of Mebane and the land is designated as "Balance of Watershed." This means that residential development requires a minimum lot size of one acre, and no construction can take place within a certain distance of a perennial waterway. The area is developing rapidly because of quick Interstate connections to employment centers in the Research Triangle and Burlington, and increasing retiree interest in costs-of-building, medical facilities and leisure/cultural activities. The 119 bypass is expected to increase pressure for development anywhere along its route, particularly in the more rural area north of town where the farm is located.

At this time, the Mill Creek Golf Course and residential development exists across from that part of the farm facing 119N. A new high-value development is starting on 54 acres on the south side of Mebane Rogers Road across from the farm. Some older developments already exist across from the farm on Mebane Rogers Road and to the west along Cooks Mill Road.

Issues

The farm is eligible for listing on the National Register. This represents a community asset. Another asset is that the farm has presented virtually the same public face for many generations, and has become a landmark in the community. Yet another asset is that the Cates family have paid attention to keeping the public face of the farm neat and presentable. All of these assets enhance the value of any development surrounding the farm, but only if a significant part of what is viewed as the farm remains available. Should the farm be merely subdivided into lots, the present incremental value to development surrounding the farm, including the development that occurs on the farm itself, would be lost, as would the value to the community.

The heirs have an expectation that they will receive the full value of their inheritance. The executors of the Eloise Cates Estate have an obligation to her 65+ heirs to act in a fiscally responsible manner.

It appears that the rights and obligations of the heirs are in direct conflict with preservation of the historic Cates family farm (Swathmore Farm) established by Chas. F. Cates in 1905.

Development Concept

There is a way to preserve at least the critical core of the farm and generate sufficient income to satisfy the reasonable expectations of the heirs. The concept is relatively simple, and will depend on the cooperation of the various governmental entities involved. There is reason to believe that they will be sympathetic.

The concept is this: develop the farm as a unit. However, with respect to the part of the farm facing Mebane Rogers Road,

restrict development to the wings of the property, and away from the road. The remaining part (shown as light green on the drawing) approximates the views of the farm that the public associates with the Cates farm. This can be considered the "open space" area. The remainder of the farm can be considered the "development" area. The development that could have taken place in the designated open space area is joined or "clustered" with the remaining development density, effectively transferring the development potential to the development area.

For example, if a 300 acre parcel were zoned for 1-acre lots, that would potentially result in 300 1-acre home sites spread evenly on the land. If the development potential is transferred from 100 acres of that land - designated as open space -to the remaining 200 acres, then the 300 home sites could be developed on that 200 acres, allowing smaller lots sizes, a mix of lot sizes, clustering of housing units, etc. The open space area could no longer be developed, and would effectively lose that property value.

The open space area would then have a conservation easement placed on it to insure that future owners of the land would keep the farm as a farm or open space. Having property next to a large amount of open space that would never be developed would increase the value of that adjacent property, and any other property that overlooks, or is in close proximity to, the open space. That open space would also act as a buffer from the surrounding development while preserving the historic landscape of the farm as seen by the public.

In effect, the present value of the historical core of the farm for development would be transferred to the land designated for development, and that value would be reflected in the higher price for that land. The residual value of the historical core of the farm would be that of agricultural lands on which no development could take place, plus the value of the house and farm buildings. The farm could be used for a horse operation, cattle operation, or the fields could be leased for similar purposes, or the landowner could figure on mowing a lot of grass, but any appropriate agricultural use would be allowed. Most importantly, the amount of land remaining would provide the means of maintaining a viable farm operation. Should the owner go forward with listing the property on the National Register, repair and maintenance of the buildings would result in a 20% tax credit based on the actual costs.

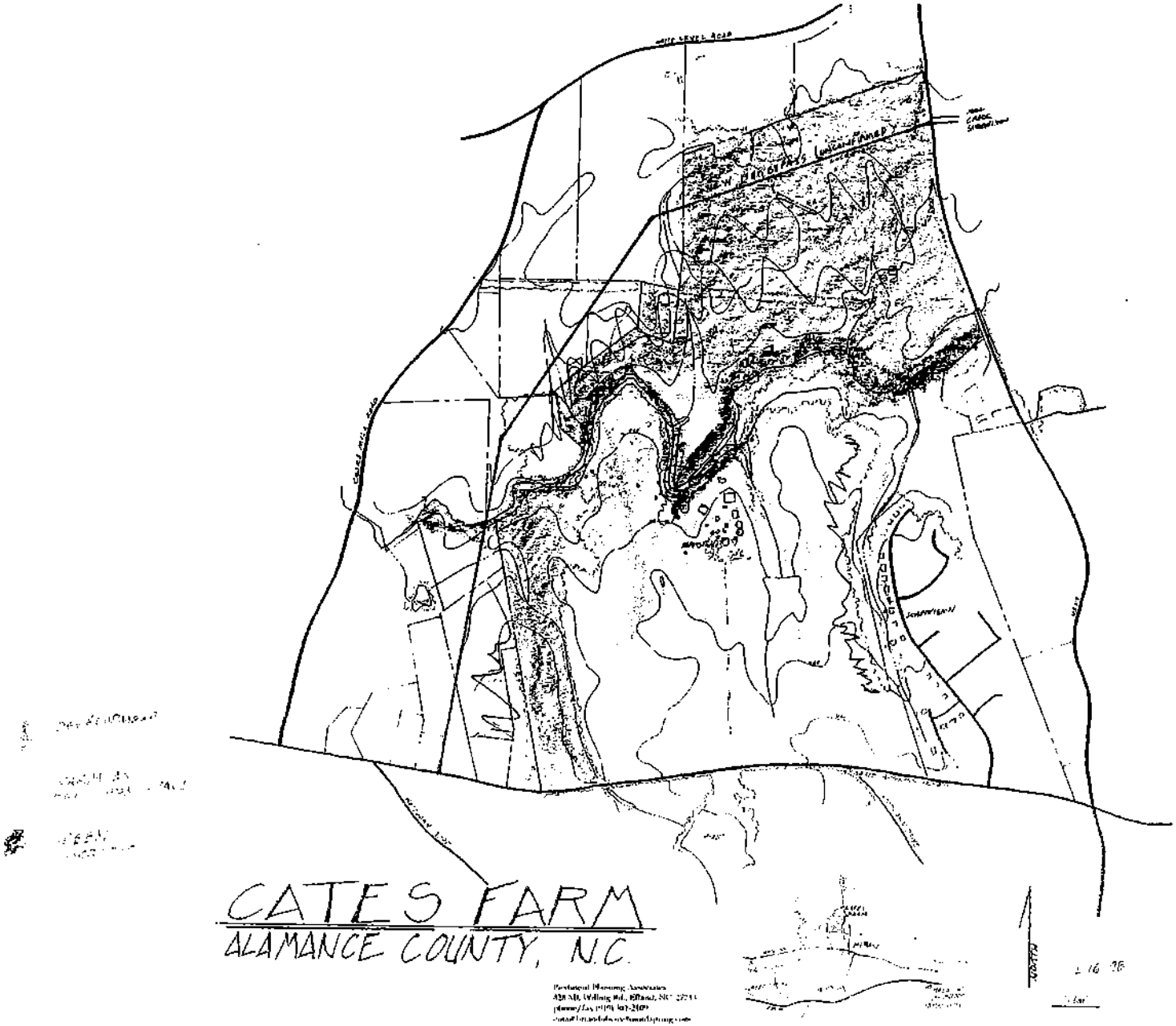
Development Scenarios

At this time, there is no site plan for development of the farm. We envision the use of village concepts, clustering, buffer zones, conservation easements, dedicated open space, and similar techniques to retain the nature of the existing landscape as much as possible, and to preserve the historical core area of the Cates family farm (Swathmore Farm).

Generally, when residential development is clustered off open space, the donor property is taken over by a homeowner's association as open space within the subdivision. In this case, the public interest is in the preservation of the historic property and views - the values that have been made available to the public by private ownership. We believe that private ownership, rather than homeowner fees or a lease to a third party, is the appropriate means to retain those values. The conservation easement would insure that the public interest is maintained.

Additionally, the establishment of a conservation easement along the Mill Creek bluffs and floodplain would provide public benefits in the form of watershed protection, wildlife habitat, open space, and public use.

The methods of transfer of the property rights and crafting of the conservation easements would take particular skill to retain the historical value of the farm while developing it at the same time. We intend to use the services of Piedmont Planning Associates, the Piedmont Land Conservancy, and an experienced legal advisor to find the best ways and means.



CATES FARM

ALAMANCE COUNTY, N.C.

Provisional Planning Associates
428 NB Walling Rd., Efland, NC 27243
phone/fax (919) 563-2809
email: provisionalplanning@mindspring.com

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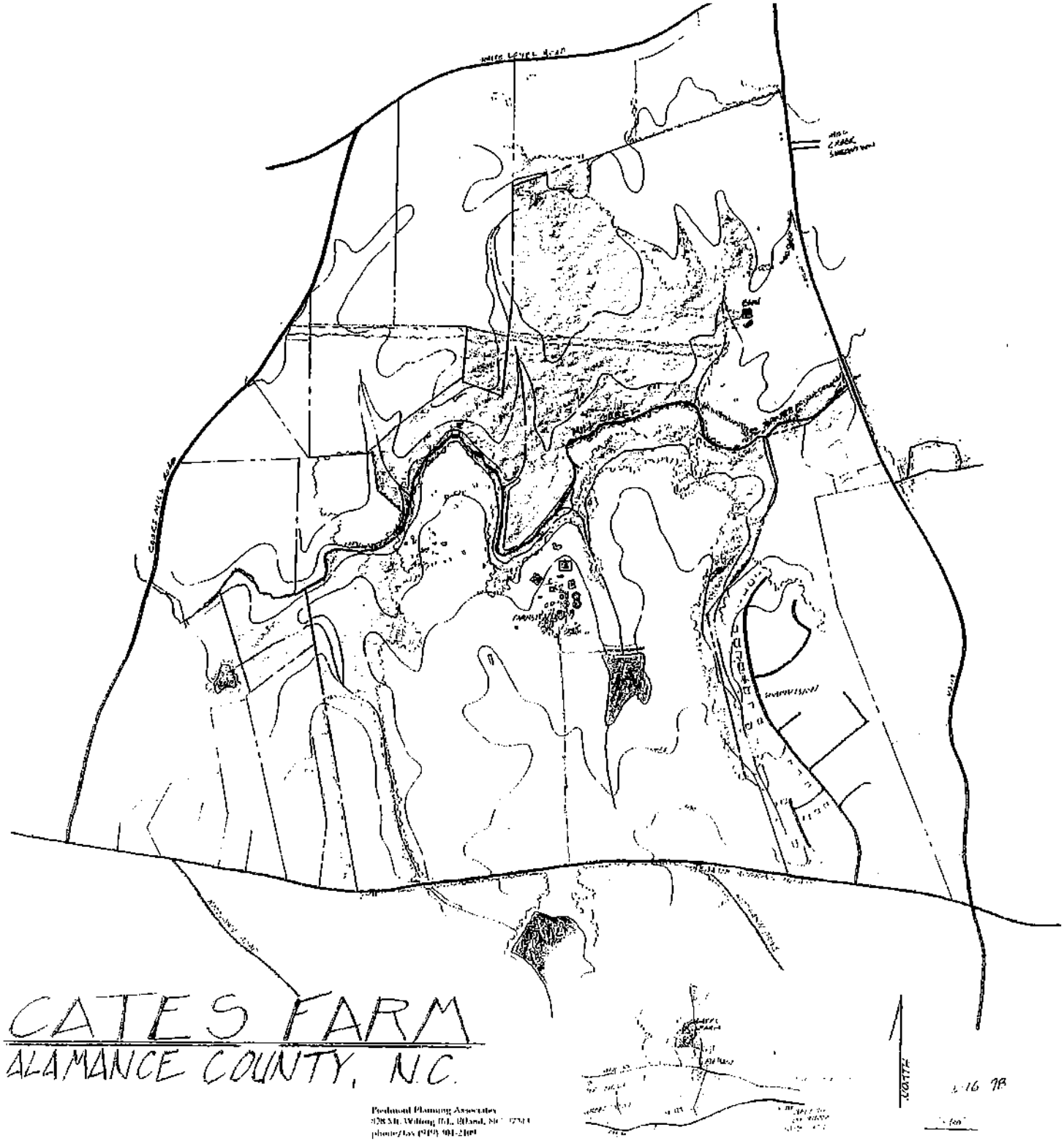

CATES FARM
ALAMANCE COUNTY, N.C.
Piedmont Planning Associates

March 19, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer

SUBJECT: **Minutes for Second Meeting with Cates Farm on NC 119 from I-85 to just north of SR 1917 (White Level Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP Project U-3109**

On March 19, 1999 a meeting was held on the above referenced project. The following attended the meeting:

Gordon Warren	**Cates Farm Executor**
Renee Gledhill-Earley	**SHPO**
Roy C. Shelton	**FHWA**
Felix Davila	**FHWA**
Mary Pope Furr	**PD&EA**
Cindy Sharer	**PD&EA**
James Bridges	**PD&EA**

The meeting began with introductions of everyone present. This was followed by an overview of the conceptual plan for development of the Cates Property by Gordon Warren. There were no changes from the plan that was presented at a meeting in November 1998. The general idea was to develop the back part of the property while maintaining the buildings and front of the property. This plan is described in the attached document.

Gordon Warren noted that they (Cates heirs) would rather the proposed road did not cross the Cates property, however they did not oppose it. He requested that the new highway be designed to follow the existing terrain and include curves to possibly slow down traffic. He also noted that the property already has access and would be developed regardless of this project. It is estimated to take about 5 years or more to settle the estate.

FHWA gave an overview of the Section 4F law and how it relates to this project. FHWA and NCDOT are concerned about avoidance of property from the back part of the Cates farm only to have this property developed as planned. Gordon Warren was concerned about pushing the project west and impacting other property owners.

There was discussion on the process of listing a property on the National Register. Mr. Warren noted that the heirs of the estate may see listing the

property as restricting their rights as owners. However, NCDOT and SHPO informed him that inclusion of part of the property on the National Register would not restrict the rights of the property owner.

It was suggested that the Cates Farm submit a National Register application with the boundaries of the property. If the application is approved with the front part of the property, the taking from the back of the Cates property would not be a section 4F.

Gordon Warren indicated that he would be in contact with SHPO and NCDOT regarding this matter.

March 4, 1999

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: Meeting w/West End Revitalization Corporation

On March 3, 1999 NCDOT met with the West End Revitilization Corporation (WERC). This meeting was held at the WERC office in Mebane. The following were in attendance:

Charles Graves	Executive Director, WERC
Omega Wilson	President, WERC
Everette Ward	Community Relations, NCDOT
James Bridges	PDEA, NCDOT

The meeting began with introductions and a discussion of the purpose of the meeting. WERC was given a copy of the course of action that NCDOT is following on this project. The next meeting with the West End community leaders was tentative scheduled for the 23 or 25 of March. WERC requested that relocation assistance and design personnel from NCDOT be present at this meeting to answer questions.

NCDOT asked WERC to define the boundaries of the community. The eastern boundary is considered to be Madison St. This street is just east an old landfill and drainage ditch. The southern boundaries are considered to be the end of Tate and Smith Street. The western boundary is Lake Lanthem Rd. which is west of Craftique furniture. The northern boundary is the end of St. Luke Christian Church Rd., Allen Baynes Rd., and James Walker Rd.

The unpaved streets on the south side of US 70 were identified as Madison St. (within the city limits), Fitch Lane, Moore St., and Railroad Rd. A block grant has been approved to add sewer to Moore St. After sewer is added this road is scheduled to be paved by NCDOT.

On the north side of US 70 Allen Baynes Rd., St. Lukes Christrian Church Rd., and James Walker Rd., are not paved. These are state roads and are on the priority list but will not be paved until an alignment is chosen on this project.

After general discussion of the project, WERC presented NCDOT with a letter requesting mitigation and enhancements for this project. The Mebane Arts Center was also proposed as a possible site for the next meeting.

JB

WEST END REVITALIZATION ASSOCIATION – CDC
PO BOX 655 – 206 MOORE STREET
MEBANE, NC 27302

CHARLES P. GRAVES (919) 563-8857
OMEGA R. WILSON (919) 563-6099

March 3, 1999
10:00AM

TO: James Bridges, Jr., Project Engineer
North Carolina Department of Transportation
&
Everett Ward, Community Relations
North Carolina Department of Transportation

RE: MITIGATION AND ENHANCEMENTS: NCDOT PROJECT #U3109 - 119-BYPASS AND OVERPASS THROUGH THE WEST END COMMUNITY OF MEBANE, NORTH CAROLINA AND ALAMANCE COUNTY

INTRODUCTION: The following information and discussion are offered in regard to Title VI of the Civil Rights Act of 1964, and related statues, that require "there be no discrimination in Federally-assisted programs on the basis of race, color, national origin, age, sex, or disability." (See Exhibit #1, "Legal Backing," www.dot.nc.us/)

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," provides that "each federal agency make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The information and discussion in this document does not reach a final conclusion regarding community input, Environmental Justice, and the 119-Bypass and overpass in the West End Community of Mebane, North Carolina and Alamance County. The purpose of the information is to insure the fair and equitable treatment of West End Community homeowners, residents, church members, and business owners who may be impacted by NCDOT Project #U3109 and related highway programs.

ATMOSPHERE AND CLIMATE OF CONCERN: On January 6, 1999, South Carolina Congressman James E. Clyburn (Democrat) assumed the chair of the Congressional Black Caucus (CBC) in Washington, D.C. In addition to other congressional responsibilities, Representative Clyburn is a member of the Transportation and Energy and Water Development Subcommittees.

Clyburn identified "environmental justice" as critical to the health and economic well being of many low-income urban and rural Americans. He pointed out that, "Minority citizens are regularly placed at risk by public leaders who bring unwelcome projects, like landfills and hazardous waste disposal centers, into low-income neighborhoods.... Somehow, the same standards which apply in the affluent suburbs don't seem to apply in the inner city or small rural communities."

Clyburn called for balance and fairness, taking human health, the environment, equity, and economic development into account. He added, "The CBC will push for decisions on environmental fairness based on scientific assessments, and not political decisions based on racial insensitivity or disdain for low-income Americans.... This is not a black or white agenda. This is an agenda for all Americans dedicated to the principle of fairness and equity for all citizens." ("New CBC Chair James Clyburn Outlines Agenda," By David C. Ruffin, FOCUS MAGAZINE – February 1999)

After the rash of African-American church burnings, in the mid-1990's, North Carolina Governor James Hunt founded the North Carolina Initiative on Race. Hunt's mission included "a stronger, more just and more unified North Carolina." He is quoted as saying, "As North Carolinians, we must work together to build a just and fair state where people value and respect one another, so we can have a strong economy for all, excel in education, make our communities stronger, and give our children the opportunities and future they deserve." (http://www.minorityaffairs.state.nc.us/ncraceinit/, NC Governor's Office, Office of Minority Affairs, North Carolina Initiative on Race)

Since December 23, 1994, West End Community residents have made several attempts to formally share "input" regarding the proposed 119-Bypass and overpass with NCDOT, Alamance County officials, and City of Mebane officials. Four years have produced very little in credible results. NCDOT reports have excluded what was actually stated. Mebane and Alamance County officials either boycott formal meetings or claim no responsibility the 119-Bypass and overpass impacts in the West End Community.

We hope this and subsequent meetings, regarding Environmental Justice issues, begin sincere and productive communication.

REMEDIES SOUGHT (Include but not limited to the following): NOTE: THE WEST END COMMUNITY HAS BEEN 90% AFRICAN-AMERICAN SINCE SLAVERY ENDED. IT IS THE AREA WHERE FORMER SLAVES LIVED IN FACTORY OWNED HOUSES IN ORDER TO BE CLOSE ENOUGH TO WALK TO WORK. WEST END GREW AS SOME OF THE DOMESTIC AND MILL WORKERS PURCHASED THE TWO ROOM FACTORY HOUSES. SOME CURRENT RESIDENTS CAN TRACE WEST END FAMILY TIES BACK SIX GENERATIONS.

A. PLANNED PATH FOR 119-BYPASS AND OVERPASS: Provide written explanations from the NCDOT, Alamance County Urban Area Transportation Advisory Committee/Transportation Improvement Program, and the City of Mebane for the proposed path between Curry and Fitch Streets and proceeding directly on top

of Allen Baynes Road. Immediately to the west of the West End Community are 1100 acres of pastor land. Use of this path would certainly reduce the amount of damage to homeowners. Why this route was not initially chosen defies explanation.

B. PROPERTY VALUATION: Offer property owners financial compensation for homes, churches, and businesses comparable to the current cost of property replacement. NCDOT's valuations for Mebane are grossly outdated and do not reflect the record building pattern in the area. Low valuations will leave residents, some over 80, with new mortgage notes or loans for remodeling existing property. This is not an acceptable consequence of forced relocation.

C. RELOCATION ASSISTANCE AND TIMETABLES: Many West End Community residents in the path of the proposed 119-Bypass and overpass have express the desire to remain in the West Community. Over one-third of the West End Community will not exist, if construction takes place between Curry and Fitch Streets and over Allen Baynes Road. Thirty-plus available houses do not exist in the remaining two-thirds of West End. And much of that two-thirds is with out infrastructure: sewer, up-to-standard water, paved street, etc. The possible relocation of two churches will require site preparation for large lots and long-term construction plans.

Special assistance must be provided for the relocation, within the West End Community, of several disabled residents in the path of the proposed 119-Bypass and overpass. Construction of senior citizen duplexes and quad-duplex housing may be cost efficient and offer a solution to this problem.

D. MITIGATION AND ENHANCMENTS: Construction of the 119-Bypass and overpass in close proximity to or through the West End Community will create irreparable damage (including but not limited to): air, water, and noise pollution; surface water problems and damage to septic systems without sewer lines available, which will substantially devalue homes; diminution of aesthetic values and disruption of community cohesion; vibrations, traffic congestion, increased crime; and increased danger to school children and the buses on which they ride.

<u>Based upon the estimated short and long term traffic volume, the addition of walls, trees, and flowers will have a minimal effect on reducing noise, emission pollution, debris accumulation, or increased crime.</u>

It is clear that the 119-Bypass and overpass planning and design offer no short or long term benefit to the West End Community as it proposed. The highway's one mile long up-grade, 45-foot overpass, and down-grade would create another eternal barrier. West End Residents want what they have been denied for decades: 1) quality of life that exist in livable community with the essentials that promote community values and contributes to general well-being; 2) responsive decision-making that involves commitments from the NCDOT, Alamance County, and the City of Mebane; 3) coordination and comprehensive planning, involving NCDOT, Alamance County, and City of Mebane

officials, to insure fair land use, economic and transportation growth for the entire West End Community; and 4) nondiscrimination practices and procedures as they relate to Environmental Justice issues.

EQUITABLE MITIGATION AND ENHANCEMENTS: WEST END COMMUNITY

a) Written commitment to eliminate patterns of discriminations and violations of Title VI of the Civil Rights of 1964, and related statues, and the Environmental Justice Executive Order 12898.

b) Credible communication and involvement by NCDOT, Alamance County, and City of Mebane officials with residents in the communities disproportionately and adversely impacted by projects planning, development, land use, zoning, and relocation.

c) Involvement by residents impacted by highway and/or roadway planning and construction with full participation and input of African-American residents in compliance with the Environmental Justice Executive Order 12898.

SPECIFIC MITIGATION AND ENHANCEMENTS PRESENTED:

1) Move the path of the 119-Bypass and overpass to the west of the West End Community into the 1100-acre pastor land.

2) Installation of basic amenities, including water, sewer service, sidewalks, clean ditches, and water drainage areas for entire West End Community. Services would also include trash and refuge collection.

3) Elimination of redlining and selective annexation that diminish African-American voting percentage in Mebane's short and long term land use plans. Annex entire West End Community.

4) Compliance with the Fair Housing Act and implementation of short and long range construction plans for affordable individual houses for first time homebuyers, as well as low-income and moderate-income families. This includes elimination of substandard rental housing units and dilapidated.

5) Develop plans for African-American owned and operated businesses and employment training centers in West End Community.

6) Eliminate physical barriers in the West End Community, including dead end and unpaved streets, as well as Mebane's chain link fence and gate on Tate Street. Remove old wooden bridge and construct a modern and safe bridge, roadway and walkway from the end of Tate Street to the Mebane Arts and Community Center.

7) Under the supervision of the Environmental Protection Agency, develop short and long term plans to clean-up "brownfield" locations, and assist in safe land use planning: eight-acre land-fill (West Holt and Madison Streets); abandoned garage (West Holt Street); industrial tanks and building (West Holt Street); abandoned barber shop (West Holt Street); abandoned Laundromat (Giles and Jackson Street); abandoned poolroom (Giles Street); and automobile tires, wheels and parts (Tate Street).

8) Establish an oversight process to insure that patterns of discrimination are eliminated and mitigation and enhancement remedies are fully complied with and carried out by the NCDOT, Alamance County and the City of Mebane.

9) Identify and obtain funding sources for short and long term research, planning and development of infrastructure, housing, business, and job training in West End Community.

10) Participate in professional training sessions on human and race relations for Mebane City councilmen, Alamance County's Urban Area Transportation Improvement Program and Urban Area Transportation Advisory Committee, and the North Carolina Department of Transportation.

The mitigation and enhancements include programs of enforcement, voluntary compliance, and education and outreach. The West End Revitalization Association – CDC and African-American residents are committed to efforts to strengthen the community, promote individual responsibility and reduce dependency on Federal assistance such as welfare and housing subsidies. Growth and prosperity in African-American, Native American, and Hispanic communities in Mebane and Alamance County should translate to growth and prosperity for the entire area. Due to institutional and unrelenting discrimination, short and long term mitigation and enhancements are necessary just to reach some level of parity, equality and fairness in Mebane and Alamance County.

##

#1

LEGAL BACKING

Transportation Efficiency Act for the 21st Century (TEA-21) [link to P&E Legal]

National Environmental Policy Act of 1969 (NEPA) [link to P&E Legal]

Title VI of the Civil Rights Act of 1964 and related statutes

Federal-Aid Highway Act of 1970, 23 USC 109(h),

Environmental Impact and Related Procedures (1987), 23 USC 771,

Guidance for Preparing and Processing Environmental and Section 4(f) Documents, TA 6640.8A (1987),

Executive Order (EO) 12898 on Environmental Justice (1994) [link to P&E Legal]

Department of Transportation Order on Environmental Justice (1997) [link to P&E Legal]

Farmland Protection Policy Act (1981), as amended in 1994 (7 CFR 658)

Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970, referred to as the "Uniform Act"), as amended in 1987

Federal Highways Administration Environmental Policy Statements (1990 & 1994)

Recommendations of the President's Council on Sustainable Development

Mebane seeks lobbyist for transportation issues

City council wants to give residents' interests a voice at state capital

By STACY PETERSON
Times-News

MEBANE — The Mebane City Council set wheels in motion Monday night to seek lobbying help from a former state senator for state-funded highway projects.

Councilman Bob Hupman said Mebane had not had received a state highway project in decades and said the city could use a presence in Raleigh to keep Mebane's interests at the helm.

The proposed N.C. 119 bypass is the first major project for the city in some time, and recent changes in how the state Department of Transportation (DOT) funds projects have left portions of the project in limbo. Environmental and historical concerns have also drawn out engineering work on the project, which would stretch from Interstate 85/40 east of Mebane to N.C. 119 to north of the city.

Hupman suggested former state Sen. George Daniel for the lobbying job. The council informally agreed and directed City Attorney Charles Bateman to work out the details if Daniel accepts. Daniel could not be reached for comment Monday night.

> "I just think we need representation in Raleigh to lobby and report back in a timely fashion."
>
> City Councilman Bob Hupman

Hupman said Daniel had expressed an interest in helping Mebane in Raleigh but had not narrowed his interest to transportation.

"I just think we need representation in Raleigh to lobby and report back in a timely fashion," Hupman told the council.

Hupman said Daniel would be ideal to connect with officials at DOT and the Legislature to keep Mebane's presence known. Bateman said he would work out the details of fees and timelines with Daniel and said he would report back to the council.

Daniel, a lawyer from Yanceyville, represented the 21st District from 1986 to 1994 as a Democrat. He lost a re-election bid to Sen. Hugh Webster, R-

Please see MEBANE / C2

Caswell, during the 1994 Republican sweep.

Bateman, too, agreed that Daniel would be ideal for the job.

Mebane City Council members have supported an N.C. 119 bypass to relieve traffic from Fifth Street through the city. However, residents of the Woodlawn community have mounted opposition of the plan, saying it would divide the community and run through historic portions of the former 280-acre Cates farm. The project would also affect some 30 homes, mostly in the West End community south of U.S. 70.

The $27.5 million four-lane road had been scheduled for construction south of U.S. 70 in 2001. That date has been pushed back until 2002 through 2004. The northern portion has been listed as a "post years" project, according to the latest state transportation spending plan.

3/2/99

April 9, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer

SUBJECT: **NCDOT Meeting with West End Community**

On April 8, 1999 NCDOT held an impromptu meeting with citizens from West End community. West End Revitalization Executive Director Charles Graves and President Omega Wilson were present at this meeting. Don Morton presided over this meeting with assistance from Lubin Prevatt and Cindy Sharer.

The community expressed many concerns with regard to TIP project U-3109. There was also dissatisfaction with a previous meeting (March 25, 1999) with NCDOT. West End residents stated that interference from persons outside the community prevented them from adequately discussing the project.

As a result of this meeting NCDOT agreed to hold another meeting with the West End leadership to note comments and concerns regarding this project. The residents also requested specific examples of what NCDOT could do to provide mitigation for this project. This meeting will be held after a meeting with the Woodlawn community.

May 5, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer

SUBJECT: **Minutes from NCDOT Meeting with Woodlawn Community on the relocation of NC 119 from I-85 to just north of SR 1917 (White Level Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP Project U-3109**

On May 4, 1999 NCDOT meet with community leaders from Woodlawn to discuss TIP Project U-3109. The meeting was held at the Crossover Presbyterian Church. The purpose of the meeting was to identify issues and concerns that the community has with this project. Also, to take suggestions and recommendations for possible solutions to these concerns.

The meeting began at 7:15 with approximately 15 citizens of the Woodlawn community and 5 NCDOT/FHWA persons on hand. After introductions a general project overview was given. This included a discussion of the alternatives currently being studied.

There are two alternatives being studied for the crossing of US 70. The first alternative crosses US 70 at Craftique Furniture Factory and would require relocation of the business. The second alternative crosses just west of Craftique and would not require relocation of the business. The alternative that crossed US 70 at Allen Baynes Rd. (West End) has been removed from consideration.

North of US 70 there are three alternatives for the tie-in at existing NC 119. The first alternative roughly follows the alignment of (SR 1920) Cooks Mill road and ties into existing NC 119 just north of Landi Lane (SR 2005). The second alternative runs parallel and east of (SR 1920) Cooks Mill and also ties into existing NC 119 just north of Landi Lane (SR 2005). Both of these are 4f avoidance alternatives, which avoid all National Register eligible properties. The third alternative cuts across the back section of the Cates Farm and ties into existing NC 119 at White Level Road (SR 1917).

The overview was followed by a general discussion of the project. Overall, the citizens in attendance were opposed to the project. They do not believe that this project will relieve traffic in downtown Mebane. There is also dissatisfaction with the way that the project has been handled. Listed below are issues, comments, and concerns raised at the meeting.

1. **The eastern route around Mebane was not adequately studied. Additional studies should be done on this alternative. The results of which should be reported to the citizens instead of just printing it in the newspaper.**

2. **There are concerns about the development that this road will bring to the area. The citizens are not opposed to development but are concerned about the type of development that this road will bring.**

3. **The North Carolina Department of Transportation has not adequately explained what the benefits of this project are.**

4. **This project is being built in the watershed critical area. A spill would pose a danger to the water supply because the road would be so close to the lake.**

5. **The traffic projections used by NCDOT were outdated and also assumed a worst case scenario for growth.**

6. **The intersection of Woodlawn Rd. and Mebane Rogers road is already bad and would become even more dangerous with the new highway passing near it. There is a school in the area and this road is traveled by many students.**

7. **Representatives from the Woodlawn Community should be invited to attend the meeting with NCDOT and the City of Mebane.**

Other comments from the meeting:

-The boundaries of the Tate farm used by the SHPO do not include the entire property.

-Mebane traffic is mostly east/west and not north/south. This project would not help the traffic situation in downtown Mebane.

-Truck traffic on Fifth St. should be restricted. This traffic could use Buckhorn Rd. instead.

The meeting was concluded at 9:00pm with a review of the community concerns discussed. Steven Cole was identified as a liaison for NCDOT to provide information and feedback on these issues. These as well as other previously raised concerns will be addressed by NCDOT in subsequent meetings.

June 9, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer

SUBJECT: **Minutes for Meeting with Residents near Edgewood Church Road on NC 119 From I-85 to just north of SR 1917 (White Level Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP Project U-3109**

On June 8, 1999 NCDOT held a meeting with residents near the Edgewood Church Road/ US 70 intersection area. The purpose of this meeting was to inform citizens in this area of an alternative for crossing US 70 that would possibly impact properties in this area. Also, to give a status report on the project. The meeting began at 7:00 pm and was held at the Mebane Arts and Community Center. The following NCDOT/FHWA personnel were in attendance at the meeting:

Felix Davila	**FHWA**
Mike Cowen	**Division Construction**
Henry Moon	**Right of Way**
Warren Walker	**Resident Engineer (Graham)**
James Bridges	**PD&EA**

Approximately 20 citizens were in attendance at this meeting. Robert Wilson (City Manager) was also present at this meeting. The meeting generally followed the attached agenda. Questions and comments from citizens are listed below:

Why is the project needed?

How much right of way will be needed to build the project?

Will the citizens who are relocated be given a fair price for their property?

Will these affect property values on the remaining part of Edgewood Church Road?

How does the right of way/relocation process work?

When will a decision be made on the final alignment?

Who appraises the value of a property?

What will happen with Holt Street (near US 70)?

When will the public hearing be held?

Overall questions and comments on the project concerned the process and how the project affected individual properties. Generally, there was not much opposition to the alignment of this alternative.

jb

June 18, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer

SUBJECT: **Minutes for Meeting with Third and Fifth Street residents on NC 119 From I-85 to just north of SR 1917 (White Level Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP Project U-3109**

On June 17, 1999 NCDOT held a meeting with residents of Third and Fifth Street in Mebane. The meeting began at 7:00 pm and was held at the Mebane Arts and Community Center. James Bridges and Darrin Pait (intern) were present from NCDOT and conducted the meeting. Robert Wilson, Ed Hooks and William Johns (council members) were present from the City of Mebane. Approximately 70 citizens attended this meeting.

The purpose of this meeting was to give the citizens an update on the project as well as answer questions and note concerns regarding the project. This meeting was held at the request of local citizens.

Comments and questions are listed below:

-If this road is built traffic will still come in on the east side from Mebane Oaks Rd.

-When will the eastern connector be built. This route is currently on the thoroughfare plan.

-There were concerns that building A segment of the project only (from I-40/85 to US 70) would bring more traffic through town. It was stated that both segments of the project should be funded and built around the same time.

-How can NCDOT get trucks rerouted through town. What can we (citizens) do to create a route and force trucks onto Buckhorn Rd.

-Bill Sutton (Mebane resident) wanted to conduct a volunteer study to find out where trucks are coming from and where they are going. He wanted to know if DOT or some other state agency could assist him with this project. With this information he would approach some of the trucking companies in the area in an attempt to get them to agree to use other routes. After being

informed about origin/destination studies done by Statewide Planning (NCDOT) he requested a copy of these documents.

-There was concern from some citizens who wanted to build houses on lots within one of the three alternatives north of US 70.

-Citizens were informed that they could show their support for the project by writing letters to elected officials.

-Approximately 95% of the residents present at the meeting live on the south side of US 70.

-Concerns over residential and industrial development leading NCDOT to add stoplights on the new road. Some citizens do not want many stoplights on the new road.

-Questions about lowering the speed limit from 45 to 35 (downtown) to discourage thru traffic.

The citizens present overwhelmingly supported the project. The general consensus was that this project is needed and should be completed in its entirety as soon as possible. The meeting lasted approximately an hour and a half.

jb

December 7, 1999

MEMORANDUM TO: **File**

FROM: **James Bridges**
Project Development Engineer
Project Development and Environmental Analysis

SUBJECT: **NC 119 from I-85 to just north of SR 1917 (White Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP U-3109**
Level

On December 3, 1999 an impromptu meeting was held with the West End Revitalization Corp. The following attended the meeting:

Charles Graves	**WERA**
Ms. Goins	**WERA**
Omega Wilson	**WERA**
James Bridges	**PDEA/NCDOT**

The meeting began with a status update on the project. This was followed by general discussion on the project and other issues. Some of the ideas suggested are listed below.

1. **Use Smith Street as the connector to the new road and connect it with Roosevelt Street.**

2. **Close James Walker and St. Lukes Christian Church Road and give access to US 70 via Allen Baynes Road. This would require both these roads be connected to Allen Baynes Road.**

3. **It was also noted that St. Lukes Church has a property on James Walker Road where they can rebuild.**

The meeting concluded with a review of the next steps in the project process.

jb

March 21, 2000

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: Notes from Meeting on Cates Estate/U-

March 21, 2000 (see note)

On ~~October 8, 1998~~ a meeting was held on the above referenced project. The following attended the meeting:

Gordon Warren	Executor Cates Estate
Felix Davila	FHWA
Mary Pope Furr	Project Development
James Bridges	Project Development

The purpose of this meeting was to review the study report on the Cates Estate prepared by Mr. Gordon Warren. Also, to discuss the steps necessary to have part of the Cates estate nominated for inclusion on the National Register of Historic Places.

Mary Pope Furr's opinion is that the report is well written and should be approved for the state study list. She will contact Jennifer Martin to have it included on the docket for the next meeting of the State review committee.

The developers plans for the back (northern part) of the Cates Estate were also discussed. A retirement community is planned for the area with a community center. Possibly using the old barn on the property now as a community center was also discussed.

The general plan for the area has been discussed with the city and they like the concept.

The 4F issue was also discussed. According to Mary Furr, the property could be added to the state study list by May. It may take a year to 18 months to have it added to the National Register. If a good faith effort is being made for inclusion on the register then SHPO might okay a change in the historic property boundaries.

Possibly shifiting the alignment was also discussed. A meeting with the Developer, SHPO, NCDOT and FHWA was proposed to discuss this and other issues.

After this is approved for the study list then it was suggested to proceed with the meeting with the developer, Roadway Design, SHPO, and PDEA.

A copy of the report to be submitted for inclusion on the state study list is included in the file.

jb

April 20, 2000

MEMORANDUM TO: File

FROM: James Bridges
Project Planning Engineer
Planning and Environmental Branch

SUBJECT: Minutes for Meeting on NC 119
From I-85 to just north of SR 1917 (White Level Rd.), Alamance County, Federal Aid Project STP-119(1), State Project 8.1470901, TIP Project U-3109

On the week of April 10 a meeting was held on the above referenced project. The meeting was attended by the following:

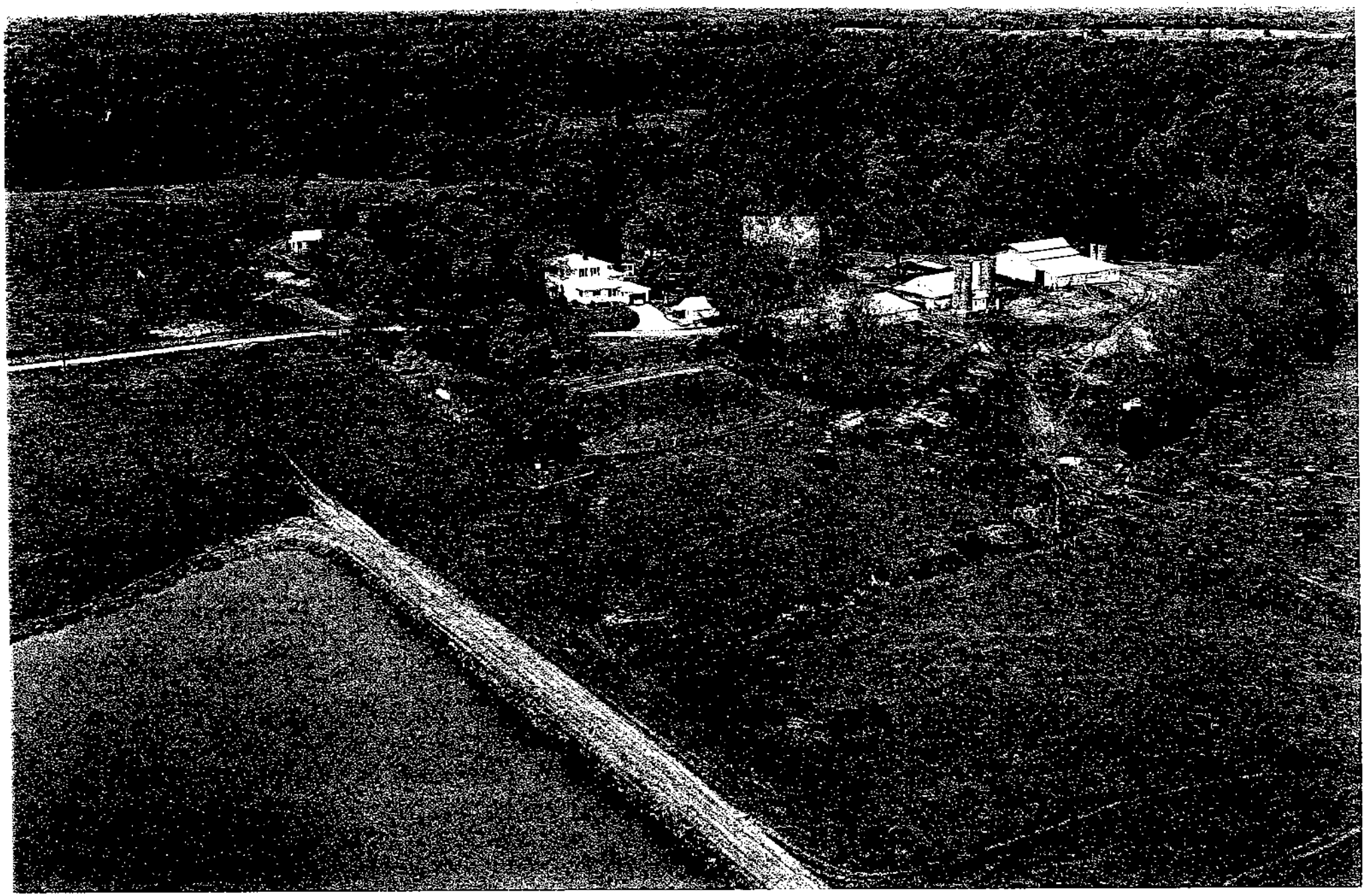
Homer Dudley	Remax Realty- Mebane
Kent Dudley	Remax Realty- mebane
Greg Garrett	Kavanagh Co.
Wes Kirkland	Kavanagh Co.
Gordon Warren	Executor-Cates Estate
Bruce Payne	Roadway Design
Mary Pope Furr	NCDOT-Project Development
Cindy Sharer	NCDOT-Project Development
James Bridges	NCDOT-Project Development

The meeting consisted of a review of the plans the Kavanagh Co. has for the northern part of the Cates Estate. The plans did not include the new highway.

The Kavanagh Co. is proposing cluster development while attempting to preserve greenspace. There plans are to build a retirement community.

The Cates Estate and its inclusion on the national register was discussed. It was noted that the property would probably have to be purchased and changes made on the ground before the boundaries of the property would change.

The meeting concluded with NCDOT agreeing to send preliminary plans to the Kavanagh Co. With these plans and the possible location of the new highway the Kavanagh Co. can better plan the use of the property.



August 29, 2000

MEMO TO: FILE

FROM: James F. Bridges

SUBJECT: U-3109, Meeting with St. Lukes Christian Church in Mebane

On August 28, 2000 myself, Everette Ward (Community Relations), and Henry Moon (Right of Way) met with the pastor and deacon board of St. Luke's Christian Church in the West End Community of Mebane.

The meeting began with a prayer and scripture reading by the pastor and one of the deacons. After introductions, I gave an overview of the project to date concentrating on the impacts the church could expect from the project. This was followed by a review of the plans and proposed mitigation for the project that would allow the church to remain in its present location.

After reviewing the plans the church stated their position of preferring to be relocated. NCDOT's proposal would hamper plans for expansion of the church. The church had previously taken a vote and decided to request relocation if the road was too close to the church. The church also stated that they wanted to remain on US 70.

Future widening of US 70 was also discussed. This project is on the thoroughfare plan but not the TIP. It was determined that although the widening of US 70 may be years away, the church should consider this when selecting a new location. This would avoid putting the church in the same situation some time in the future.

NCDOT will determine the amount of right of way and easement needed on US 70 to widening to five lanes. This will be used to determine how far to set back the new church from US 70.

St. Luke's will send a letter to NCDOT stating their preference to be relocated. They will also send a letter to Mr. Henry Moon requesting advance acquisition. I will investigate to determine if advance acquisition is possible.

The church was also concerned about the three homes behind the church. There were concerns about the elderly residents of these homes having trouble with traffic entering and exiting US 70. For this reason the church requested NCDOT investigate the possibility of relocating these properties also.

NCDOT will investigate this option. Also, a meeting will be held at the church with NCDOT and the property owners. The purpose of this meeting will be to present the residents with information and gather their position on relocation.

The meeting ended with NCDOT pledging to meet again within about a month.

JFB

January 24, 2001

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: Meeting with Rev. Garrison (St. Lukes Christian Church)

On January 23, 2001 I met with Rev. Rory Garrison at St. Lukes Christian Church in Mebane. The purpose of this meeting was to discuss future plans of the church. Comments and questions from the meeting are listed below.

The church owns land across St. Lukes Road from the existing property. There are plans in the works to build a day care, elderly care center and church school.

The church asks that DOT look at closing St. Lukes Road/US 70 intersection and possible connect St. Lukes with Allen Baynes Road.

The three property owners behind the church favor being relocated.

As things stand now the church has three options. In order these options are;

1. Build a new church building on 2 ½ acres just opposite the existing church parking lot on the eastside of St. Lukes Church Road. This option assumes that the existing church (and possible homes behind the church are relocated.

2. Remain in the existing church building and gain as much space between the church and the new roadway as possible.

3. Rebuild on 15 acre site on US 70 east of the existing church location.

*In order to get approval for the planned building the church must maintain the existing parking lot. This would provide adequate parking to comply with city ordinances.

jb

August 30, 2001

MEMORANDUM TO: File

FROM: James Bridges
Project Development Engineer

SUBJECT: Meeting with Committee to Promote Highway 119 Connector

On August 29, 2001 I met with the "Committee to Promote Highway 119 Connector". The meeting was held in Mebane at the City Council Chambers. The meeting began at 6:00pm. Approximately 20 people were in attendance. After a brief introduction I gave a general project status. Next the floor was opened for questions.
The overriding theme of the meeting was to determine what the committee could do to assist in moving the project forward. At 7:30 the Q and A session was ended. I departed the meeting before it ended.

Committee to Promote Highway 119 Connector Minutes
August 07, 2001

Members Present: Alice Boyle, Joe Degraffenreidt, Jon Dehart, Pat Flippin, Everette Greene, Jean Hoover, Donald Oehler, Melvin Petersen, Patricia Philipps, Polly Roberts, Dot Sutton, Otis Terrell, Dr. Steve Troutman, and Dr. Glenn Willett

Members Absent: Bill Bamberger, John Erwin, Terry Farmer, Brice Moore, Steve Scott, Norman Seagroves, Craig Shoemaker

Others Present: Charles Bateman, Montrena Hadley, and Robert Wilson

I. Call to Order

At 6:10 p.m. City Attorney Charles Bateman called the meeting to order. Attorney Bateman welcomed the committee members to the first meeting to promote the successful construction of the Highway 119 Connector.

II. Discussion

Mr. Bateman explained that the Mebane City Council requested that he, Robert Wilson, and Montrena Hadley act as administrative staff or "helpers" to the committee, and that they would not actually be a part of the committee. Also, he expressed to the committee the importance of having local political support in an effort to create a "political voice" to be heard by state officials in Raleigh to advance progress on the Highway 119 Connector. He further explained and provided details of the DOT meeting that he, Darrell Russell of Alley, Williams, Carmen, and King, and Robert Wilson attended in Raleigh, N.C. approximately two weeks ago. In addition, he explained the three key environmental/historical issues affecting the Highway 119 Connector. The key issues include the West End Community needs that DOT has possibly satisfied, 30 acres of the Cates Farm designated as a historical site to preserve the original log cabin located on the property, and the impact on the Graham-Mebane Lake Watershed Area. Also, Mr. Bateman explained that money is already committed to this project by the state, and that there is a significant public safety issue at hand as he invited the committee to view the posted maps of the Mebane area. The maps illustrated a study area of the proposed Highway 119 Connector.

Robert Wilson, City Manager, introduced Montrena Hadley to the committee as the new Planning Director. He addressed the DOT meeting also.

He explained that the City Council stated that they were not concerned about any tie-ins off the Highway 119 Connector on the north side and that the city would follow any guidelines that the city ordinance or state has in place. He added that the city council voted at their meeting on August 06, 2001 to draft a resolution confirming this and that he would be forwarding the resolution to the state. He further explained that the state thought Mebane wanted that tie-in as an economic tool. He emphasized that there are only two tie-ins on the south side that Mebane is concerned about. He further indicated that seven studies had been completed already as he illustrated the study area on the posted maps. In addition, he explained the water quality issue.

Dr. Willette inquired about the Cates Farm property and the watershed issues.

Robert Wilson provided further in-depth information.

Dr. Willette expressed how important it is to have someone to address all those issues surrounding the Cates Farm property and the watershed area.

Otis Terrell stated that the Samet officials would be a good source to contact for some political strategies at the state level.

Donald Oehler injected how important it is to provide good community representation in order to represent the entire Mebane Community. Further discussion ensued as the committee members introduced themselves.

Charles Bateman requested volunteers first to act as the committee facilitator.

Dr. Willette agreed to be the chairman/committee facilitator. He stressed to the committee how important it is to work together.

The next scheduled meeting is Tuesday, August 14, 2001, 6:00 p.m. at the Mebane Arts & Community Center. The agenda will include naming the committee, setting the mission statement, and organizing the committee for strategic efforts.

The committee agreed to limit the meetings to 1 ½ hours, invite DOT to attend some meetings including supplying handouts for further study, and appointed Montrena Hadley to record the minutes.

III. Adjournment

There being no further business, the meeting was adjourned at 7:20 p.m.

Committee to Promote Highway 119 Connector Minutes
August 14, 2001

Members Present: Joe Degraffenreidt, Jon Dehart, John Erwin, Pat Flippin, Everette Greene, Jean Hoover, Donald Oehler, Melvin Petersen, Patricia Philipps, Polly Roberts, Dot Sutton, Otis Terrell, Dr. Steve Troutman, and Dr. Glenn Willette (Chairman)

Members Absent: Bill Bamberger, Alice Boyle, Terry Farmer, Brice Moore, Steve Scott, Norman Seagroves, Craig Shoemaker

Others Present: Montrena Hadley and Robert Wilson

I. Call to Order

At 6:15 p.m. City Manager Robert L. Wilson called the meeting to order.

II. Discussion

Dr. Glenn Willette explained some issues to be addressed. He asked Pat Flippin to chair the committee from the industrial side, and he asked Dot Sutton to chair the organization of committees. Both Pat Flippin and Dot Sutton accepted these roles.

Dr. Willette expressed a need to formerly name the committee. Several names were discussed. The committee voted on the name "119 Connector Completion Committee" (119 CCC).

Dr. Willette explained the importance of an established mission statement. He then asked Patricia Philipps to create two suggestions to vote on at the next meeting on August 29, 2001 at 6:00 p.m. The two suggestions are as follows:

- **Option 1**

MISSION STATEMENT

The 119 Connector Completion Committee exists to ensure the completion of the Highway 119 connector in the most efficient manner possible. It is our goal to coordinate citizen efforts to secure support and action from local, state and federal authorities. We intend to utilize the human resources available in our community to make this project one of maximum benefit to our city.

- **Option 2**

MISSION STATEMENT

It is the mission of the 119 Connector Completion Committee to facilitate the timely construction of the proposed 119 Connector in and around the City of Mebane, North Carolina. The 119 Connector Completion Committee, composed of citizens from throughout the Mebane area, intends to aggressively lobby every committee, commission, authority and other governmental entity involved in this project. We see 119 Connector as critical to the future safety, welfare and growth of the City of Mebane, and will use all possible influence to see it to completion.

Dr. Willette explained the need to schedule a meeting with DOT officials. He emphasized that DOT needs to provide an overview of project and that the committee should formulate questions to review with the DOT. Staff is to ask James Bridges, DOT Project Manager, or someone from his office to attend a meeting with the committee as soon as possible.

Dr. Willette stressed the importance of delineating any issues surrounding the Hwy 119 Connector. First, the committee must determine the obstacles to overcome and, second, map the strategies necessary to overcome those obstacles.

Dr. Willette addressed the watershed area issue. He stated that Otis Terrell had looked into this issue. Otis Terrell further explained the court case in Goldsboro, NC surrounding the Hwy 117 construction that was built within the watershed in Goldsboro, NC. He stated that he spoke with John Hennesy who wouldn't provide any specifics because the case was still in litigation. However, Mr. Hennesy did say that a state regulated committee, "project team", no individuals, would make all decisions in the case. As a result, all projects in North Carolina that include road construction in the watershed areas are placed on hold until the court case in Goldsboro, NC is resolved. Staff further explained the "project team" concept.

Prior to further committee discussion, Dr. Willette, expressed a vision he has of a 500 member audience, through newspaper advertising and by word of mouth, listening to our strictly political efforts to get the Hwy 119 Connector underway. He stressed the importance of the committee members doing their

homework by gathering as much information as possible and to try and find out why some people oppose the Hwy 119 Connector. As a result, they would be able to answer questions presented to them from such a large audience.

Dot Sutton asked if the state has actually said where on Hwy 70 or where in Woodlawn would the Hwy 119 Connector be located?

Staff replied no given destination has been stated and no public hearing has been held.

Donald Oehler asked if shaping of the project or getting it done was more important?

Staff responded that both are equally as important. Staff explained that once the committee meets with the state then the state will ask them what they have found out then the committee will report their findings. Staff stated that Mebane has only met with the Design Group and the Division of Water Quality (DWQ) no others.

Everette Greene asked Staff to explain the concept of a federal project.

Staff explained that the federal government funds 70% of the Hwy 119 Connector project.

Discussion ensued about the importance of developing political connections at the state level.

Dr. Willette asked should a timeline be set for this committee?

Staff stated that a projected target date is year 2003-2004 for construction. However, the committee needs to meet as much as possible to get goals accomplished and not to focus on setting a specific timeline.

Staff agreed to schedule DOT meeting and to get their future schedule. Staff emphasized that the committee needs to meet with the Design Group also.

Otis Terrell states committee could meet with Avery Thomas, Alamance County Chamber of Commerce –Economic Development, to get some

background information as well as meet with Ed Hooks, TAC Chairman & Mebane City Councilman, for additional background information.

Staff stated they would contact Avery Thomas for discussion.

Dr. Willette stated he wanted to know past happenings concerning the Hwy 119 Connector.

Staff stated they would provide him with the information they have and that he could make copies of any information he deemed as vital.

Patricia Philipps asked if there were a specific number of homes to be removed?

Staff explained past meetings, but nothing current at this time.

Dr. Willette made a proposal to limit the committee meetings to one year and towards the end of next summer to proceed with the big meeting. He recommended groups of four or five to go out and recruit citizens to attend this big meeting. The next scheduled committee meeting is Wednesday, August 29, 2001 at 6:00 p.m.

Discussion ensued concerning making the press aware of the meetings and the minutes. The press has been invited to attend the meetings, and the minutes are available approximately one week after each meeting.

III. Adjournment

There being no further business, the meeting was adjourned at 7:15 p.m.

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

June 26, 2007

St. Luke's Christian Church
1167 W. Center Street
Mebane, North Carolina 27302

Subject: Relocation of NC 119 from the I-85/40 interchange to South of SR 1918 (Mrs. White Lane) in Mebane, Alamance County, TIP Project No. U-3109

Dear St Luke's Christian Church:

The Project Development and Environmental Analysis Branch of the North Carolina Department of Transportation (NCDOT) is conducting planning and design studies for the proposed relocation of NC 119 (TIP Project U-3109) near the City of Mebane in Alamance County.

The NCDOT proposes to relocate NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane. From the I-85/40 interchange to approximately 1.0 mile northward, existing NC 119 would be widened to a six-lane section. For the remainder of the project, a four-lane roadway with a 30-foot wide grass median would be constructed on new location to the west of Mebane. The proposed right of way width for the new location section would range from approximately 150 to 300 feet. The length of the proposed facility is approximately five miles.

The purpose of this project is to relieve traffic congestion in the downtown area, provide access to the local area, and provide Alamance County with a primary north/south route. Three alternatives, Alternatives 8, 9, and 10, will be studied in detail in the Environmental Impact Statement (EIS) and are shown on Figure 1. These alternatives begin at the existing NC 119/I-85/40 interchange and have the same alignment until south of SR 1921 (Mebane Rogers Road), where they run relatively parallel to each other tying into existing NC 119 near SR 1918 (Mrs. White Lane).

The NCDOT would like to meet with the Church to provide an update on the project and answer any questions regarding this project. We left several messages on the Church's voice mail, but have been unable to get in touch with someone. If you are interested in meeting to discuss the proposed project, please contact me (733-7844 ext. 244 or jmfuller@dot.state.nc.us) or Aileen Mayhew, Project Manager at Baker Engineering (888-858-7042 or amayhew@mbakercorp.com) at your earliest convenience.

Sincerely,

Jennifer Fuller, P.E.
Project Planning Engineer

Attachment
cc: Aileen S. Mayhew, PE, Baker Engineering

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 8, 2008

MEMO TO: File

FROM: Jennifer M. Fuller, P. E., Project Planning Engineer
Project Development and Environmental Analysis Branch

SUBJECT: Minutes from Meeting with White Level Community
NC 119 Relocation Project, Mebane, Alamance County, Federal Aid Project No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

Per request from Mr. Michael Jackson, NCDOT met with citizens from the White Level Community at Kimes Chapel Baptist Church in Mebane on February 5 to discuss the communities concerns regarding the proposed project. Twenty-four citizens from the White Level Community and five NCDOT representatives from the Project Development & Environmental Analysis Branch and the Right-of-Way Branch, as well as representatives from Baker Engineering and Gibson Engineers attended the meeting.

After introductions, a general project overview was given, including a discussion of the three alternatives currently being studied and funding for the project, including federal versus state. Two of the detailed study alternatives cut across the northwest corner of the Cates Farm, while the third alternative avoids the Cates Farm; however, all three alternatives tie into existing NC 119 near Mrs. White Lane (SR 1918). Overall, the citizens in attendance were not opposed to the project, but the White Level Community is primarily concerned with where and how the relocated NC 119 ties back into existing NC 119 near Mrs. White Lane (SR 1918).

Some of the concerns, issues, and comments raised at the meeting include:

1. Comment that construction traffic from Mill Creek is currently directed onto Mrs. White Lane;
2. Comment that Mill Creek traffic is currently utilizing Mrs. White Lane to access existing NC 119 instead of going through Mill Creek and using St. Andrews Drive;
3. Concern that Mill Creek traffic won't use the proposed tie-in to existing NC 119 once the proposed project is constructed, but will still use Mrs. White Lane to get to Mill Creek;

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

4. Discussion regarding the number of relocations in the vicinity of White Level Road (SR 1917) and Mrs. White Lane (SR 1918);
5. Concern about access into and out of Smita Stores;
6. Comment to study traffic for possible signals at Mrs. White Lane and/or White Level Road;
7. Comment that traveling from Mrs. White Lane to downtown Mebane will take longer due to the proposed tie-in to existing NC 119; this "dog-leg" will also add time to emergency services response times;
8. Comment that it looks like this project is being built for Mill Creek;
9. Discussion regarding the utilities in the vicinity of Mrs. White Lane; Mill Creek is within the Mebane city limits and has all the amenities (including water and sewer), while residents along Mrs. White Lane still don't have sewer;
10. Discussion regarding full median access at NC 119 and Mrs. White Lane;
11. Comment regarding St. Luke Christian Church being a historic property;
12. Comment regarding flooding/standing water near/along Mrs. White Lane;
13. Discussion regarding the need for detours near the northern project terminus during construction of the proposed project;
14. Discussion regarding how close the right-of-way needs to come to acquire a structure;
15. Discussion whether Mill Creek roads are state or city maintained;
16. Comment that existing speed limit on Mrs. White Lane is too fast;
17. Comment to tighten the curve/design in the vicinity of Cates Farm to tie into existing NC 119 sooner or further south of Mrs. White Lane;
18. Comment regarding a bottleneck being created at the northern project terminus; and
19. Discussion regarding the plans for NC 119 north of Mrs. White Lane.

The meeting with the White Level Community lasted approximately 2 hours. White Level residents were encouraged to fill out the comment sheet provided and submit written comments to NCDOT. There was discussion among the community members regarding submitting all concerns/comments in one petition to be signed by each community member. NCDOT added that the outcome of the public involvement process would be included in the Final Environmental Impact Statement.

NCDOT offered to facilitate discussions with the necessary parties to assist the community in obtaining amenities such as sewer. NCDOT stated that a detailed flood study would be performed if a portion of the project was in a flood area. The concerns raised at the meeting, as well as other previously raised concerns, will be addressed by NCDOT at the Post-Hearing Meeting. At the Post-Hearing Meeting, the Project Team will review each comment received and this discussion will be documented in meeting minutes, which can be requested by the public. The next step after the Post-Hearing Meeting is to hold a meeting with the Merger Team to select/discuss a preferred alternative.

JMF/asm

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

December 18, 2008

MEMO TO: File

FROM: Leza W. Mundt, AICP, Project Development Engineer
Project Development and Environmental Analysis Branch

SUBJECT: Minutes from Meeting with Rev. Garrison – St. Luke Christian Church NC 119 Relocation Project, Mebane, Alamance County, Federal Aid Project No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

Leza Mundt with NCDOT met with Rev. Rory Garrison at St. Luke Christian Church in Mebane on December 15 to provide an update on the status of the project and to discuss future plans of the church. Aileen Mayhew with Michael Baker Engineering and Glenda Gibson with Gibson Engineers attended the meeting. The NCDOT provided a copy of the most recent Project Fact Sheet to Rev. Garrison to share with his congregation. This is the same fact sheet distributed to the NC 119 Relocation Steering Committee on November 13, 2008.

After introductions, a general project overview was given, including a discussion of the preliminary design of the preferred alternative in the vicinity of St. Luke Christian Church. Rev. Garrison mentioned that the majority of the congregation at St. Luke Christian Church is from Burlington, with some parishioners from West End and Durham. He stated that several years ago he delegated his position on the NC 119 Relocation Steering Committee to a member of the church who resides in West End (Ms. Gail Thompson). Rev. Garrison stated that the church owns property along US 70 approximately 500 feet east of the church's existing location, acquired in 2000. Rev. Garrison reiterated that St. Luke Christian Church would prefer to relocate rather than have the proposed roadway constructed in its immediate vicinity. The proposed project would hinder plans for expansion of the church, as well as increase congestion in the vicinity of the church.

Ms. Gibson discussed the impacts the church could expect from the project, including impacts associated with the widening of US 70. The widening of US 70 associated with the proposed project would take some land from the property the church owns immediately west of its existing location. Ms. Mundt indicated that she is not aware of future projects in the State Transportation Improvement Program (TIP) to widen US 70 in

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that area. Rev. Garrison mentioned that the church is interested in another parcel along existing US 70 approximately 1,000 feet east of the church's existing location.

The NCDOT discussed advance acquisition with Rev. Garrison and will investigate this further, and will coordinate with Rev. Garrison, who has expressed a willingness to write a letter on behalf of the church.

The NCDOT's current budget situation was discussed and Ms. Mundt indicated that an NCDOT committee is reviewing all projects across the state; however, until otherwise notified, the current project schedule will be followed.

Other items discussed at the meeting included:

- Can the Record of Decision (ROD) be challenged
- Strategies being used to stop the proposed project
- Project schedule
- Loss of parishioners from the church due to proposed project.

Ms. Gibson mentioned that the preliminary design uses preliminary mapping and provides a worst case footprint for the project. Once final mapping is provided, the project footprint may decrease.

Rev. Garrison feels that this project is progress for Mebane and reiterated that he is the sole voice for St. Luke Christian Church.

The NCDOT stated they would provide the following items to Rev. Garrison:

- Provide Advance Acquisition information to church
- Provide phone number of right-of-way agent to church
- Confirm that there is not a future TIP project to widen US 70
- Provide a map of the design in the vicinity of St. Luke Christian Church.

In addition, NCDOT agreed to address the congregation toward the end of the planning phase; or after the ROD is completed.

LWM/asm

Appendix H – Part 3

Summaries of
NC 119 Relocation Steering Committee Meetings

Question & Answers to the
Mebane Steering Committee Meeting Notes
October 7, 2004
TIP Project U-3109
NC 119 Relocation in Mebane, Alamance County

The Mebane Steering Committee met on June 24th, 2004 to discuss the NC 119 relocation project. The Wills Duncan Group (WDG) facilitated this meeting and used a "charette" format with 3 separate groups meeting in separate rooms. A facilitator from WDG presented each group with a list of issues to discuss and questions to answer. Discussion items were based on issues raised by steering committee members at previous meetings. This memo will summarize the results of the charette discussions and provide additional information on issues associated with the NC 119 Relocation project.

GROUP I

I-1 "What would opening access within Mebane do to traffic? (i.e. dead end streets)."

The relocation of NC 119 will improve access to most of the areas located south and west of Mebane as stated in the description of the purpose and need for the project as well as facilitate the north-south movement of through-traffic (including truck traffic) in the Mebane area. In addition, the relocated NC 119 facility is also proposed as a partially-controlled access roadway which will limit access to adjacent properties and cross-streets as necessary to maintain safety standards and optimal traffic flow along the proposed NC 119 corridor. Therefore, it is not anticipated that the relocation of NC 119 would generate a substantial increase in traffic volumes on local streets. Conversely, it is expected that through-traffic currently traveling on existing NC 119 and other local streets would be diverted to the new four-lane facility that provides a faster and more direct route for north-south travel.

There are several intersections planned for the new NC 119 corridor and major crossroads to provide improved access and connectivity to communities located along the proposed NC 119 corridor. In the vicinity of the West End community, new access to the NC 119 facility is proposed via a connection with Smith Drive. Additional street connectivity improvements are proposed within West End including the extension of Corrigidor Road to Roosevelt Street and Tate Avenue. These connections will improve access to the community from the west, and south and provide greater connectivity of streets within the West End neighborhood. The new access may result in a minimal increase in traffic volumes on roadways within the community, however, it is not expected to cause a substantial increase because the new connections via Smith Drive and Corrigidor Road would not offer faster travel times or more direct travel routes than NC 119 related traffic to downtown Mebane, US 70 or other major destinations in the area.

New access to the Fieldstone community could also be considered if the community desired direct access to the relocated NC 119 facility via Fieldstone Drive. However, several residents of the Fieldstone community have expressed great concern about access being provided from the relocated NC 119 facility to their neighborhood.

I-2 "Have alternate truck routes and truck limitations been studied (alternate highway routes)?"

The Burlington-Graham Urban Area Thoroughfare Plan studied the roadway network in the Alamance, Burlington and Graham urban areas, including the best ways possible to route truck traffic in and around the area. Regional truck traffic is most likely to use the interstate system. In the project vicinity, I-85 and US 29 are the primary north-south truck routes between Virginia and North Carolina. In the future, I-73 will also serve north-south traffic through the Greensboro area. Therefore, it is likely that most of the truck traffic on NC 119 (or NC 49) have local origins or destinations. The proposed relocation of NC 119 will upgrade approximately 4 miles of roadway which will have limited impact on the overall travel times for truckers. Thus, we do not expect a shift in truck traffic from other truck routes such as NC 49 as a result of this project. There is however, a shift expected in truck traffic and through-traffic from the existing NC 119 facility to the proposed relocation of NC 119 because of faster travel times for north –south travel offered by the new facility.

I-3 "What impact will the bypass have on Mebane-Rogers Road and schools particularly as it relates to increased traffic from Highway 49 and the new bridge?"

The study Team used the Burlington-Graham Metropolitan Planning Organization's Long-Range Transportation Planning model to forecast traffic both with and without the relocation of NC 119. The model shows that current traffic volumes on Mebane-Rogers /Stagecoach Road, west of NC 119 are 3,400 vehicles per day.

The model forecasts 2025 traffic volumes on Mebane-Rogers Road of 12,800 vehicles per day with no relocation of NC 119 and 11,000 vehicles per day with the relocation of NC 119 in place. Therefore, we do not expect traffic to increase on Mebane-Rogers Road because of the relocation of NC 119 and there may be a small decrease in traffic volumes.

If traffic were diverted from NC 49 to the new route, vehicles would probably be travelling to and from I-85. To determine if traffic would shift from NC 49 to the proposed relocation of NC 119, the travel distance was calculated for two travel corridors between the intersection of NC 49 at Mebane-Rogers Road and I-85. The travel distance from NC 49 at Mebane-Rogers Road to the interchange of Jimmy Kerr Road and I-85 is about 4 miles. The distance from the intersection of NC 49 and Mebane-Rogers Road to the interchange of NC 119 with I-85 using Mebane-Rogers Road and the new NC 119 is about 5.4 miles. Because the fastest route for NC 49

traffic to gain access to I-85 is via the Jimmy Kerr interchange, we do not expect any substantial traffic volumes to be diverted to the relocated NC 119. This is also substantiated by the model traffic assignments which include all major routes in Alamance County.

I-4 "Is this highway best for the <u>whole</u> Mebane community and the State?"

As is the case with every transportation improvement project, the NC 119 relocation project has advantages and drawbacks. The benefits and impacts of the proposed project will be addressed in the environmental document; however, it is ultimately up to the "decision makers" within Federal Highway Administration (FHWA) and NCDOT to use the information presented in the environmental document to determine if the benefits outweigh the costs. The final alignment selected for the relocation of NC 119 will cause the least harm of the alternative alignments that have been studied.

I-5 "Is this the best location for the bypass?"

Since the project was originally scoped in 1994, ten (10) study corridor alternatives have been evaluated on the west side of Mebane. Based on field studies, coordination with environmental agencies, public involvement, and analysis of design constraints, NCDOT narrowed the list of viable alternatives to the three (3) current detailed study corridor alternatives which are considered to be the most suitable in terms of meeting the purpose and need for the project and minimizing adverse impacts to the human and natural environments.

The three alternatives being studied in the DEIS are located west of Mebane. The proposed project, located west of Mebane, is depicted in the City of Mebane 2010 Land Development Plan which is intended to guide the community's growth and development. The growth strategy designations for the project study area indicate that the proposed NC 119 relocation corridor is within the areas specified for "Primary Growth" east of the proposed corridor and south of US 70. The area west of the proposed NC 119 corridor and south of US 70 is designated as an "Economic Development" area. The majority of the land north of US 70 within the vicinity of the proposed NC 119 corridor is designated as a "Rural Conservation" area. These designations indicate that the areas along the southern portion of the proposed NC 119 corridor are envisioned as moderate to high growth areas of primarily industrial and commercial uses. The northern portion of the proposed corridor, most of which is within the water supply/watershed critical area, will remain as low-density development of rural residential and open space.

I-6 "Will the bypass open the north and west for controlled growth?"

Controlled growth is likely to result from the proposed project north and west of the Mebane area. This potential for growth and land use change will be addressed in

the Indirect and Cumulative Impacts (ICI) study and will be incorporated into the Draft Environmental Impact Statement (DEIS).

Access will be limited to major intersections along the proposed project corridor north of US 70 and driveway access will be prohibited within this section of the NC 119 corridor. South of US 70, access along the proposed NC 119 corridor will be provided at the existing and proposed major intersections. Also, development restrictions for the water supply water shed critical area already in place will limit the potential for induced development along the segment of NC 119 between US 70 and White Level Road (SR 1917).

Based on preliminary investigations, it is not expected that the relocation of NC 119 will induce substantial growth north of US 70 because the new route will shorten travel distances between I-85 and White Level Road (SR 1917) by less than one-half mile and travel times will be reduced by only several minutes. The distance between I-85 and White Level Road (SR 1917), traveling along existing NC 119 is about 4 miles. Using relocated NC 119, the distance is 3.6 miles. Thus, although traffic may flow better using the new route, the small reduction in travel distance will result in a small savings in travel time.

I-7 Various Questions:

<u>Details of Highway</u>
1.) Exact size
2.) Access points
3.) Speed limit

The typical cross section proposed for the project consists of a 4-lane, median-divided facility with grass shoulders (see Appendix A for typical cross section). The measured edge-of-pavement to edge-of-pavement roadway width (including center median) is 86 feet. The anticipated preliminary right of way width required to construct this type of facility is 150 feet. Access will be limited to major intersections along the proposed project corridor north of US 70. South of US 70, access along the proposed NC 119 corridor will be provided at the existing and proposed major intersections. It is anticipated that the posted speed limit will be 45 mph.

I-8 Committee would like to see models used to determine need for highway

1.) vehicles (counts)
2.) projected growth
3.) State needs
4.) Development changes

The Study Team used the Long-Range Transportation Planning model which incorporates socio-economic data, provided by the Burlington-Graham Metropolitan Planning Organization (MPO), into the traffic forecasting process. The traffic demand forecasted for the year 2025 uses land use, economic development,

population, employment and housing forecasts for the region to estimated the future travel needs and capacity constraints (see Figures 7-12 in Appendix A). The transportation model shows that for the year 2025 traffic volumes on NC 119/Fifth Street are estimated to be almost twice the current volumes, and will exceed the capacity of the existing two-lane roadway.

The model results also show that relocated NC 119 will relieve congestion on existing NC 119. Current two-way traffic volumes on NC 119/Fifth Street north of Mebane Oaks Road are 15,700 vehicles per day, which is approaching the design capacity of 18,000 vehicles per day for a two-lane, two-way roadway. By 2025, without the proposed relocated NC 119, traffic on this segment of NC 119/Fifth Street will increase to 29,700 vehicles per day, which will exceed the capacity of the roadway. With the proposed relocation of NC 119 in place, Fifth Street traffic for the year 2025 will be 19,800 vehicles per day which exceeds the capacity of a two-lane, two-way roadway. The relocation of NC 119 will provide relief for future congestion along Fifth Street and support the growth forecasted for the Mebane area.

I-9 Infrastructure

1. ***Relocation***
2. ***Homes***
3. ***Communities***
4. ***Utilities***
5. ***Open roads***
6. ***Alternatives to overpass(map of Mebane)***
7. ***Grade crossings***
8. ***East/West access***
9. ***Wells & septic tanks***
10. ***Split 3 old communities***
11. ***Holt St. could be cut off***

The effects of the roadway improvements on these issues will be addressed in the DEIS.

I-10 Displacement

"How many and what is the process"

This information is not available at this time; however, the number of relocated homes and businesses will be determined once preliminary designs for each alternative are completed. The final relocation report, including the number of homes, business, cultural resources, and rental properties, will be included in the DEIS. The relocation assistance process is included in the Important Project Information Sheet (see Appendix A).

GROUP II

II-1 "Water Quality – run off concerns; going through critical watershed; drinking water from wells; other existing groundwater, pollutants (source of)."

NC Division of Water Quality (NCDWQ) requires that NCDOT follow Best Management Practices (BMPs) in order to avoid and minimize impacts to water quality during both the design and construction phase of the project. In addition, it is anticipated that this project will require NCDOT to apply for both a State water quality certification permit as well as a U.S. Army Corps of Engineers 404 permit. These permits require measures to ensure that stormwater runoff from the proposed project does not affect the critical watershed, area drinking water wells, or other existing groundwater areas. Several methods of filtering stormwater runoff from impervious surfaces will be investigated during the hydraulic design phase of the project (see discussion in Question *II-2*).

II-2 "Is there any way that the water quality can be protected if the road is built?"

As stated above, it is NCDOT policy to minimize impacts to water quality. This is done through the use of best management practices (BMPs) in the design and construction phases of a roadway project. These practices are customized to the specific area where the roadway is built. In the case of this project, grass shoulders will serve to filter storm water runoff from the roadway before it enters surface waters in the area. In addition, NCDWQ will most likely require Hazardous Spill Catch Basins in the critical water supply watershed area if the selected corridor encroaches into this area.

II-3 "Provide water and sewer for residences next to the proposed road with wells and septic systems."

In August 2004, the City of Mebane received a $400,000 Community Development Block Grant (CDBG) for "Infrastructural Improvements" from the North Carolina Department of Commerce, which they will match with an additional $120,000 of their own funds, to extend sewer service to portions of the West End community. While this funding is not sufficient to provide sewer services to everyone in the West End and White Level communities, it will reduce existing problems and is viewed as one of several steps in addressing the needs of these communities. The City of Mebane is also in the process of applying for another CDBG "Concentrated Needs" grant that would provide additional funding to extend sewer service, improve existing water lines, improve existing roads, and rehabilitate homes in the West End community. NCDOT has helped to bring the concerns of the citizens in these two communities to the attention of those who are responsible for, and have control over providing a solution to these concerns. NCDOT will either correct or provide compensation for any direct impacts to existing wells or septic systems that result from the proposed project.

II-4 Water Quality

- *"Proposed route is not the 'wisest' route in terms of water quality protection."*

- *"Can NCDOT become an influential force in helping West End and White Level communities solve their sewer and water well problems?"*

The selection of the preferred alignment for the relocation of NC 119 is based on many factors and considerations including the determination of the alternative that is the "Least Environmentally Damaging Practicable Alternative". The proposed alternative is required to comply with Section 401 water quality standards established by the NC Department of Water Quality and Section 404 requirements for discharging runoff into wetlands and waters of the United States which are governed by the US Army Corps of Engineers.

NCDOT is studying three (3) corridors for the NC 119 relocation in Mebane. Water quality impacts will be one of the many factors that are evaluated during the planning phase for this project. The results of these evaluations will be presented to regulatory agencies and the public. Based on input from all of the participants, the "recommended alternative" that causes the least overall harm will be selected. The process NCDOT follows is designed to select the alternative that provides the best balance between providing benefits to the public and minimizing impacts to the community and environment. Regardless of the selected route, all measures to protect the water quality in and around the project area will be incorporated into the project design.

NCDOT has played, and will continue to play, a role in bringing the concerns of the citizens in surrounding communities to the attention of the local officials who are responsible for water and sewer issues in the Mebane area. As stated above, the City of Mebane has secured a $400,000 grant, and is adding an additional $120,000 of its own funds, for the extension of sewer services to the West End community. In addition, NCDOT will either correct or provide compensation for any direct impacts to existing wells or septic systems that result from the proposed project.

II-5 Historic Properties

- ***"Proposed NC 119 Relocation – Alternate #8 does not touch any historic properties."***
- ***"Woodlawn community considers themselves the 1st incorporated community in the State."***
- ***"greater noise pollution, air pollution, light pollution, increased urban sprawl, increased crime."***

Historic resources are recognized by NCDOT as vital community resources. NCDOT works with the State Historical Preservation Office to ensure that these

resources are protected. As part of the Environmental Impact Statement, NCDOT will evaluate all potential historic properties that could be impacted by the proposed alternatives.

As part of the Environmental Impact Statement being prepared for the proposed project, NCDOT will study the effects of noise and air pollution from the proposed project. There is the potential for an increase in light pollution due to the addition of vehicular traffic in areas that are currently not developed or accessible to vehicles with headlights. However, the increase in artificial light pollution generated by such traffic is not expected to be substantial. No artificial lighting (e.g., street lights, etc.) is proposed as part of the roadway project at this time.

The City of Mebane 2010 Land Development Plan indicates that the proposed land uses in the vicinity of the NC 119 relocation corridor are consistent with the nature of the project. The future land use designations indicate that the areas along the southern portion of the proposed NC 119 corridor are envisioned as moderate to high growth areas with primarily industrial and commercial uses. The northern portion of the proposed corridor, most of which is within the critical watershed protection zone, will remain as low-density development of rural residential and open space.

GROUP III

III-1 "What impact will the bypass have on Mebane-Rogers Road, Highway 49, and school safety?"

According to the Long-Range Transportation Planning model, traffic on Mebane-Rogers Road will increase substantially regardless of whether NC 119 is relocated. Current traffic volumes on Mebane-Rodgers Road are 3,400 vehicles per day which is well below the two-lane, two-way roadway capacity of 18,000 vehicles per day. The model forecasts that by 2025, traffic on Mebane-Rogers Road will increase to 12,800 vehicles per day without relocated NC 119 and 11,000 vehicles per day with the proposed project. Thus, it appears that the proposed project will not increase traffic on Mebane-Rogers Road, but may divert a small amount of traffic away from that route.

The DEIS will contain an analysis of the new intersection of Mebane-Rogers Road with relocated NC 119. If needed, that intersection will be designed with separate left-turn lanes on relocated NC 119, and if needed, separate left-turn lanes on Mebane-Rogers Road. The traffic analysis will also indicate whether there is justification for a traffic signal at the intersection of Mebane-Rodgers Road and the proposed NC 119 facility.

III-2 "Is this highway best for the Mebane community and the State?"

This project is supported by local officials and is included in North Carolina's Transportation Improvement Program (TIP). The first step in any road project that has the potential to substantially impact communities is to determine if the project is necessary. NCDOT, regulatory agencies, and the community participate in this process, which produces a statement on the purpose and need of the project. Concurrence between the regulatory agencies, the local officials, and NCDOT on the purpose and need for this project has been reached.

Once the Draft Environmental Impact Statement is completed, NCDOT, working with regulatory agencies and the community, will decide on a preferred alternative. A public hearing is held to invite public participation in this decision. The goal of the process is to develop an alternative that meets the need of the community and the State and that causes the least harm.

III-3 "Is this the best location for the bypass?"

See response to I-5 above.

III-4 "Will the NC 119 bypass open [areas] west and north [of Mebane] for controlled growth?"

See response to I-6 above.

III-5 "Traffic models needed?
Traffic counts?- Based on development changes?
Growth – how much?"

The traffic model/counts used by NCDOT in the planning process for this project are based on the existing traffic in the area. The forecasted traffic counts are based on future land development changes detailed in the approved Burlington-Graham land use plan, as well as predicted growth rates in the project vicinity. The traffic projections are developed using the Burlington-Graham MPO Long-Range Transportation Planning Model. That model forecasts traffic using information about future land use, anticipated development patterns, population, employment and housing forecasts (see Appendix A, Figure 7-12 for traffic forecasts).

The 2020 Strategic Plan for Alamance County indicates that the population growth for the county will increase from 130,800 in the year 2000 to approximately 175,620 persons in the year 2020 which is an approximate 34 percent increase over a twenty year period. Employment projections for the county indicate that employment will grow from 64,895 workers in the year 2000 to 87,000 in the year 2020 which is a similar rate of growth as is forecasted for the population.

III-6 "Why not consider other routes that would help with Mebane growth?"

Since planning studies for the relocation of NC 119 began, ten (10) preliminary study corridors west of Mebane have been evaluated. During the preliminary analysis process, those alternatives were reduced to three detailed study alignments.

There are several other roadway improvement projects addressing growth issues for the Mebane area. The Mebane Oaks Road project (U-3445) involves widening the existing roadway to five lanes from I-85 to existing NC 119 (Fifth Street). This project (which is under construction) will alleviate congestion on the eastern side of Mebane near I-85. The widening of US 70 to a multilane facility between the Haw River Bypass and Mebane City limits (U-2546) is an identified future need on the Thoroughfare Plan, but is not yet funded; therefore, planning studies have not been initiated. T.I.P. Project R-3105 proposes to widen NC 119 from SR 1917 (White Level Road) to NC 62 in Caswell County; however, the project is not funded and therefore no planning studies have been initiated. These projects, along with the NC 119 Relocation project, will improve both north-south and east-west travel within the study area and local traffic circulation in the Mebane vicinity.

III-7 "Factors determining need for 119 bypass?"

Some of the factors that the local municipality and NCDOT used to determine the need for the relocation of NC 119 in Mebane were the current and future traffic volumes in the area, the current and future land use, access issues pertaining to the I-85 corridor and the northern portion of Alamance County, and current and anticipated future congestion in and around the Mebane area. The relocation of NC 119 will also support economic development along the southern portion of the proposed new corridor, particularly between I-85 and US 70.

The increases in regional population and employment will result in almost a doubling of traffic volumes on NC 119/Fifth Street – from 15,700 vehicles per day in 2004 to 29,700 vehicles per day in 2025. This clearly shows a need for additional north-south roadway capacity.

The NC 119 relocation project proposes a grade-separated crossing of NC 119 over the Norfolk Southern railroad, which will substantially improve safety and emergency access in the project study area. Currently, all crossings of the Norfolk Southern railroad in the study area are at-grade crossings. The only Mebane fire station and EMS station that has a 24-hour paid staff is located north of US 70 and the Norfolk Southern railroad line. If an emergency occurs on the south side of Mebane when a train is passing through, the emergency response services must wait for the train to pass before proceeding to any sites that are located south of the Norfolk Southern rail line. The proposed grade-separated crossing of relocated NC 119 and the Norfolk Southern railroad will provide additional emergency access throughout the Mebane area at all times.

III-8 "Size?
Access points?
Speed limit – 50?"

Access will be limited to major intersections along the proposed project corridor north of US 70 and driveway access will be prohibited within this section of the NC 119 corridor. South of US 70, access along the proposed NC 119 corridor will be provided at existing and proposed major intersections. The relocation of NC 119 will provide a grade-separated crossing over the Norfolk Southern railroad tracks and US 70. Access to US 70 from the new NC 119 facility will be via a two-way loop ramp with at-grade intersections at NC 119 and US 70. The anticipated posted speed limit will be 45 mph.

III-9 "Traffic studies – were other highways considered? North-South corridor?

Using the results of the Long Range Transportation Planning model, NCDOT determined that additional north-south capacity would be needed within the Mebane area. However, it should be noted that the traffic model is not an alignment location tool but rather uses distance and travel times in determining the viability of a route. This process is then followed by evaluation of other factors such as the impacts on the physical, natural and human environment to determine the best alignment for the roadway. This study takes all of these factors into account in selecting a final alignment of the route.

III-10 <u>Alternatives</u>

- ***"What would opening access within Mebane do to traffic (i.e., dead end streets)?"***
- ***"Have truck routes and truck limitations been studied?"***

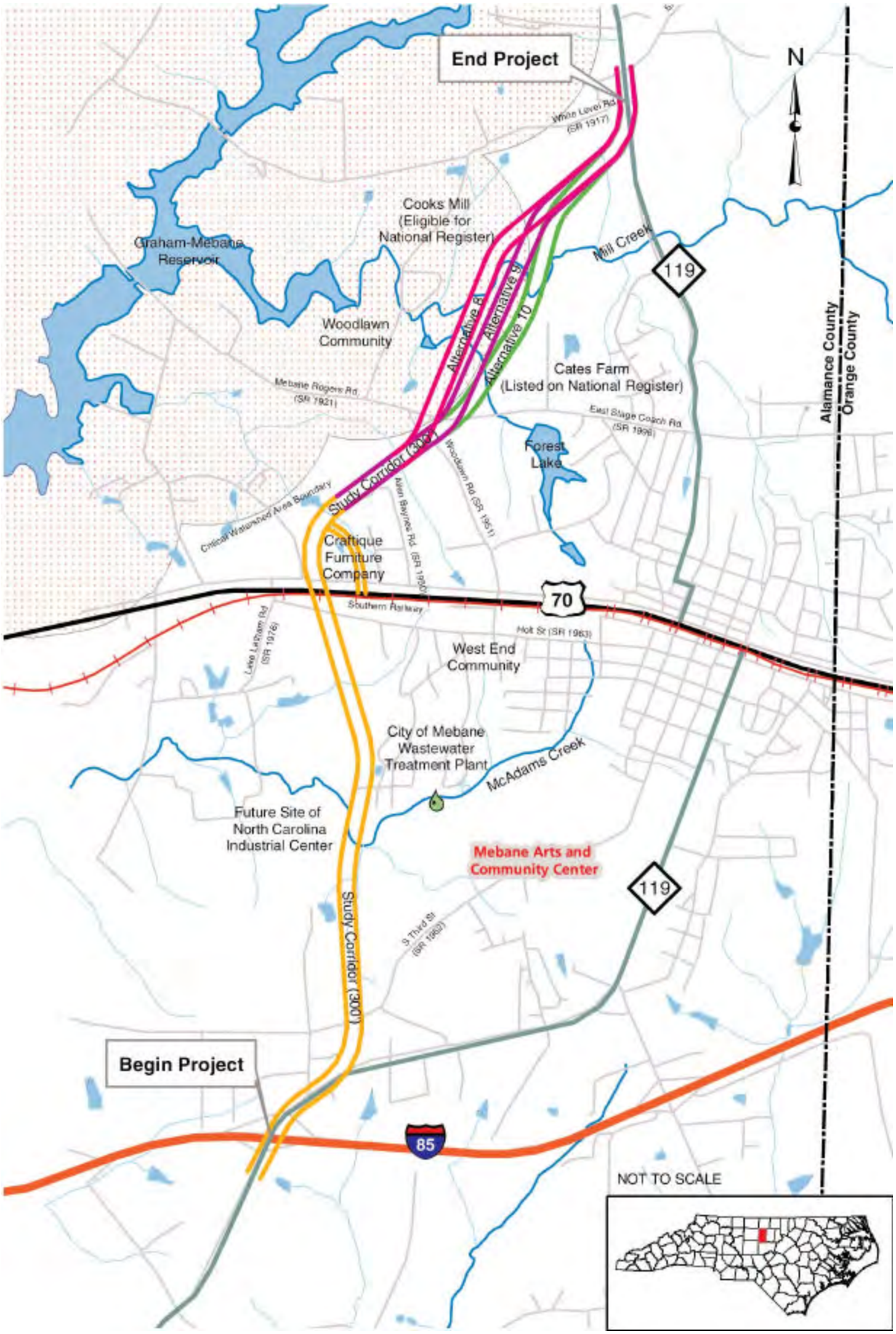
See responses for questions I-1 and I-2 above.

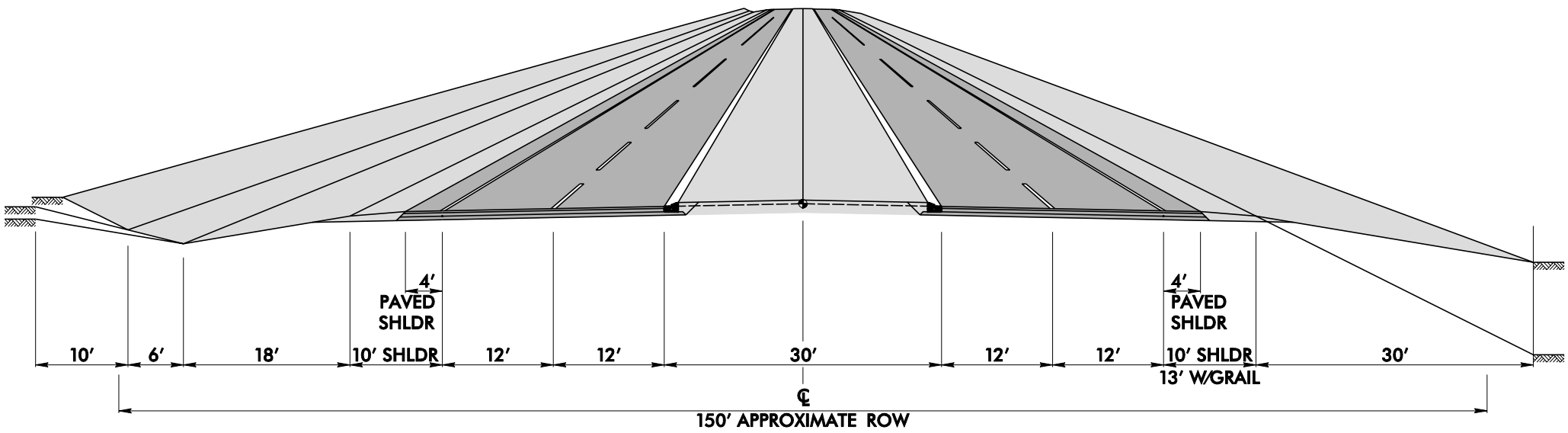
APPENDIX A

Project Schedule

Actions	Proposed Schedule to Complete DEIS, FEIS, and ROD documents*
Selection of Private Engineering Firm (Buck Engineering & Subconsultants)	February 2004
Determine major stream crossing structures	Spring 2005
Complete draft Environmental document	Summer 2006
Hold design public hearing	Spring 2007
Select preferred alternative	Summer 2007
Complete Final Environmental Document	Winter 2007
Issue Record of Decision (ROD)	Summer 2008
Begin right of way acquisition for Part A – from I-85 to US 70 (current TIP R/W acquisition date is FFY 2006)	Winter 2009 (FFY 2010)
Start construction on Part A (current TIP let date is FFY 2008)	Winter 2011 (FFY2012)
Right of way and construction for Part B – from US 70 to existing NC 119 north of Mebane at White Level Rd.	Post Year

***Note:** *Proposed schedule is assuming no additional alternatives and/or studies will need to be investigated or completed.*


End Project
N
White Level Rd (SR 1917)
Cooks Mill (Eligible for National Register)
Graham-Mebane Reservoir
Mill Creek
119
Woodlawn Community
Alternative 8
Alternative 9
Alternative 10
Cates Farm (Listed on National Register)
Mebane Rogers Rd (SR 1921)
East Stage Coach Rd (SR 1898)
Alamance County
Orange County
Forest Lake
Study Corridor (300)
Woodlawn Rd (SR 1951)
Allen Baynes Rd (SR 1950)
Critical Watershed Area Boundary
Craftique Furniture Company
70
Southern Railway
Holt St (SR 1963)
Lake Latham Rd (SR 1976)
West End Community
City of Mebane Wastewater Treatment Plant
McAdams Creek
Future Site of North Carolina Industrial Center
Mebane Arts and Community Center
119
S Third St (SR 1902)
Study Corridor (300)
Begin Project
85
NOT TO SCALE



TYPICAL SECTION NO. 1

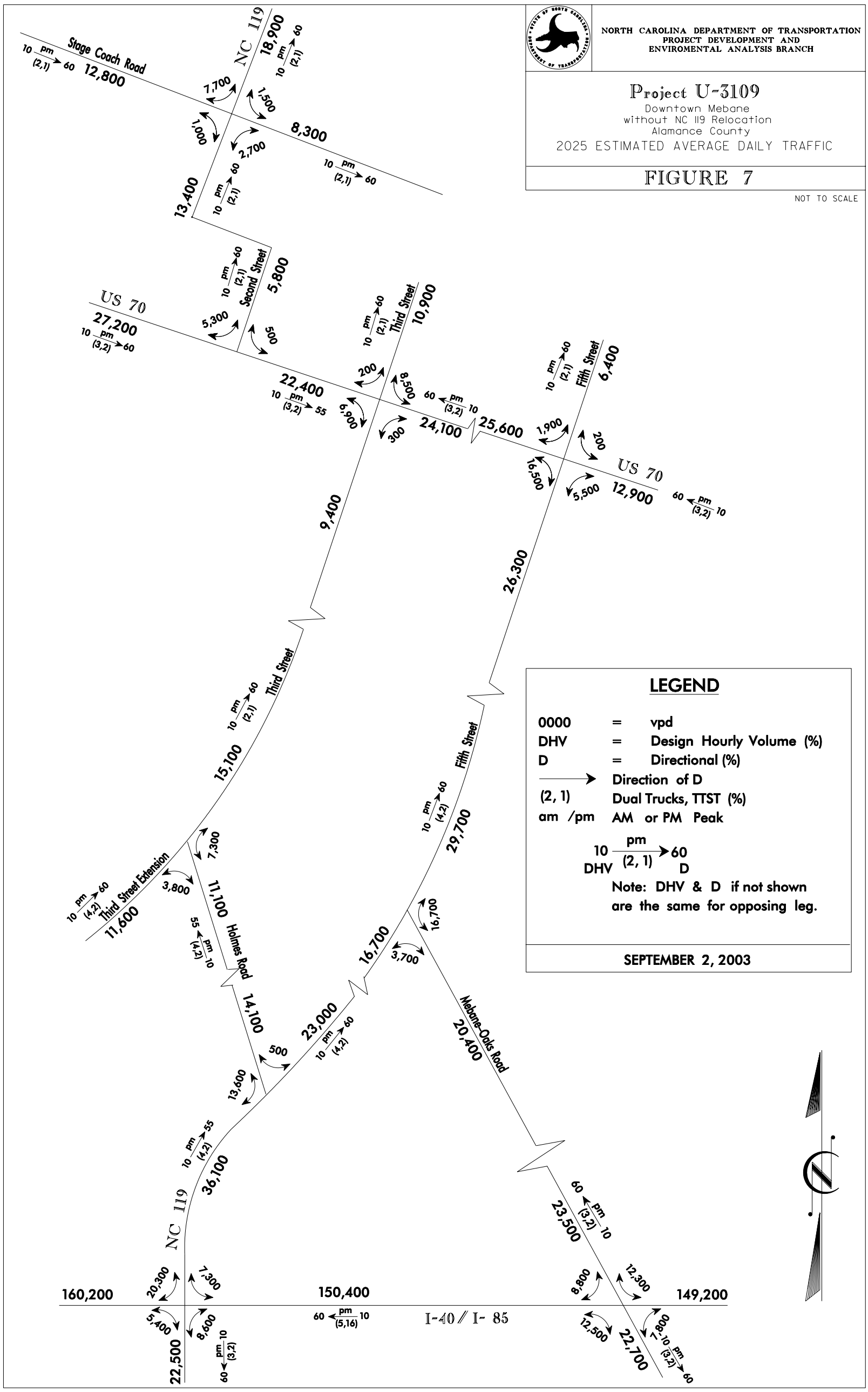
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

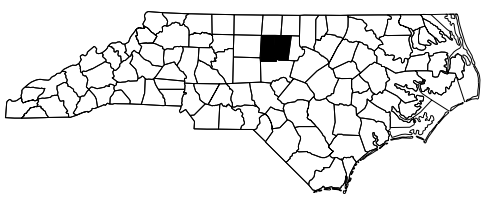
Project U-3109

Downtown Mebane
without NC 119 Relocation
Alamance County
2025 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 7

NOT TO SCALE





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

Project U-3109

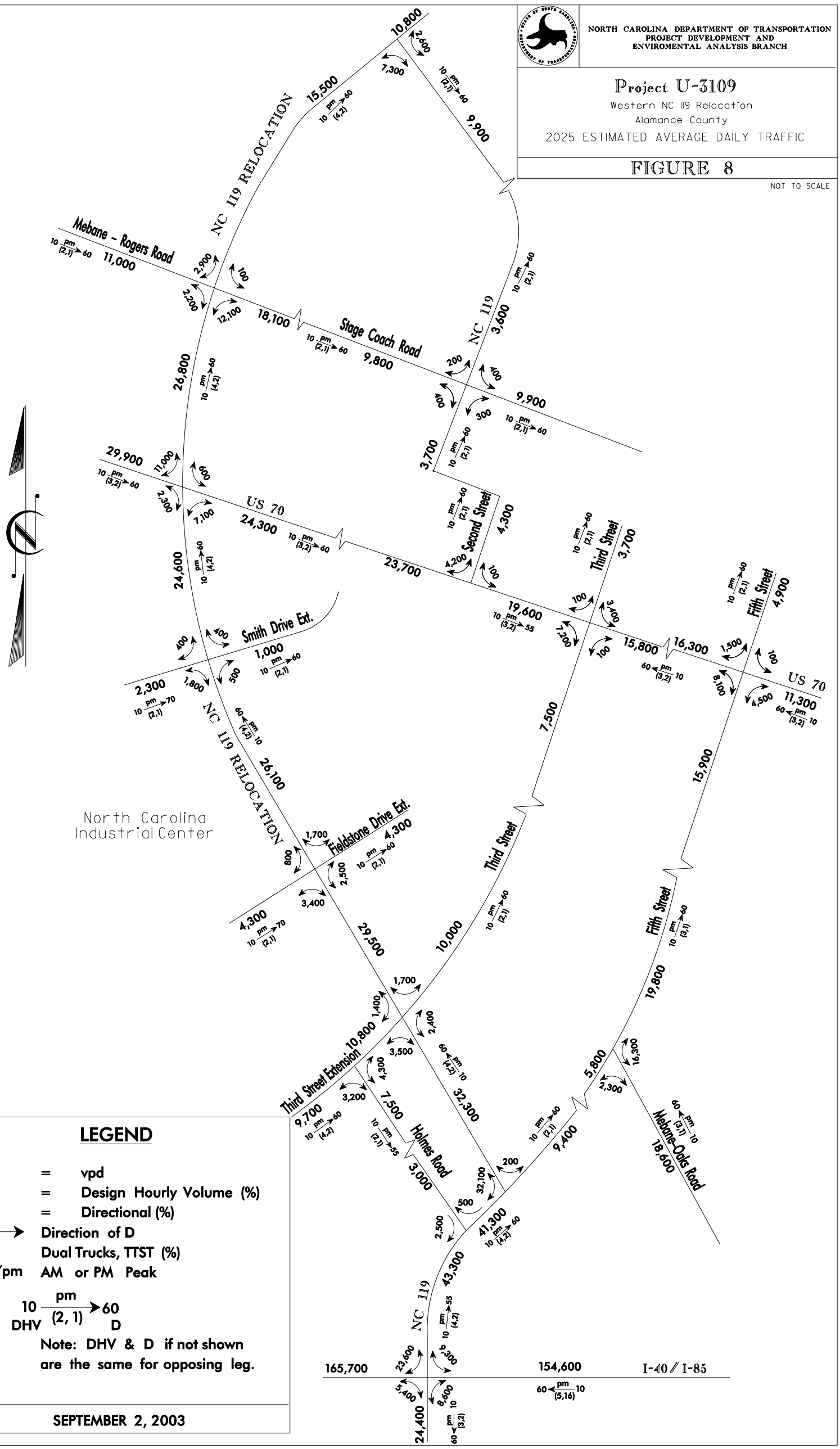
Western NC 119 Relocation

Alamance County

2025 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 8

NOT TO SCALE



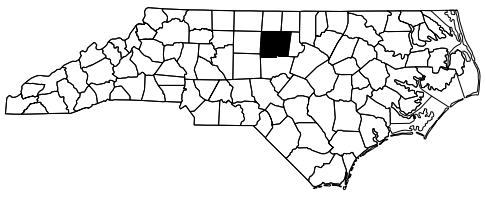
LEGEND

0000	=	vpd
DHV	=	Design Hourly Volume (%)
D	=	Directional (%)
→		Direction of D
(2, 1)		Dual Trucks, TTST (%)
am /pm		AM or PM Peak

10 DHV —pm (2, 1)→ 60 D

Note: DHV & D if not shown are the same for opposing leg.

SEPTEMBER 2, 2003



LEGEND

0000	=	vpd
DHV	=	Design Hourly Volume (%)
D	=	Directional (%)
→		Direction of D
(2, 1)		Dual Trucks, TTST (%)
am /pm		AM or PM Peak

10 DHV —pm (2, 1)→ 60 D

Note: DHV & D if not shown are the same for opposing leg.

SEPTEMBER 2, 2003

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

Project U-3109

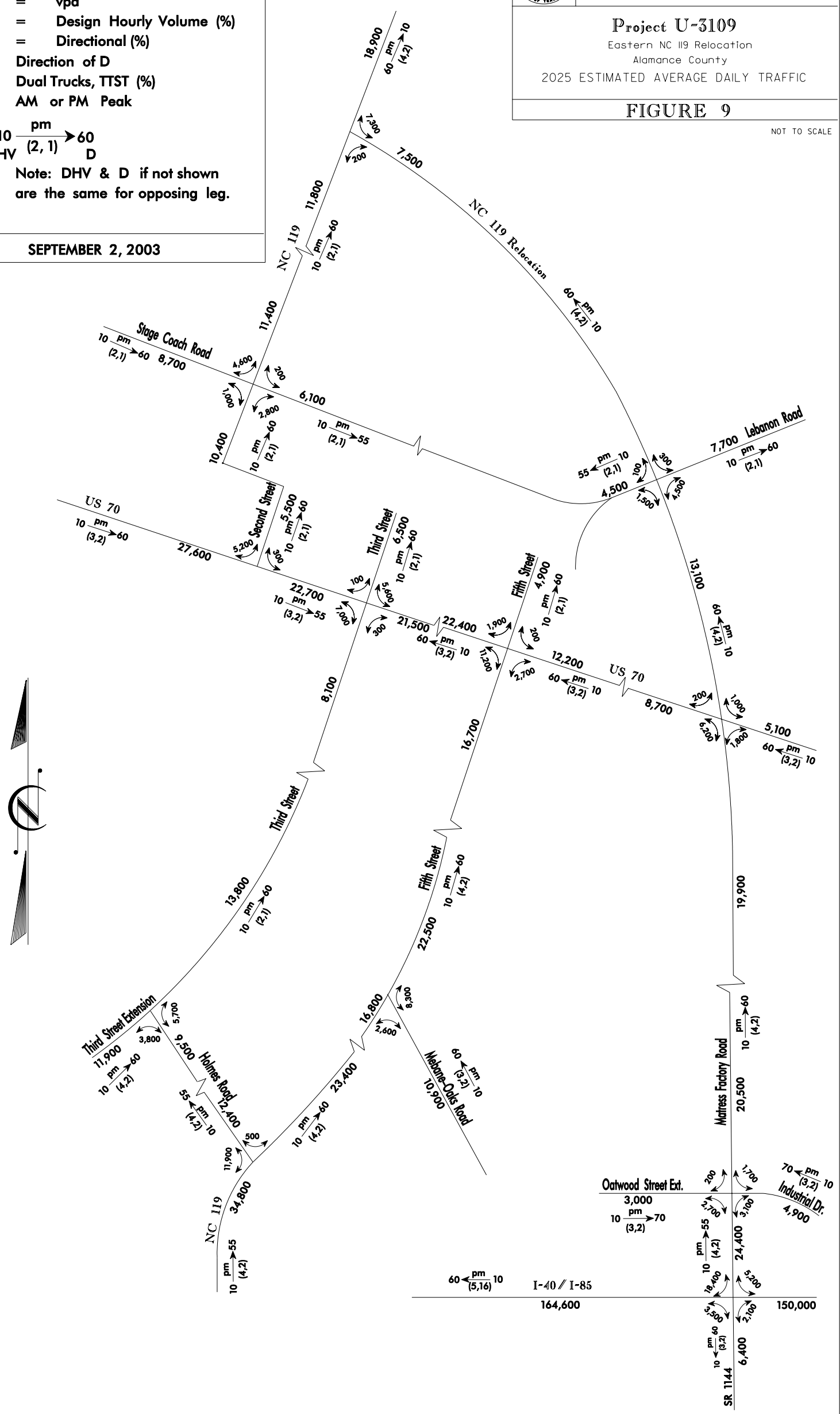
Eastern NC 119 Relocation

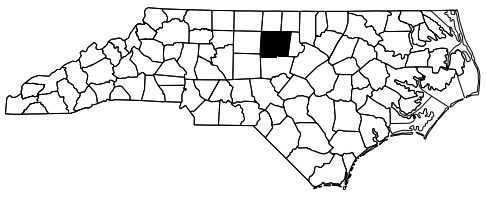
Alamance County

2025 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 9

NOT TO SCALE





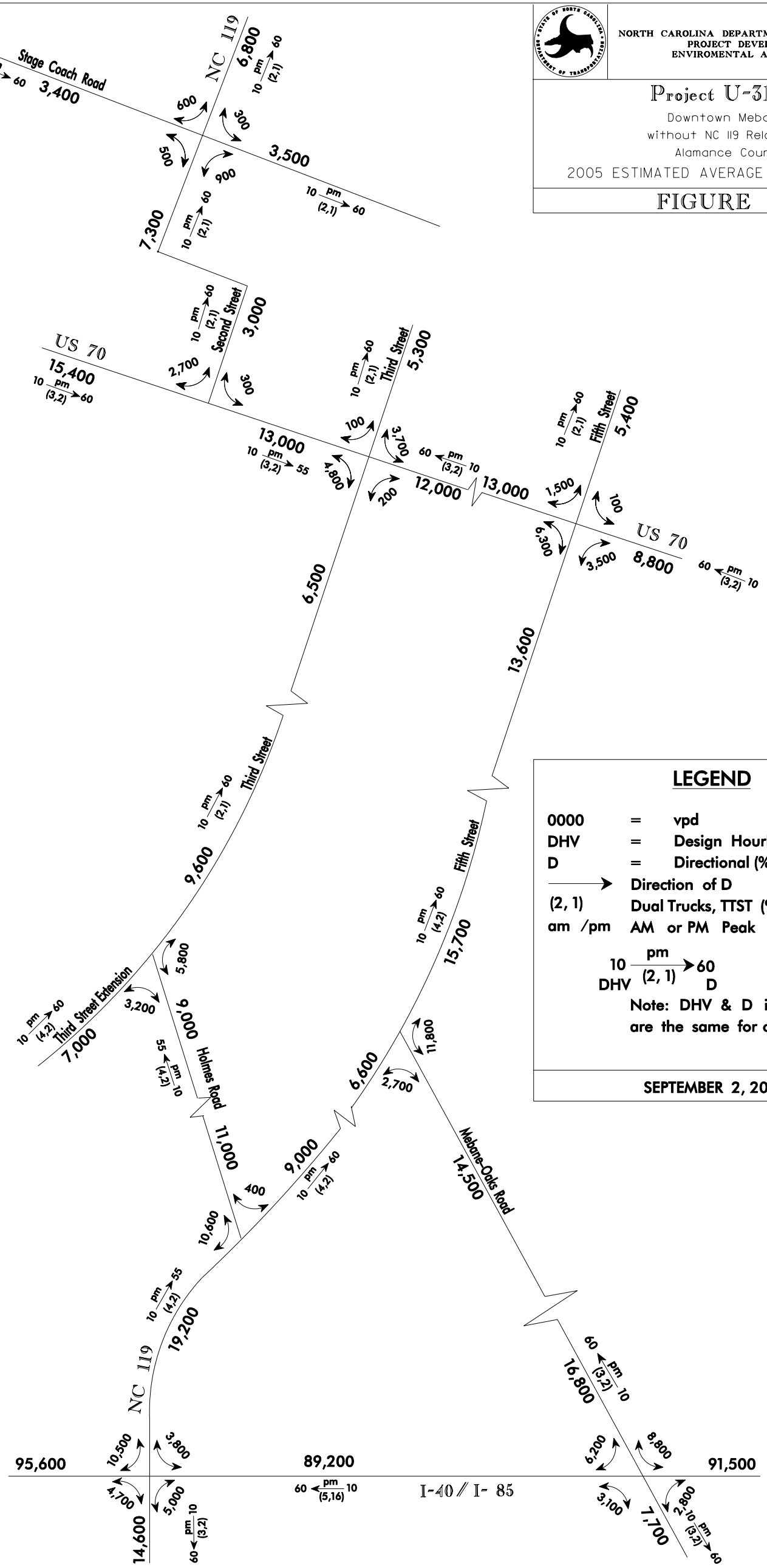
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

Project U-3109

Downtown Mebane
without NC 119 Relocation
Alamance County
2005 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 10

NOT TO SCALE



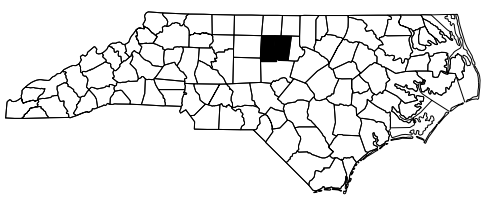
LEGEND

0000	=	vpd
DHV	=	Design Hourly Volume (%)
D	=	Directional (%)
→		Direction of D
(2, 1)		Dual Trucks, TTST (%)
am /pm		AM or PM Peak

10 DHV —pm (2, 1)→ 60 D

Note: DHV & D if not shown are the same for opposing leg.

SEPTEMBER 2, 2003



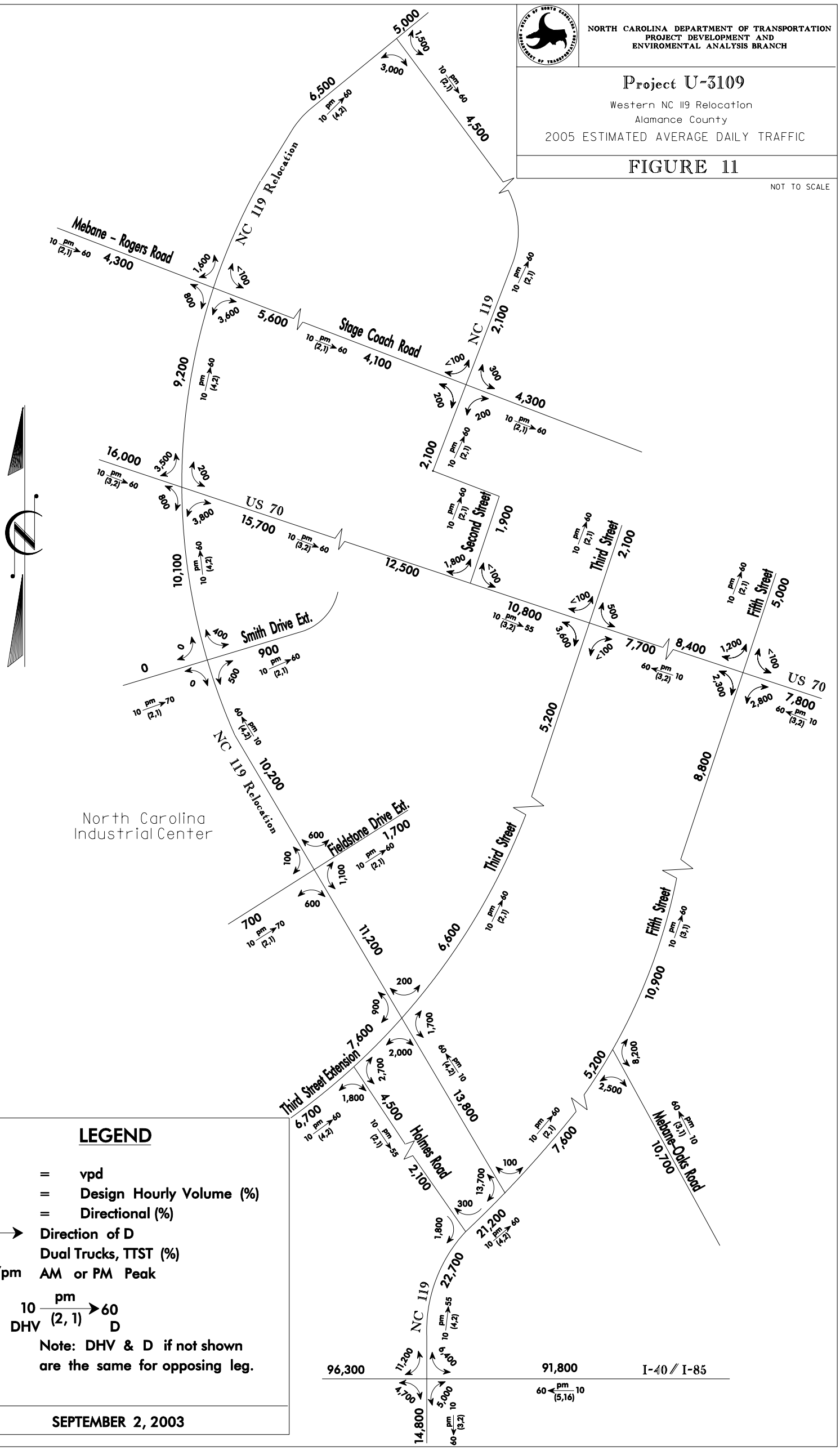
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

Project U-3109

Western NC 119 Relocation
Alamance County
2005 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 11

NOT TO SCALE



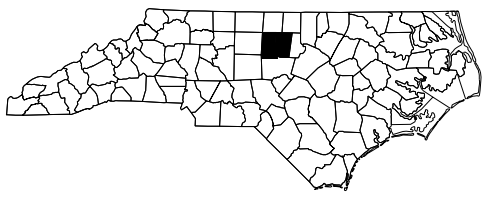
LEGEND

0000	=	vpd
DHV	=	Design Hourly Volume (%)
D	=	Directional (%)
→		Direction of D
(2, 1)		Dual Trucks, TTST (%)
am /pm		AM or PM Peak

10 DHV —pm (2, 1)→ 60 D

Note: DHV & D if not shown are the same for opposing leg.

SEPTEMBER 2, 2003



LEGEND

0000	=	vpd
DHV	=	Design Hourly Volume (%)
D	=	Directional (%)
→		Direction of D
(2, 1)		Dual Trucks, TTST (%)
am /pm		AM or PM Peak

10 DHV —pm (2, 1)→ 60 D

Note: DHV & D if not shown are the same for opposing leg.

SEPTEMBER 2, 2003

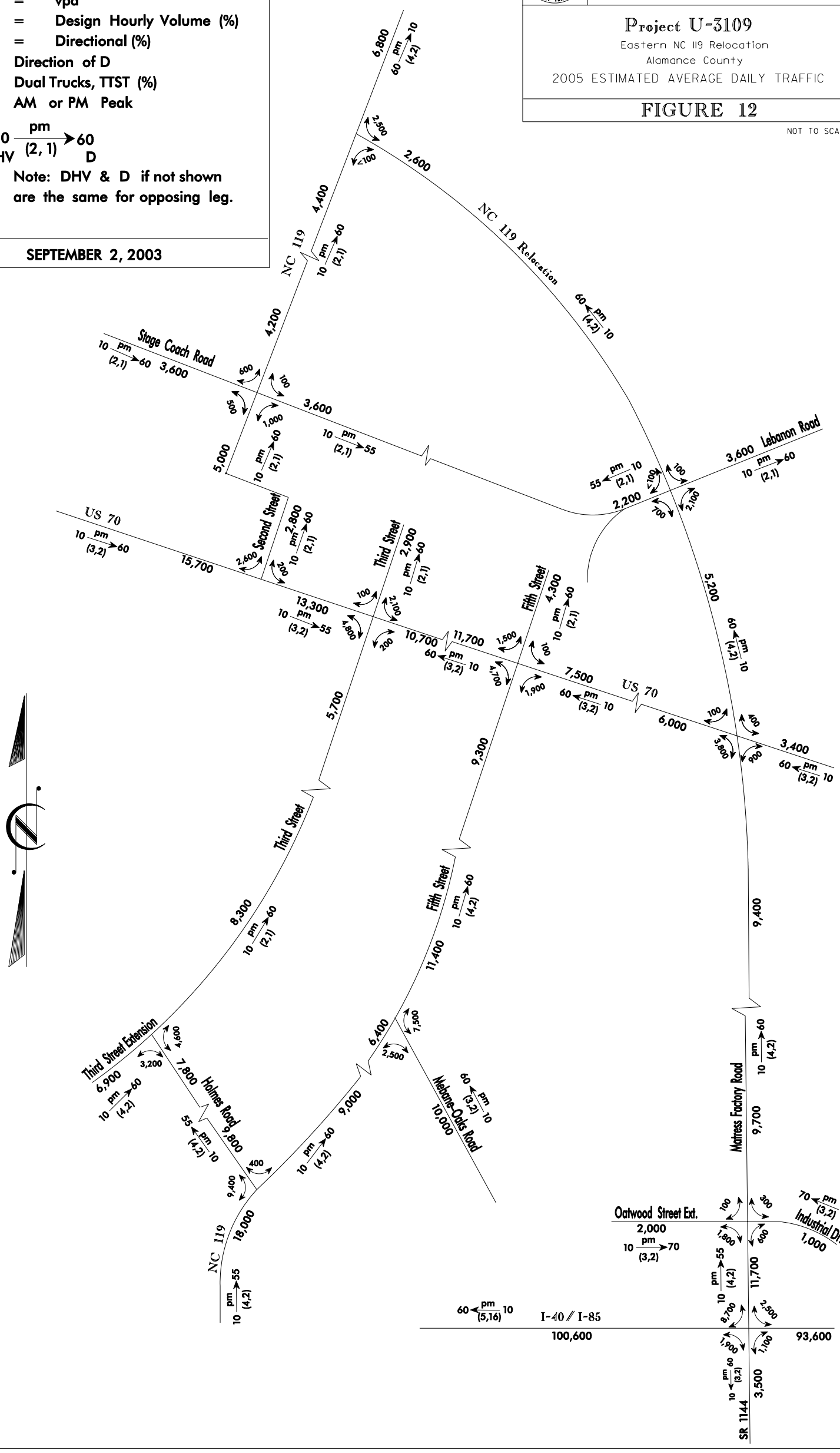
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND
ENVIROMENTAL ANALYSIS BRANCH

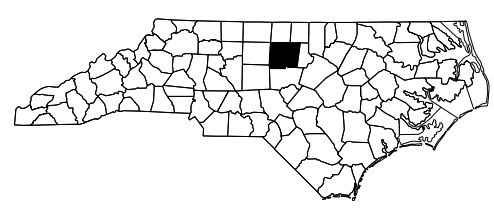
Project U-3109

Eastern NC 119 Relocation
Alamance County
2005 ESTIMATED AVERAGE DAILY TRAFFIC

FIGURE 12

NOT TO SCALE





Important Project Information

NC 119 Relocation Project

TIP Project No. U-3109

What is the NC 119 Relocation project?

The NC 119 Relocation Project, also locally referred to as the "Mebane Bypass", is the potential relocation of existing NC 119, from I-85 southwest of Mebane to existing NC 119 just south of White Level Road (SR 1917) north of Mebane in Alamance County. The route being considered is approximately 4.3 miles long. The project is included in the North Carolina Department of Transportation's 2004-2010 Transportation Improvement Program (TIP) as TIP Project No. U-3109.

The relocation of NC 119 was first presented in the Alamance County Urban Area Thoroughfare Plan in 1990 (now referred to as the Burlington-Graham Urban Area Thoroughfare Plan). In subsequent updates to the plan, the NC 119 relocation has remained among the highest priority projects for the Burlington-Graham Metropolitan Planning Organization (BG-MPO), which provides guidance on transportation goals and objectives for Alamance County, its cities, towns, and villages.

The North Carolina Department of Transportation initiated planning and environmental studies for this project in 1994 and the first citizens' informational workshop was held in January 1995. Since then, two more citizens informational workshops have been held (June 1996 and July 2003) as well as several small group meetings in various communities. Planning studies in compliance with the National Environmental Policy Act (NEPA) is ongoing.

What type of roadway is being considered?

The cross section being considered for the new roadway is a four-lane median divided facility (two lanes in each direction of travel with a grass median). The proposed facility is **NOT** an interstate, but will be similar to a parkway. Partial control of access is proposed; therefore, access to the facility will be provided at intersecting roads and possibly to adjacent properties along the road. Landscaping in the median may also be provided. Approximately 150 feet of right of way would be required to build the proposed road on new location. A bridge over the railroad next to US 70 is being considered. To limit impacts to properties along US 70, an access road to connect US 70 with the new facility, instead of an interchange with ramps, is being studied.

What is the Transportation Improvement Program and how does a project get included?

The Transportation Improvement Program (TIP) is the North Carolina Department of Transportation's 7-year plan for the improvement of state-owned and maintained transportation facilities. It includes roads, ferries, public transportation, aviation, and passenger rail projects, and is updated every two years.

The process for adding projects to the TIP begins at the local level. Local roadway needs are identified in a Thoroughfare Plan prepared by the region's Metropolitan or Rural Planning Organization (MPO or RPO) in consultation with NCDOT. Mebane, as well as all of Alamance County, is part of the Burlington-Graham Metropolitan Planning Organization (BGMPO). The MPO prioritizes projects in the Thoroughfare Plan, with input from citizens and local officials. Based on the projected availability of funds, the North Carolina Board of Transportation, in coordination with the MPO and RPO's, decides which projects will be included in the TIP.

For more information on the roles and responsibilities of the Burlington-Graham MPO, please visit their web site at **www.mpo.burlington.nc.us** .

Why is the project needed?

The proposed relocation of NC 119 would provide Mebane and eastern Alamance County with a primary north/south route to meet both local and regional needs. Additionally, the proposed project would provide safety benefits to local and regional commuters and could potentially encourage economic development.

Relieve Congestion - the relocation of existing NC 119 is needed to relieve current and future traffic congestion in downtown Mebane. NC 119 currently serves dual functions of providing the primary regional north-south route through Mebane and the primary north-south access to downtown Mebane (Main Street). Since the early 1990's, the Mebane area has experienced considerable growth due to its proximity to both the Triad and Triangle areas. Predicted growth is expected to overload existing NC 119, a mostly two-lane facility that travels through neighborhoods as well as the Central Business District (CBD) of Mebane. NC 119 runs concurrent with US 70 in the heart of downtown Mebane, with the railroad to the south and many shops and businesses to the north. Widening the existing facility to adequately accommodate future traffic will impact a substantial number of homes, businesses and historic properties in downtown Mebane. The new facility would provide another option for commuters to reach western Mebane or to avoid the CBD, thereby reducing congestion through downtown.

Provide Access - the new road will provide access to the local area, including the North Carolina Industrial Center located between I-85 and US 70. The project will also provide eastern Alamance County with a primary north-south route that avoids the CBD.

Additional Benefits - The railroad next to US 70 through Mebane is part of the future Southeast High Speed Rail Corridor between Washington, DC and Charlotte, NC. The new facility would provide a bridge over the railroad next to US 70. Currently, all road crossings of the railroad in Mebane are at-grade, causing considerable back ups when a train occupies the tracks. The new road would provide a safer crossing over the railroad.

What is the Southeast High Speed Rail Corridor?

The Southeast High Speed Rail Corridor (SEHSR) is one of five originally proposed high speed passenger rail corridors designated by the US Department of Transportation (USDOT) in 1992. The corridor was designated as running from Washington, DC through Richmond, VA and Raleigh, NC to Charlotte, NC with maximum speeds of 110 mph. It is part of an overall plan to extend service from the existing high speed rail on the Northeast Corridor (Boston to Washington) to points in the Southeast.

At this time, the selected corridor for the SEHSR utilizes the existing rail line through downtown Mebane. For more information on the Southeast High Speed Rail, please visit their web site at **www.sehsr.org** or call the toll free project hotline at 1-877-749-7245.

Why not construct a "Bypass" East of Mebane?

The Burlington-Graham Urban Area Thoroughfare Plan currently identifies highway needs to the west and east of Mebane. The strategic location of Mebane between two metropolitan areas, the triad to the west and the triangle to the east, shows a strong attraction for traffic to the west and east. Therefore, both western and eastern needs are identified in the Thoroughfare Plan. However, based on traffic forecasts completed for potential western and eastern routes, the western route would be more effective in reducing traffic congestion along existing NC 119. Furthermore, the area northwest

of Mebane is currently more developed than the area northeast of Mebane (in Orange County). Based on projected land use plans, the development trend to the north and west of Mebane is likely to continue. The potential western route will also provide better access to the North Carolina Industrial Center (NCIC). For those reasons, the Burlington-Graham Metropolitan Planning Organization has placed a higher priority on addressing the transportation needs in central and western Mebane.

What is the Current Status of the NC 119 Relocation Project?

The NC 119 Relocation Project is a federally funded project in NCDOT's 2004-2010 TIP and is referenced as TIP Project No. U-3109. NCDOT representatives are currently conducting engineering, environmental, and community studies to determine the impacts of the various alternatives on the human, physical, and natural environments. A federal Draft Environmental Impact Statement (DEIS) will be prepared for the proposed project and is currently scheduled for completion in the summer of 2006.

What is an Environmental Impact Statement?

An Environmental Impact Statement (EIS) is a detailed report that describes the impacts of a proposed project on the human and natural environments. Several alternatives are typically evaluated. A team of engineers, planners, scientists, and biologists performs the analyses of the project alternatives.

An EIS is required under the National Environmental Policy Act of 1969 for major projects, programs, or actions that involve federal funding, permitting, or other involvement by a Federal agency. All EIS's prepared by the Federal Highway Administration (FHWA) and the North Carolina Department of Transportation include the same five primary chapters: 1) purpose and need for project, 2) alternatives considered, 3) existing conditions in the human and natural environments, 4) adverse and beneficial environmental consequences of the alternatives, and 5) public and agency coordination.

There are three (3) main documents produced in the EIS process. The first document is the Draft EIS (DEIS). The Draft EIS evaluates the impacts of several alternatives in detail. Following a review and comment period for the Draft EIS and a Public Hearing, a preferred alternative is selected. The Final EIS (FEIS) discusses the reasons for the selection of the Preferred Alternative, and responds to the comments on the Draft EIS. Finally, the Federal Highway Administration (FHWA) issues a Record of Decision (ROD) that documents the selection of the Preferred Alternative.

What are the Project Alternatives?

Since planning studies were initiated for the project in 1994, a total of ten (10) preliminary study alternatives have been developed. Based on coordination with federal, state, and local agencies, as well as the public, seven (7) alternatives have been eliminated from further study due to community and environmental impacts. Currently, three corridors are being studied in detail (see vicinity map). The three Detailed Study Alternatives, along with the No-Build Alternative, which is used as a basis to compare the other options, will be evaluated in the Draft EIS. All alternatives considered, including those eliminated early in the study process, will be addressed in Chapter 2 of the Draft EIS.

All three Detailed Study Alternatives begin at the existing NC 119/I-85 interchange (Exit No. 153), then continue north to cross US 70 just west of Craftique Furniture Company. Alternative 8 passes through the critical watershed for the Graham-Mebane Reservoir, Alternative 9 passes through the critical watershed area and crosses the historic boundary of the Cates Farm, and Alternative 10 crosses the historic boundary of the Cates Farm but is outside of the critical watershed area. All three Detailed Study Alternatives tie into existing NC 119 just south of White Level Road (SR 1917).

What are some examples of potential impacts to the Natural, Physical, and Human Environments that will be evaluated in the DEIS?

Streams and Wetlands - Permits from the US Army Corps of Engineers (USACE) and the NC Department of Environmental Resources, Division of Water Quality (NCDENR-DWQ) will be required for stream and wetland impacts. As a condition of the permits, the NCDOT may be required to compensate for stream and wetland impacts. These measures could include restoring or enhancing degraded streams and wetlands in the project area watershed.

Floodplains and Floodways – 100-year floodplains are land areas adjacent to streams that are subject to flooding from a storm of such intensity that it has a 1% chance of occurring in any given year. The floodway is the stream channel and adjacent area where the water is likely to be deepest and fastest. This area needs to be free of obstructions to allow floodwaters to move downstream. Bridges and/or culverts needed for the proposed project will be designed so that no increases to the extent and level of flood hazard risk would result from the project.

Rare and Protected Species - Federal law (under the provisions of the Endangered Species Act of 1973, as amended) requires that any action likely to adversely affect a species classified as federally-protected be subject to review by the United States Fish and Wildlife Service (USFWS). Other species may receive additional protection under separate laws. Plants and animals with federal classifications of Endangered (E), Threatened (T), Proposed Endangered (PE) and Proposed Threatened (PT) are protected under provisions of Section 7 and Section 9 of the Endangered Species Act of 1973, as amended. *Currently, the USFWS do not have any species listed for Alamance County.*

Noise – Computer models are used to predict design year traffic noise levels along the proposed project and additional studies will be done to evaluate areas where noise barriers would be reasonable and cost effective. The final decision whether or not to construct noise barriers will be made following the selection of the Preferred Alternative.

Air Quality - Computer models based on projected peak hour traffic are used to evaluate any negative effect on air quality in the area as a result of the proposed project. The project is located in Alamance County, which has been determined to be in compliance with the National Ambient Air Quality Standards. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

Relocation of Homes / Businesses – Relocation studies will be conducted by the NCDOT Right of Way Branch to estimate the number of residential and business relocations that would be necessary to implement each alternative. Final impacts will not be determined until after the selection of the Preferred Alternative during the final design stages of the project. Displacement impacts would be mitigated through implementation of the NCDOT relocation assistance programs. It is the policy of the NCDOT to ensure that comparable replacement housing for residents and suitable locations for displaced businesses would be available prior to construction of projects.

Community Impacts – Community impact assessment is a process that evaluates the effects of a proposed transportation action on a community or communities. The assessment process is an integral part of project planning and development. The assessment of community impacts, along with other relevant environmental impact studies, helps shape project decisions and outcomes. Information gained from this process is used continuously throughout the project to mold the project and to provide documentation of the current and anticipated social environment of the project area with and without the proposed transportation action. Potential mitigation is investigated for unavoidable impacts to communities as part of this process.

Potential effects on neighborhoods and the various communities in the project area are identified during the community impact assessment process and will be evaluated in the Draft EIS. Impacts can be both positive and negative, and are often subjective and difficult to quantify. Community cohesion impacts could include the effects of neighborhood division, social isolation, changes in the community character, increased/decreased neighborhood or community access, and shortened travel times. Input provided by the affected communities play a key roll in identifying these impacts.

Minority and low-income populations - Title VI of the Civil Rights Act of 1964, and related statutes, requires there be no discrimination in federally-assisted programs on the basis of race, color, national origin, age, sex, or disability. In addition, a 1994 Presidential Executive Order requires federal agencies to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations". There are three (3) fundamental environmental justice principles: 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 full and fair participation by all potentially affected communities in the transportation decision-making process, 3) to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

Historic Resources - This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106. Section 106 requires that if a federally-funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation will be given an opportunity to comment. Potential historic architectural and archaeological resources within the proposed project corridor will be assessed and evaluated in the DEIS.

In addition to the National Historic Preservation Act, Section 4(f) of the US Department of Transportation Act (1966) also affords protection to significant historic properties that may be affected by federally-funded transportation projects.

Who decides if the project should proceed?

There are multiple points at which the decision whether to proceed with a particular project or not can be made. The initial point at which this decision is considered is at the local level during formation and approval of the local area TIP. Regarding the NC 119 Relocation project, the Burlington-Graham MPO has continued to include the project in the local TIP as a high priority since its inclusion in 1992.

The project will be further considered by the North Carolina Secretary of Transportation, the Division Administrator for the Federal Highway Administration as the Draft and Final Environmental Impact Statements are completed. At these times, impacts of the project alternatives can be evaluated against the benefits to determine whether or not to proceed with the project.

Who selects the alternative that will be built?

The NC 119 Relocation project is a federally-funded project. Therefore, the Federal Highway Administration (FHWA) is the lead agency in charge of the project. FHWA, in consultation with the NCDOT, will select the Preferred Alternative. The FHWA and NCDOT will consider the following when making the decision:

- The information contained in the Draft EIS
- Input received from the public before and during the Draft EIS review period
- Input received from local, state, and federal agencies before and during the Draft EIS review period, including the following:
    - US Army Corps of Engineers (USACE)

US Fish and Wildlife Service (USFWS)
US Environmental Protection Agency (USEPA)
NC Department of Environment and Natural Resources (NCDENR)
NC Wildlife Resources Commission (NCWRC)
State Historic Preservation Office (SHPO)
Burlington-Graham Urban Area Metropolitan Planning Organization (BGMPO)

Why do the Project Development studies take so long?

Any agency that proposes a project with federal involvement, such as funding, must comply with the National Environmental Policy Act (NEPA). Under the NEPA, an agency must study the adverse and beneficial impacts of reasonable alternatives that meet the project's purpose and need. This process requires numerous engineering, community, and environmental studies. Also, NEPA requires extensive public and agency involvement. The NCDOT strives to maintain a reasonable schedule for all its projects while ensuring full compliance with NEPA.

How does this project affect me as a property owner?

You will know better if there is a chance that your home or property could be impacted after a Preferred Alternative is identified. Following the completion of the Draft EIS, a Public Hearing Map will be presented at Citizens Informational Workshops prior to the Public Hearing and at the Public Hearing. The maps will show the preliminary engineering roadway designs within each of the three Detailed Study Corridors. Property boundaries will also be shown on the Public Hearing Map. The exact locations and amounts of property required for rights of way will not be determined until after the Record of Decision.

What is the process for Property Acquisition and Relocation?

Private property in the path of the selected alternative for the NC 119 Relocation project will be purchased by the NCDOT as right of way. The NCDOT pays fair market value for all property purchased. Licensed real estate appraisers determine a fair market value at the time of purchase. This is the same type of appraisal that is required when selling, buying, or refinancing a property.

For renters and home owners who must relocate because of the project, the NCDOT has several programs to minimize the inconvenience of relocation: relocation assistance, relocation moving payments, and relocation replacement housing payments or rent supplements. The relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the North Carolina Relocation Assistance Act. A relocation officer will be assigned to the project. The relocation officer will assist homeowners, renters, and owners of displaced businesses, non-profit organizations, and farm operations in searching for and moving to replacement property.

NC 119 Relocation Steering Committee Meeting
Mebane Arts and Community Center
October 7, 2004 7:00 PM

NC 119 Relocation Project
TIP Project U-3109

MEETING MINUTES
Prepared by RS&H, Inc.

The NC 119 Relocation Steering Committee held a meeting at the Mebane Arts and Community Center on Thursday, October 7, 2004 which was attended by members of the Committee, representatives of NCDOT and the consultant firms of Buck Engineering, Inc. and RS&H Inc. Twelve (12) of the twenty (20) members of the Committee attended the meeting as well as other members of the community. Mr. Omega Wilson videotaped the meeting. The meeting attendees list is attached to the meeting minutes. The following is a summary of the issues discussed at the meeting as per the meeting agenda.

I. Introduction
II. Project Description and Purpose and Need

The project team members were introduced by Karen Taylor, P.E., NCDOT Project Development Engineer for the NC 119 Relocation project, and a meeting agenda and handout was distributed to the attendees. Ms. Taylor presented an overview of the project description, purpose and need, and project history. The handout materials included a project map of the NC 119 relocation study corridor alternatives being considered, a typical section diagram of the proposed NC 119 facility, a project schedule through the year 2011, current and future traffic projections for the study area and a list of frequently asked questions pertaining to the project. The handout also included a summary of the questions and issues identified by the Steering Committee and responses to those questions based on information that is currently available as part of the on-going project work being done by NCDOT and the consultants.

III. Responses to Issues Identified at June 24, 2004 NC 119 Relocation Steering Committee Meeting

The handout materials were reviewed by the project team and the question and response summaries were discussed with the Steering Committee. The majority of the discussion focused on the following issues:

- local street connections to NC 119 corridor and possible access points to nearby neighborhoods
- planned access to NC 119 relocation route from major cross streets such as US 70, Holt Street, Mebane Rodgers Road, and the Norfolk Southern railroad
- potential for increased traffic volumes (including truck traffic) on area roads

- advantages and disadvantages of alternative corridors considered for the NC 119 relocation route
- relationship of the NC 119 relocation project to other long-range transportation improvement plans (prepared by the Burlington-Graham MPO) for the study area including a future eastern bypass route of Mebane
- potential for growth within the study area as a result of the proposed project
- potential impacts to water quality and water supply watershed critical area as a result of the project
- possible mitigation measures to protect water supply watershed areas and State regulations regarding development within watershed protection zones
- future traffic volumes within the study area and congestion management
- potential impacts to historic properties
- possible displacements; desire of community residents to know the likely location of the new NC 119 route in order to make decisions regarding future sale or acquisition of their properties

Several members of the Steering Committee expressed concerns regarding the potential changes in community character and the "small town atmosphere" of Mebane as a result of the proposed relocation of NC 119.

The Steering Committee also discussed their role in the progress of the NC 119 relocation project and their understanding of their contribution to the on-going work by NCDOT and the consultants involved in the project. They agreed that they would like to continue to participate in future activities of the project, provide input and reactions to project information as it become available, and disseminate that information to interested others in their communities. The Steering Committee recognized the differing priorities and concerns among various communities within the project study area and the need for open discussion of issues as they evolve during the future stages of project development. It was also recognized that, as with most community involvement efforts, it is not necessary to have complete agreement among the Steering Committee members on all issues associated with a project in order to have meaningful input to the decision-making process.

IV. Future Activities

The future project activities anticipated during the next several months involve the continuation of work on the preliminary design of the NC 119 relocation alternatives and preparation of the draft environmental impact studies for the project. NCDOT will continue to keep the community and the Steering Committee informed about and involved in the project through distribution of a newsletter in November 2004 and creation of a project website, as well as on-going communication with local officials and members of the Steering Committee. The representatives of NCDOT expressed their willingness to meet at future scheduled meetings of the Steering Committee, if so requested. It was also stated that the project study team anticipated having additional information available by Spring 2005 for a meaningful project update report for the Committee.

The NC 119 Relocation Steering Committee meeting of October 7, 2004 concluded at approximately 9:15pm.

List of Attendees of the NC 119 Relocation Steering Committee Meeting
October 7, 2004

Steering Committee Members

Pat Brewer	Woodlawn
Gail Thompson	West End
Evon Connally	White Level
Donald L. Tate	West End
Melvin King	Woodlawn
Michael Jackson	White Level
Bruce Middleton	Fieldstone Farms (3rd Street)
Lacy Bennett	Downtown
David Wilson	5th Street
Ted Johnson	Woodlawn
Steve Cole	Woodlawn
Rev. Jesse T. Alston	White Level

Other Community Members

Marylyn Snipes	West End
Omega Wilson	West End

NCDOT Representatives

Karen Taylor	NCDOT-PD&EA Branch
Brian Yamamoto	NCDOT-PD&EA Branch
Travis Totten	NCDOT-PD&EA Branch (Office of Human Environment)
Ed Lewis	NCDOT-PD&EA Branch (Office of Human Environment)

Consultant Firms

Craig Young	Buck Engineering, Inc.
Jan Anderson	RS&H, Inc.
Debbie Porter	RS&H, Inc.

NC 119 Relocation Steering Committee Meeting
Mebane Arts and Community Center
March 30, 2006 6:30 PM

NC 119 Relocation Project
TIP Project U-3109

MEETING MINUTES
Prepared by RS&H, Inc.

The NC 119 Relocation Steering Committee held a meeting at the Mebane Arts and Community Center on Thursday, March 30, 2006 which was attended by members of the Committee, representatives of NCDOT and the consultant firms of Buck Engineering, Inc. and RS&H Inc. Twelve (12) of the twenty (20) members of the Committee attended the meeting as well as other members of the community. The meeting attendees list is attached to the meeting minutes. The following is a summary of the issues discussed at the meeting as per the meeting agenda.

I. Introduction
II. Current Project Activities
III. Future Activities

The meeting was opened by Jennifer Fuller, NCDOT Project Development Engineer for the NC 119 Relocation project, and a meeting agenda and handout were distributed to the attendees. The meeting attendees introduced themselves. A Project Fact Sheet handout was distributed that included a project description, overview of project history, current activities and the next steps in the project development process, a project schedule, and opportunities for public comment on the project.

Aileen Mayhew, Buck Engineering, Inc. presented an overview of the project and an update on the modifications to the project alternatives and the progress of the Draft EIS and design plans for the project. The upcoming schedule of the EIS process was reviewed and the meeting was opened for questions and comments by the Steering Committee members. The following is a summary of the comments and questions expressed at the meeting:

- A commenter asked if there would be a connection of Corrigidor Road with Tate Avenue and Roosevelt Street. NCDOT explained the proposed connection of Corrigidor Road with Tate Avenue.
- A commenter asked about the location of the 6-lane section of the Project. NCDOT explained the travel demand need for a 6-lane section between I-85 and the 3rd St/5th St. realignment.
- A commenter asked for confirmation that the NC 119 access to Fieldstone Drive had been removed. NCDOT confirmed that this access had been removed.
- A commenter asked if cultural/social impacts are being considered. The commenter does not see real benefits of Project which also must consider historic resources and

effects on the general environment. NCDOT responded that the Community Impact Assessment (CIA) would address those types of impacts.

- A commenter objects to growth and development that would result from the Project that the community has been fighting since 1993. The commenter does not agree that the Project is needed for future north/south traffic demand.
- A commenter is concerned about Project dividing the community of Woodlawn and feels that it will negatively affect the whole community.
- A commenter stated that truck traffic will use NC 49 and the new NC 119 Relocation which will pass nearby two schools that have serious traffic problems now.
- A commenter feels that the proposed NC 119 Relocation is at a very bad location. The commenter stated that 13 of 20 committee members signed a petition that opposed the Relocation.
- A commenter said that the committee has not heard much about the Project during the last two years and would like to know what is being planned for this Project. The NCDOT staff responded that the NC 119 Relocation project is an active project.
- A commenter stated his opposition to the Project because it is not necessary and he feels that the Project will not relieve traffic congestion in downtown Mebane. The commenter thinks that the real intent of the project is to encourage future development in the area. The commenter felt that the NC 119 Relocation overpass of NS RR is outside of downtown Mebane, and at some point, the existing RR at-grade crossing of NC 119 will be closed. He stated that a railroad underpass was proposed for this Project in the past. The commenter asked the dimensions of the new overpass. The commenter asked if Holt St. would be directly connected to the Project. NCDOT responded with information on the proposed design of the NC 119 Relocation overpass and that there would be no direct connection of the Project with Holt St.
- The commenter stated that he does not have confidence in the NCDOT process which has been going on for many years. The commenter felt that environmental justice issues had not been adequately considered on this project.
- A commenter stated that the West End has no access to other parts of Mebane except to Holt St. and asked how Corrigidor Road access would function and the connection of Smith Drive to NC 119. NCDOT provided information about the Corrigidor Road connection and the proposed access of NC 119 Relocation with Smith Drive.
- A commenter stated that the NCDOT's primary reason for the Project is to relieve congestion in Mebane, but City officials state that it's for economic development and to provide a corridor to Virginia. The commenter challenged NCDOT to show that this Project is needed and that the proposed corridor is the best route. The commenter said that a Woodlawn group was formed that opposes the Project. The commenter asked where the access points in Woodlawn would be. The commenter asked if Cates Farm historic property were to be developed, what kind of access would there be to that development. The commenter stated that the MPO-LRTP has listed this Project as a (TIP) priority but he thinks this is a "road to nowhere". NCDOT responded that there would be limited access control along NC 119 Relocation and that specific access points would be determined in the future.
- The commenter asked about consideration of historic sites and that some are not listed on the National Register of Historic Places (NRHP), but they are considered by some to

be historical sites. The commenter asked if the White Level Primitive Baptist Church is an official historical resource. NCDOT responded that the Church was not on the NRHP but would be considered in the CIA.

- A commenter stated that WERA filed in 1991 – a Title VI complaint against this Project. The commenter felt that there is a pattern of racial discrimination in highway development projects. The commenter thinks that NCDOT is operating under a Civil Rights complaint and refuses to acknowledge this issue. The NCDOT and consultant staff provided an explanation of the EIS process and opportunities for legal challenge of the EIS. NCDOT responded that the final decision on the Project is made by NCDOT Board.
- A commenter stated that public officials have "stacked the deck" against the residents of Woodlawn who oppose the Project.
- A commenter stated that the City of Mebane has done nothing to improve traffic circulation in-town and the City wants to shift all the trucks and traffic to the outer communities.
- A commenter asked why Section A of the Project has not been built if it has received funding. NCDOT responded that no decision has been made on any portion of the Project and that the EIS is evaluating the community's concerns.
- A commenter asked if it would be more than 15 years until Section B is built. The commenter felt that it would be more sensible to construct the whole project at one time rather than doing just Section A because this would create traffic problems at US 70 and the NC 119 Relocation.
- A commenter asked if 5th Street could be widened. NCDOT responded that the impacts of this would be unacceptable; however, the "No-Build" alternative will be evaluated in the EIS.
- A commenter stated that they hope all these comments are being considered in the decision-making on the Project. NCDOT responded that all of the public comments are documented as part of the EIS process.
- A commenter stated that traffic projections over the next 25 years will not be significant and not many vehicles will come from/to Caswell County. The commenter asked about limited access vs. controlled access on NC 119 Relocation. The commenter felt that White Level, Woodlawn and West End residents have no way to influence the City of Mebane decisions and they will not benefit from this Project.
- A commenter asked about paving Allen Baynes Road and when that would occur. NCDOT stated that they would provide contact information regarding the paving of this road.
- A commenter asked about consideration of the petition that was signed by 13 of the 20 Committee members opposing the Project. NCDOT responded that they have that petition in the Project files.
- A Committee member requested a copy of Wills Duncan Group final report. NDOT responded that they will provide copies of the report to the Committee.
- A commenter asked if the earlier petition that was signed will be included in the DEIS. The commenter also asked what will be done with tonight's comments by the

Committee. NCDOT responded that all public comments are part of the Project EIS documentation.

- A commenter suggested that the entire meeting be video taped and a transcript be made as an official record of the meeting and be provided to participants.
- A commenter stated that externally it may appear to the public that the Steering Committee endorses the Project when actually the majority is in opposition to the Project.
- A commenter asked if the project limits is at Mrs. White Lane or White Level Road and where 4 lanes will transition to 2 lanes on NC 119. NCDOT explained the northern Project limit and extent of improvements.
- A commenter asked about impacts to the church and houses along White Level Road near NC 119. NCDOT stated that this would be evaluated in the EIS for the Project.
- A commenter asked about the access to US 70 near St. Luke's Church and it was explained that the previously proposed full interchange has been redesigned to avoid having ramps on either side of the church.
- A commenter asked about impacts to residences at Edgewood Church Road and NC 119 Relocation corridor. NCDOT responded that there would be right-of-way acquisition impacts in this area as a result of the Project.
- A commenter asked if there would be a dead end of Woodlawn Road at Mebane Rodgers and a diversion of Woodlawn Road to Mebane Rodgers Road. NCDOT explained that the connection to Mebane Rodgers and Woodlawn Road has been removed and that Woodlawn Road would become a cul-de-sac near Mebane Rodgers Road.

Five written comment sheets were submitted by meeting attendees that expressed the following concerns:

- Traffic congestion problems with building the southern portion of the Project and the delayed construction of the northern portion of the Project in future years.
- Concerns that the Project is cultural and racially motivated.
- Concerns that the project is intended to encourage future development and not needed for traffic demand.
- Requested clarification on the timeline for a decision to be made on the Project.
- Concerns that the Project will result in further traffic congestion in Mebane.

Ms. Fuller concluded the meeting by stating that the future project activities anticipated during the next several months involve the continuation of work on the preliminary design of the NC 119 relocation alternatives and preparation of the Draft EIS for the project. She stated that NCDOT will continue to keep the community and the Steering Committee informed about the project through distribution of a newsletter in the near future and information posted on the project website.

The NC 119 Relocation Steering Committee meeting of March 30, 2006 concluded at approximately 9:00pm.

List of Attendees of the NC 119 Relocation Steering Committee Meeting
March 30, 2006

Steering Committee Members

Jill Auditori	Mebane Business Assoc.
Pat Brewer	Woodlawn
Steve Cole	Woodlawn
Evon Connally	White Level
Connie Johnson	West End
Ted Johnson	Woodlawn
Melvin King	Woodlawn
Mary M. Love	White Level
Bruce Middleton	Fieldstone Farms (3rd Street)
Roger Parker	Mill Creek
Donald L. Tate	West End
Gail Thompson	West End

Other Community Members

Marilyn Snipes	West End
Laura Snipes	West End
Omega Wilson	West End
Omari Wilson	West End
Jackie Cole	Woodlawn
Joe L. Johnson Sr.	West End

NCDOT Representatives

Jennifer Fuller	NCDOT-PD&EA Branch
Derrick Weaver	NCDOT-PD&EA Branch
Eric Midkiff	NCDOT-PD&EA Branch
Tony Houser	NCDOT-Roadway Design Unit
Bruce Payne	NCDOT-Roadway Design Unit

Consultant Firms

Aileen Mayhew	Buck Engineering, Inc.
Craig Young	Buck Engineering, Inc.
Glenda Gibson	Gibson Engineering, Inc.
Jan Anderson	RS&H, Inc.
Debbie Porter	RS&H, Inc.

NC 119 Relocation Steering Committee Meeting
Mebane Arts and Community Center
November 13, 2008 7:00 PM

NC 119 Relocation Project
TIP Project U-3109

MEETING MINUTES
Prepared by Michael Baker Engineering, Inc.

The NC 119 Relocation Steering Committee held a meeting at the Mebane Arts and Community Center on Thursday, November 13, 2008, which was attended by members of the Committee, representatives of NCDOT and the consultant firms of Michael Baker Engineering, Inc., Gibson Engineers, PC, and RS&H, Inc, and other members of the community. Eight of the twenty members of the Committee attended the meeting. The meeting attendees are listed at the end of the meeting minutes. The following is a summary of the issues discussed at the meeting according to the meeting agenda.

Introduction

The meeting was opened by Leza Mundt, NCDOT Project Development Engineer for the NC 119 Relocation project, and a meeting agenda and handout were distributed to the attendees. Ms. Mundt stated that she was the new NCDOT Project Manager for this project, replacing Jennifer Fuller who took another position within NCDOT. The meeting attendees introduced themselves. A Project Fact Sheet handout was distributed that included a discussion of the preferred alternative selected, environmental impacts summary table, project schedule, overview of project history, current project activities, and the next steps in the project development process.

Current Project Activities

Ms. Mundt presented an update on the current project activities including: approval of the DEIS in August 2007 (made available to the public in October 2007); corridor public hearing held in January 2008; and a post hearing meeting in May 2008 where NCDOT evaluated comments received on the DEIS. NCDOT met with the Merger Team (review agencies) in June 2008 to select a Preferred Alternative, also called the Least Environmentally Damaging Practicable Alternative (LEDPA). The main issues discussed at this meeting were impacts to the National Register-listed Cates Farm versus impacts to the Grahame-Mebane Reservoir water supply watershed critical area. The Merger Team selected Alternative 9 as the Preferred Alternative; a compromise since it minimized impacts to both the historic property and the watershed critical area. In addition, Ms. Mundt discussed several of the efforts undertaken to minimize impacts to the historic property, as well as the watershed critical area.

Ms. Mundt mentioned that the NCDOT is reviewing a draft of the Final Environmental Impact Statement (FEIS) and their goal is to have the Federal Highway Administration (FHWA) sign the document in March 2009 and for it to be made available to the public shortly afterwards. At that time there will be a comment period where NCDOT will receive input on the FEIS. After the comment period is complete, a Record of Decision (ROD) will be prepared in Fall 2009 to address the comments. The Design Public Hearing will then be held in Winter 2009. Ms. Mundt then

reviewed the right-of-way and construction schedules for the funded portion of the project, Section A.

Aileen Mayhew added that based on public input, NCDOT is studying whether a traffic signal is warranted at the NC 119 / Mrs. White Lane intersection. In addition, a realignment of Woodlawn Road to connect to NC 119 will be developed to facilitate access in that area. Once the realignment design is complete, NCDOT will determine whether to add it to the proposed project.

Items that have been completed since the last meeting with the Steering Committee were discussed. These include: completion of several technical reports (end 2006/2007); three newsletters, most recently October 2008; Concurrence Point 2a Merger Meeting to discuss stream crossings and bridges; draft EIS; Corridor Public Hearing; and Concurrence Point 3 Merger Meeting to select a preferred alternative. Ms. Mundt added that the project website has information about the project and the public is welcome to submit comments or contact her directly.

The meeting was opened for questions and comments by the Steering Committee members. The following list is a summary of the comments and questions expressed at the meeting:

- A commenter indicated that it was good to see some of the project issues addressed; however, they questioned when the rest of the comments from the Steering Committee would be addressed, as well as comments received at the Corridor Public Hearing. NCDOT responded that the comments received at or following the Corridor Public Hearing will be addressed in the Post-Hearing Meeting Minutes and included on the project website.
- A commenter expressed concern that the closing of existing NC 119 near the northern project terminus would detach the White Level community from town; would limit the routes the community can use to get back into town to Mebane Rogers Road; and would increase the number of turns to get back into town. NCDOT explained why the tie-in near the northern project terminus cannot be shifted further south. Also, they explained that at this stage, the “big picture” does not include driveway connections.
- A commenter inquired about the total cost of the project to date and whether the project makes sense economically. NCDOT responded that all the project costs are an estimate and the longer the project takes, the more money is spent on it.
- A commenter inquired why the project is being studied on the west side of town and not the east. The commenter added that an alternative on the east side of town may be warranted based on the local thoroughfare plan. Another commenter stated that a Cabela’s store is coming to the Buckhorn Road area and asked if NCDOT could put the bypass in that area. NCDOT responded that alignments on the east side of town may be needed, but that would be a different project.
- A commenter noted that the NCDOT is studying a traffic signal at Mrs. White Lane and inquired why there is not a traffic signal at NC 119 and US 70. They suggested NCDOT install a stoplight to help the traffic situation before spending millions of dollars on the NC 119 relocation project. The commenter added that the City indicated that there would be no more traffic on the bypass than on existing NC 119. The citizens north of town will use the bypass, but would also use city streets, such as Fifth Street. However, the commenter added that the big problem is traffic from Mebane Oaks Road onto Fifth Street and they suggested an additional connection between these streets; but that connection would impact Bradford Place. The commenter added that the

project will remove through traffic from downtown and some businesses want that traffic. In response, a project team member noted that people will still go through town if there is a store/destination they need.

- A commenter questioned why the concern is traffic in the future when things haven't changed much since 1998; people want the small town feeling of Mebane. The commenter added that north of US 70, the only change in traffic has been Mill Creek. They stated that, "if you sit at Lowe's, there is only traffic at 6:30 pm and looking back ten years, there is no change in traffic, so why would the traffic change in the future?" The commenter added that the Mebane Oaks Road area is overdeveloped.
- A commenter inquired how much would the cost need to be for NCDOT to determine the proposed project unnecessary. The commenter stated that the only people that want the road are in Mill Creek and that there isn't much traffic from Caswell County.
- A commenter added that in the future, Mebane needs an underpass under the railroad. They added that there was a death at the Fifth Street railroad crossing. The commenter inquired how many grade crossing closures are included under this project. The response from NCDOT was that the project is proposing to close one grade crossing near the Lake Latham Road / US 70 / Holt Street intersection. As far as plans for future closings, the railroad in this area is not part of the Southeast High Speed Rail (SEHSR) project between Raleigh and Richmond, VA, but it is part of the SEHSR to Charlotte.
- A commenter asked if Holt Street would be directly connected to the project. NCDOT responded with information on the proposed design of the NC 119 Relocation overpass and stated that there would be no direct connection of the project with Holt Street. The commenter inquired where the West End and Holt Street traffic would go if the railroad crossing at Lake Latham Road is closed. NCDOT responded that Smith Drive would be connected to the proposed roadway and a connector would provide access from the proposed roadway to US 70. These connections would assist drivers from West End. The commenter added that closing the railroad crossing at Holt Street would put stress on people when they can't travel the way they have been driving for years. They noted that citizens use Holt Street to go into Burlington. Several commenters reiterated that Holt Street needs to be connected and requested that the railroad crossing remain open; otherwise, West End will be cut off from US 70.
- A commenter mentioned that the Mebane City Council requested the project and inquired whether Doug Galyon, NCDOT Board of Transportation, would benefit from the project. The commenter noted that in 1997, they met with Doug Galyon and was told that this road was for future development and not to relieve traffic in downtown; but the newspaper wouldn't call Mr. Galyon to confirm that conversation. The commenter asserted that there was a misconception from the beginning that there would be more traffic.
- A commenter stated that drivers would not go west to use the proposed roadway if they needed to go east to Walmart, McDonald's, the medical center, or future outlet stores. The commenter added that they very seldom go through Mebane to reach a destination.
- A commenter discussed the closing of Woodlawn Road. NCDOT responded that they are studying a realignment of Woodlawn Road to connect to the proposed roadway.
- A commenter expressed concern that traffic will still use Fifth Street instead of the proposed roadway because it is convenient.

- A commenter inquired why NCDOT is spending the money when the public doesn't see a reason for the project. The commenter felt that most people in Mebane don't want the project.
- A commenter inquired if NCDOT has met with downtown businesses. The Steering Committee feels that companies such as Ford and Southern States would not be in favor of the project due to the increased traffic the project would bring and the businesses having hard times. The commenter thinks that the Steering Committee is supposed to steer the public in the right direction and that taking traffic out of downtown will ruin downtown.
- A commenter had a question regarding why the road was going into Danville, VA, and about the trucks going through West End. The commenter stated that in 2025, there will be too much traffic going too fast.
- A commenter inquired about the long range plan for the area and expressed a desire to see land use issues with Fifth Street dealt with, such as zoning. The commenter feels that NCDOT is building the road and then the traffic will come.
- A commenter inquired about NCDOT's interpretation of the Public Hearing; noting that there were several negative comments made at the hearing. The commenter inquired whether a vote could be taken to decide if the project should be constructed. The commenter added that the people that support the project live along Fifth Street and in Mill Creek.
- A commenter mentioned that Mebane Oaks Road is five lanes near I-85/40 and dumps traffic onto Fifth Street. The commenter inquired whether the truck traffic could be taken off Fifth Street and directed to an alternative route. Another commenter added that the alternate route is by the Bradford community.
- A commenter added that when the road was first mentioned to West End, there was no choice whether it was coming or not. They stated that the West End Revitalization Association (WERA) stopped it because they believe the roadway violated civil rights of the citizens; then NCDOT started the planning over. They stated that the number of relocations in the Woodlawn area was never shared with the community.
- A commenter mentioned that NCDOT has to take what the City wants to the public. The commenter added that Mebane's problems are its own fault and no one else can be expected to fix the problems Mebane created. The commenter added that Mebane needs to get rid of its dead end streets. The commenter closed by stating that they hoped NCDOT ran out of money before the project is constructed.
- A commenter added that if NC 119 stops at US 70 (Section A), there will be nowhere for the traffic to go. They asserted that if the traffic goes back down US 70, there will be a traffic jam until Section B is constructed.

Radha Swayampakala discussed the traffic associated with the proposed project. He mentioned that for the section of Fifth Street south of US 70: in 1994 there were 9,000 vehicles per day (VPD) and in 2001 there were 12,000 VPD. This is in increase of approximately 30 percent. NCDOT looks at historic (past 25 years) traffic patterns to forecast future growth. Land use, jobs, number of employees, as well as other characteristics that would affect future traffic are considered. In 2005, there were 10,000 VPD and if no improvements take place, that number will increase to 30,000 VPD along Fifth Street. However, if the project is constructed, the 30,000 VPD will decrease to 20,000 VPD in 2030. Therefore, downtown will experience more traffic either way.

The traffic forecasts don't just take into account Mebane, but also areas east and west around town.

Future Activities

Ms. Mundt summarized the items required by the NCDOT: 1) providing cost information to those that requested it and 2) talking to the Rail Division regarding the crossing closure at Lake Latham Road and Holt Street. She also reiterated that one more Steering Committee meeting would be held before the Design Public Hearing, probably in Winter 2009.

Additional questions or action items as a result of the Steering Committee meeting included:

- A commenter requested a meeting to discuss the Woodlawn relocation and the proposed traffic signal at Mrs. White Lane, once those studies are completed.
- A commenter inquired what the Committee can do for NCDOT. NCDOT responded by requesting the Committee's assistance with the coordination with St. Luke's Christian Church. NCDOT asked the Committee to share the community's concerns with them and to assist with the distribution of the hearing minutes once the minutes are finalized. The hearing minutes will also be posted on the project website.
- The Steering Committee indicated that it was difficult to hear the speakers at the Public Hearing and requested that the next public meeting be held at a different location.

Ms. Mundt concluded the meeting by stating that the future project activities anticipated during the next several months involves the continuation of work on the preliminary design to incorporate several design revisions and preparation of the Final EIS for the project. She stated that NCDOT will continue to keep the community and the Steering Committee informed about the project through distribution of a newsletter in the future and information posted on the project website. Ms. Mundt stated that the Public Hearing Maps are located in the NCDOT District Office in Graham, off I-85/40.

The NC 119 Relocation Steering Committee meeting of November 13, 2008, concluded at approximately 9:00pm.

List of Attendees of the NC 119 Relocation Steering Committee Meeting
November 13, 2008

Steering Committee Members

Steve Cole (Co-Chair)	Woodlawn
Michael Jackson (Co-Chair)	White Level
Pat Brewer	Woodlawn
Melvin King	Woodlawn
Donald L. Tate	West End
Gail Thompson	West End

Other Community Members

Tony WiKent
DeAnna Kyles
Breanna Ellis

NCDOT Representatives

Leza Mundt	NCDOT-PD&EA Branch
Derrick Weaver	NCDOT-PD&EA Branch

Consultant Firms

Aileen Mayhew	Michael Baker Engineering, Inc.
Suzanne Unger Young	Michael Baker Engineering, Inc.
Mike Pekarek	Gibson Engineers, PC
Brian Speight	Gibson Engineers, PC
Radha Swayampakala	RS&H, Inc.

Appendix H – Part 4
Citizens Informational Workshops

North Carolina Department of Transportation
Planning and Environmental Branch

NC 119 RELOCATION
FROM I - 85 TO SOUTH OF SR 1917

MEBANE
ALAMANCE COUNTY
T. I. P. PROJECT U - 3109

JANUARY 30, 1995

Citizens Informational Workshop

CITIZENS INFORMATIONAL WORKSHOP

NC 119 RELOCATION
FROM I-85 TO EXISTING NC 119 SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
TIP PROJECT U-3109

Purpose of the Citizens Informational Workshop

The purpose of the Citizens Informational Workshop is to involve the public in the project planning process. If you have comments or suggestions about the proposed improvements described in this handout, please let a representative of the North Carolina Department of Transportation know. A comment sheet is provided for you to write down your questions or concerns so that we can keep a record of and fully consider your ideas, comments, and suggestions.

The North Carolina Department of Transportation realizes individuals living close to a proposed project want to be informed of the possible effects of the project on their homes and businesses. However, exact information is not available at this stage of the planning process. Additional design work is necessary before the actual right of way limits can be established. More detailed information will be available at a later date.

Written comments on this project may be left with North Carolina Department of Transportation representatives at the citizens informational workshop or submitted through the mail. If additional information is needed or you would like to submit comments after the citizens informational workshop, please address your requests and comments to:

Mr. H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

Description and Purpose of the Project

The North Carolina Department of Transportation's 1995-2001 Transportation Improvement Program (TIP) proposes to relocate NC 119 in Mebane from I-85 to existing NC 119, just south of SR 1917 (White Level Road) (see Figure 1). A two-lane roadway on multilane right of way is proposed. The relocated section of NC 119 will function as a minor urban arterial and will serve as a bypass of Mebane. Traffic on NC 119, which currently must make several stops and turns in town, will have quick and direct access to US 70 and I-85. Because of the existing development and the existing turns along NC 119 through Mebane, widening the existing facility to accommodate the increase in anticipated traffic volumes is not considered practical. The proposed project will accommodate the anticipated traffic volumes and will provide the Mebane community with improved access to I-85.

Estimated Traffic Volumes on Existing NC 119

If the proposed NC 119 Relocation is not constructed, the average daily traffic volume on existing NC 119 in the year 1996 is anticipated to vary from 3000 vehicles per day (vpd) north of Mebane near SR 1917 to 14,000 vpd south of US 70 in Mebane. In the design year 2016, the average daily traffic volume on existing NC 119 is anticipated to vary from 10,100 vpd near SR 1917 to 42,500 vpd in the vicinity of the I-85 interchange.

If the proposed NC 119 Relocation is constructed, the average daily traffic on existing NC 119 in the year 1996 is anticipated to vary from 800 vpd near SR 1917 to 8800 vpd south of US 70. In the design year 2016, the average daily traffic volume is anticipated to vary from 6100 vpd near SR 1917 to 18,400 vpd south of US 70. Thus, the proposed NC 119 relocation will greatly reduce traffic volumes on existing NC 119 in Mebane.

Estimated Traffic Volumes on the Proposed NC 119 Relocation

In 1996, the average daily traffic volume on the NC 119 relocation is anticipated to vary from 2200 vpd just south of SR 1917 to 7600 vpd near the I-85 interchange. In the design year 2016, the average daily traffic volume on the proposed NC 119 relocation is anticipated to vary from 4500 vpd south of SR 1917 to 42,500 vpd in the vicinity of the I-85 interchange.

Project Schedules and Costs

The relocation of NC 119 has been divided into two segments: TIP Project U-3109 A and TIP Project U-3109 B. TIP Project U-3109 A extends from the existing I-85 / NC 119 interchange to US 70. TIP Project U-3109B extends from US 70 to existing NC 119 south of SR 1917 (White Level Road). The schedules and estimated costs for each segment are summarized in the following tables:

TABLE 1. Transportation Improvement Program Schedules *

Segment	Right of Way Acquisition	Construction
U-3109 A	1997	1999
U-3109 B	1997	PY

* "PY" represents "post year" and means that funding is not currently included in the 1995-2001 TIP. However, the TIP is updated each year, and, as funds become available, "post year" projects such as U-3109 B may be funded.

TABLE 2. Current Cost Estimates

Segment	Right of Way Acquisition	Construction	Total Project Segment Cost
U-3109 A	$ 4,000,000	$12,700,000	$16,700,000
U-3109 B	$ **	$ 5,800,000	$ 5,800,000
SUBTOTALS	$ 4,000,000	$18,500,000	$22,500,000
	TOTAL PROJECT COST		$22,500,000

** Right of way for TIP Project U-3109 B will be purchased under TIP Project U-3109 A. The current right of way estimate for the entire project is $4,000,000.

Current Status

Currently, planning and environmental studies for the relocation of NC 119 are in progress. The environmental assessment is scheduled to be completed in March, 1995. A public hearing for the project will be held in the spring or summer of 1995. The improvements currently under investigation are described in the next paragraphs.

Proposed NC 119 Relocation

The TIP calls for construction of a two lane roadway on multilane right of way. Multilane right of way will be purchased so that the facility can be widened in the future to either a four-lane divided or a five-lane undivided roadway. Typical cross-sections of the proposed roadway are included in Figure 2.

Bridges will be constructed to carry the proposed roadway over the Norfolk-Southern Railroad and US 70. A half-cloverleaf interchange is proposed to provide access between proposed NC 119 and US 70.

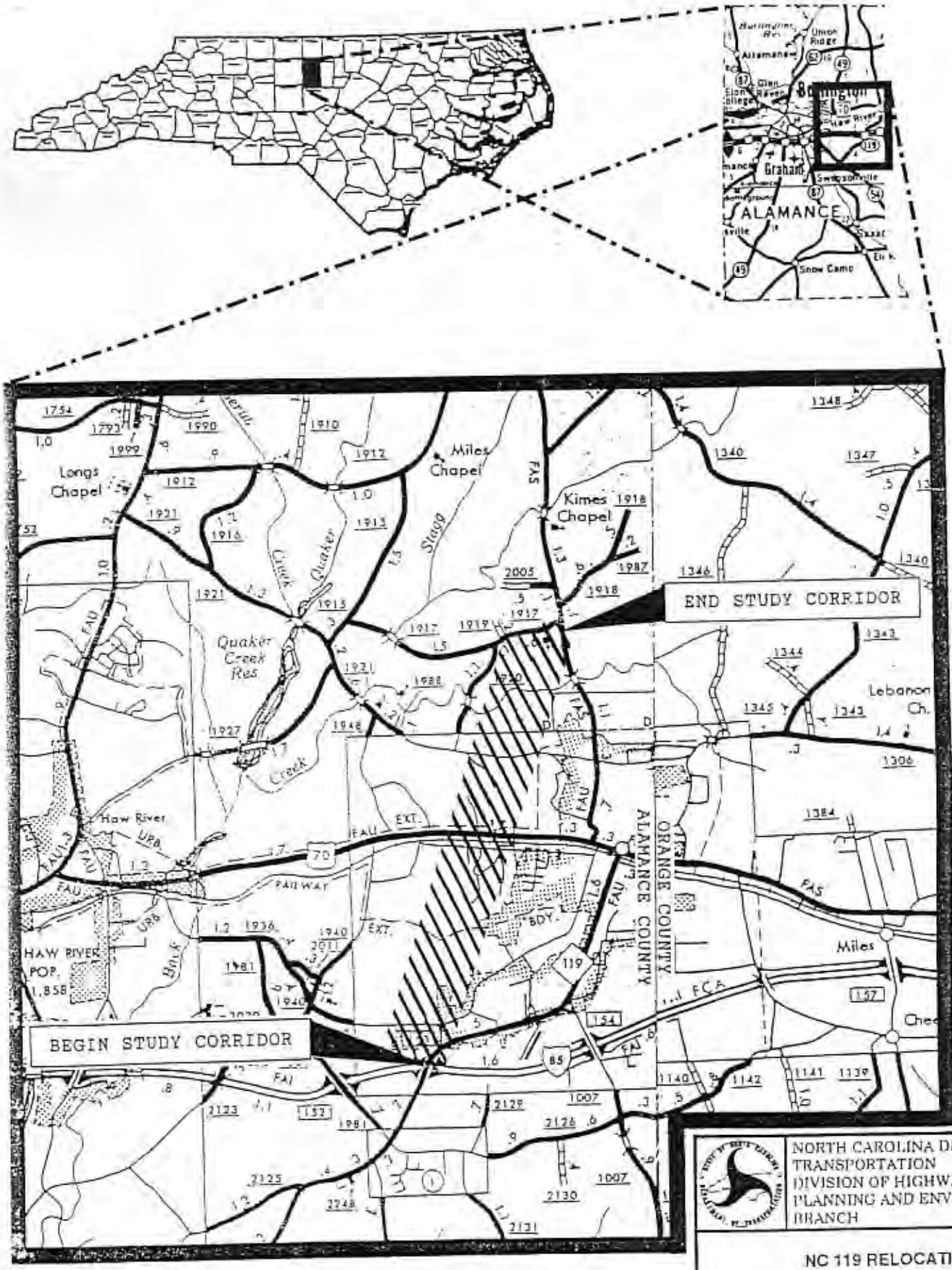
Currently, environmental corridors are being studied for the proposed project in order to provide the most cost-effective design while minimizing impacts on the social, economic, and natural environment. Once environmental input is received for the study corridors, a roadway alignment will be recommended and right of way impacts will be identified.

Anticipated Right of Way Impacts

The proposed NC 119 relocation will require approximately 60 m (198 feet) of right of way. The NC 119 relocation project will likely require the relocation of residences in areas along the project. However, until

both environmental studies and preliminary designs are completed, specific right of way impacts to individual properties cannot be determined. A public hearing will be scheduled in the summer of 1995 to present more information on the proposed facility and its environmental impacts.

EBM/plr



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL BRANCH

NC 119 RELOCATION
I - 85 TO SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
T. I. P. PROJECT NO. U - 3109

FIGURE 1

TYPICAL SECTION FOR THE PROPOSED TWO-LANE ROADWAY

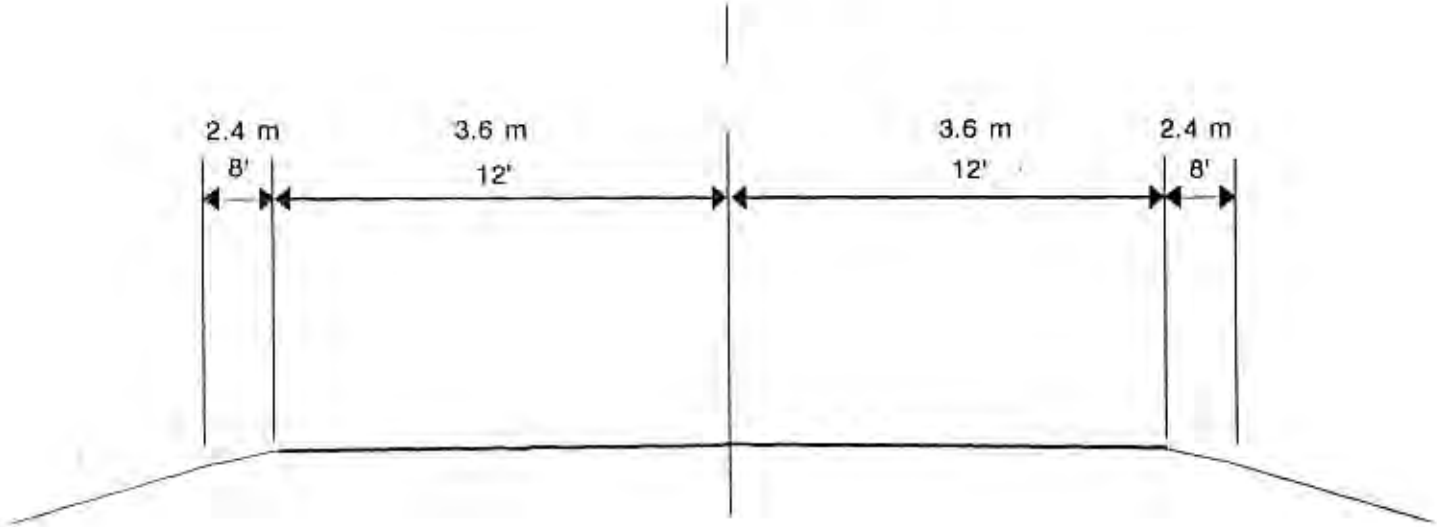


FIGURE 2A

TYPICAL SECTION FOR THE FUTURE 4-LANE DIVIDED ROADWAY

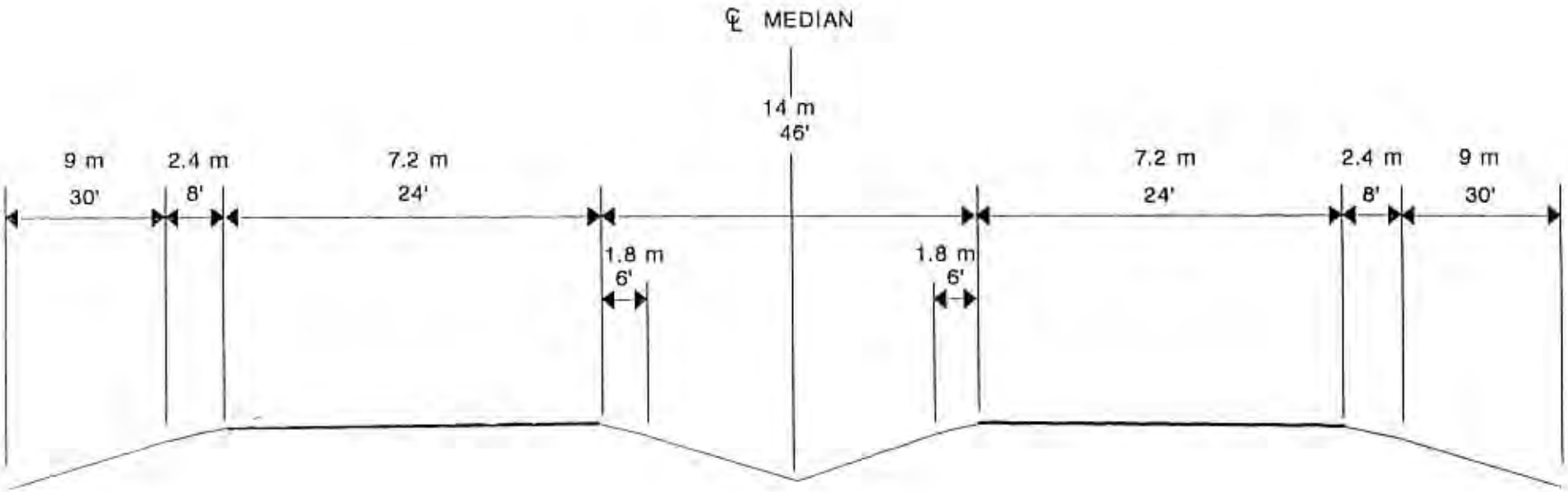


FIGURE 2B

Stroud

North Carolina Department of Transportation
Planning and Environmental Branch

NC 119 RELOCATION
FROM I-85 TO SR 1917 (WHITE LEVEL ROAD)

MEBANE
ALAMANCE COUNTY
TIP PROJECT U-3109

JUNE 20, 1996

CITIZENS INFORMATIONAL WORKSHOP

CITIZENS INFORMATIONALWORKSHOP

NC 119 RELOCATION
FROM I-85 TO EXISTING NC 119 AT SR 1917 (WHITE LEVEL ROAD)
MEBANE
ALAMANCE COUNTY
TIP PROJECT U-3109

Purpose of the Citizens Informational Workshop

The purpose of this Citizens Informational Workshop is to involve the public in the project planning process. If you have comments or suggestions about the proposed improvements described in this handout, please let a representative of the North Carolina Department of Transportation know. **A comment sheet is provided for you to write down your questions and concerns so that we can keep a record of and fully consider your ideas, comments, and suggestions.**

The North Carolina Department of Transportation realizes individuals living close to a proposed project want to be informed of the possible effects of the project on their homes and businesses. However, exact information is not available at this stage of the planning process. Additional design work is necessary before the actual right of way limits can be established. More detailed information will be available at a later date.

Written comments on this project may be left with North Carolina Department of Transportation representatives at the citizens informational workshop or submitted through the mail. If additional information is needed or you would like to submit comments after the citizens informational workshop, please address your requests and comments to:

Mr. H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, North Carolina 27611

Description and Purpose of the Project

The North Carolina Department of Transportation's 1997-2003 Transportation Improvement Program proposes to relocate NC 119 in Mebane from I-85 to SR 1917 (White Level Road). A four-lane divided roadway on new location is currently proposed. The relocated section of NC 119 will function as a minor urban arterial and will serve as a bypass of Mebane. Traffic on NC 119, which currently must make several turns and stops through town as well as cross a railroad at-grade, will have quick, direct access to US 70 and I-85. Because of the existing development and the existing turns along NC 119 through Mebane, widening the existing facility to accommodate the anticipated increase in traffic volumes is not considered practical. The proposed project will accommodate the anticipated traffic volumes and provide the Mebane community with

improved access to I-85. In addition, the proposed project will bridge US 70 and the railroad. A half-cloverleaf interchange is anticipated to be provided on the north side of US 70.

Estimated Traffic Volumes on Existing NC 119

Average daily traffic volumes on existing NC 119 currently vary from 3000 vehicles per day (vpd) north of Mebane near SR 1917 to 14,000 vpd south of US 70 in Mebane. In the design year 2016, if the proposed NC 119 relocation is not constructed, the average daily traffic volume on existing NC 119 is anticipated to vary from 10,100 vpd near SR 1917 to 42,500 vpd in the vicinity of the I-85 interchange.

Immediately after the proposed NC 119 relocation is constructed, the average daily traffic on existing NC 119 is anticipated to vary from 800 vpd near SR 1917 to 8800 vpd south of US 70. Thus, the proposed NC 119 relocation is anticipated to reduce traffic volumes on existing NC 119 in downtown Mebane.

Estimated Traffic Volumes on the Proposed NC 119 Relocation

The average daily traffic volume on the proposed NC 119 relocation is initially anticipated to vary from 2200 vpd just south of SR 1917 to 7600 vpd near the I-85 interchange. In the design year 2016, the average daily traffic volume on the proposed NC 119 relocation is anticipated to vary from 4500 vpd south of SR 1917 to 42,500 vpd in the vicinity of the I-85 interchange.

Transportation Improvement Program Schedules and Costs

In the 1997-2003 Transportation Improvement Program (TIP), the relocation of NC 119 has been divided into two segments: TIP Project U-3109 A and TIP Project U-3109 B. TIP Project U-3109 A extends from the existing I-85 / NC 119 interchange to US 70. TIP Project U-3109 B extends from US 70 to existing NC 119 south of SR 1917 (White Level Road). Table 1 summarizes the TIP schedules and current funding for the proposed project. Current cost estimates are discussed in the next section of this handout.

TABLE 1. Transportation Improvement Program Schedules and Funding

Project Segment	Schedule for Right of Way Acquistion	Funding for Right of Way Acquisition	Schedule for Project Construction	Funding for Construction
U-3109 A	FFY* 98	$ 4,000,000	FFY 00	$ 12,700,000
U-3109 B	FFY 03	$ 3,000,000	PY**	$ 5,800,000
Total Funding		$ 7,000,000		$ 18,500,000

* FFY denotes "federal fiscal year."

** PY indicates that the project is "post year" (not currently funded within the seven year TIP. The TIP is updated each year and post year projects may become funded.

Notes: 1. Project schedules are subject to availability of funds.
2. Cost estimates are udpated as a part of the planning process

Historical Resume and Current Project Status

Planning and environmental studies began on the proposed relocation of NC 119 in the winter of 1994. A scoping meeting was held on February 15, 1994 so that representatives from each of NCDOT's branches, the State Historic Preservation Office, the Division of Environmental Management, and the North Carolina Wildlife Resources Commission could discuss the project. In order to discuss the proposed project with local municipalities, a meeting was held with staff from the Town of Mebane and Alamance County on May 24, 1994. Following that meeting, an environmental study area, comprised of several possible corridors, was established. Environmental data for this area was requested on June 20, 1994 from NCDOT's environmental unit, which consists of architectural historians, archaeologists, biologists, community planners, and traffic noise / air quality specialists.

On January 30, 1995 a meeting with local officials and a Citizens Informational Workshop were held to present the environmental study area to the public. The workshop was held from 5:00 P.M. to 8:00 P.M. at South Mebane Elementary School. Between 75 and 100 citizens attended this workshop.

Environmental data began to be received in the fall of 1994. NCDOT architectural historians completed their first report in April, 1995. This report determined that the Paisley-Cates House on Mebane-Rogers Road was eligible for listing on the National Register of Historic Places for its association with Rev. William D. Paisley and Charles F. Cates. The report proposed that the boundary for the historic property be established around the house and approximately sixteen acres immediately surrounding it. This report was then forwarded to the State Historic Preservation Office (SHPO) for their comments. The SHPO concurred that the Paisley-Cates House was eligible for the National Register of Historic Places because of its association with Charles F. Cates. However, SHPO did not concur with the historic property boundary and asked NCDOT to further research the farm to determine the significance of its past dairy operations and dairy operations in Alamance County. NCDOT architectural historicans then compiled an addendum to their first report (completed in April, 1995). In this report, the Cates Farm was determined to be eligible for the National Register because of its association with agriculture as a small-scale,diversified dairy farm. Small-scale, family-owned dairies played an important role in the agricultural development of Alamance County in the first half of the twentieth century. Since the farm was determined to be eligible for the National Register of Historic Places under agriculture, the boundaries were established to encompass the entire property (approximately 279 acres). The SHPO concurred with the addendum and the proposed National Register boundary.

NCDOT is obligated by law to study alternatives that avoid properties such as Cates Farm. Section 4(f) of the U.S. Department of Transportation Act of 1966 was enacted to protect public parks, recreation areas, wildlife and waterfowl refuges, and historic sites from being adversely impacted by Department of Transportation projects. According to this legislation, NCDOT can only use these resources for roadway projects

if (1) there is no feasible and prudent alternative and (2) the project includes all possible planning to minimize harm to the resource.

The initial environmental study area was entirely encompassed by the 278-acre historic site. Therefore, the environmental study area was expanded to investigate areas west of the Cates Farm and now includes communities on Cooks Mill and White Level Roads. Planning and environmental studies are in progress for, but have not been completed for the expanded study area. However, NCDOT architectural historians have already determined that several properties in the expanded area are eligible for the National Register of Historic Places. These properties are protected by the same legislation as the Cates Farm.

At this time, it does not appear that any alternative roadway alignment will completely avoid all of the historic properties. Therefore, the North Carolina Department of Transportation will be challenged to devise an alternative that minimizes impacts to the collective historic properties as well as the natural and human environment.

The environmental assessment that is being written for the proposed project will address the project's potential impacts to the Cates Farm and other historic properties along the project. The environmental assessment will also address other environmental concerns and potential impacts to communities.

Anticipated Right of Way Imacts

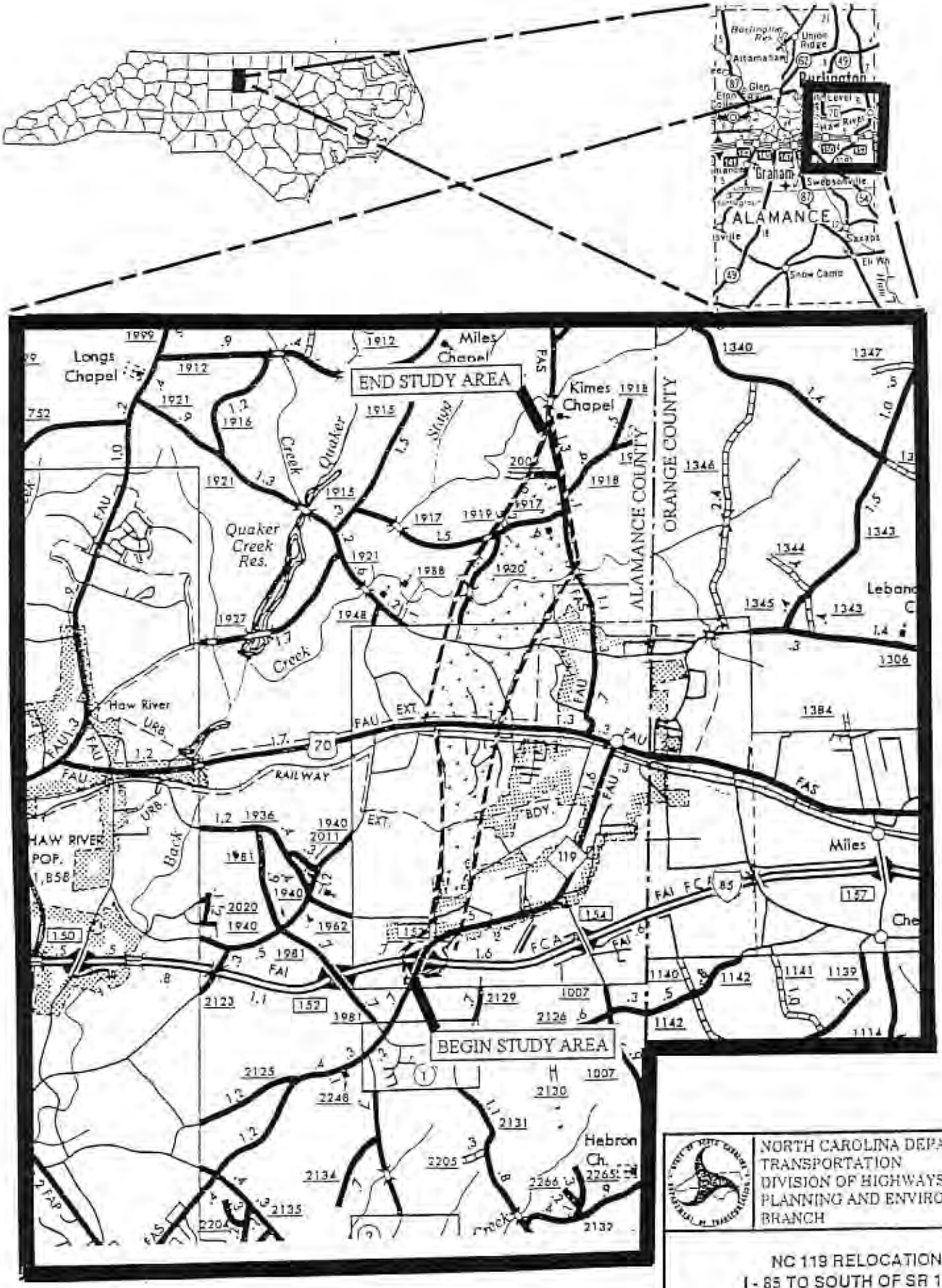
The proposed NC 119 relocation will require approximately 60 m (200 feet) of right of way and will require the relocation of residences along the project. However, until both environmental studies and preliminary designs are completed, specific right of way impacts to individual properties cannot be determined.

Future Public Coordination

After the environmental assessment is completed for the proposed project (currently anticipated to be completed in the fall of 1996), it will be circulated to environmental review agencies for their comments, and a public hearing will be scheduled to present NCDOT's recommendations. At that time, more detailed information about the project's impacts will be available. Everyone on the project's mailing list will be notified when the environmental assessment is completed and the public hearing is scheduled. Following the public hearing, NCDOT will compile a second environmental document to address comments on the proposed project received from environmental agencies, the Town of Mebane, Alamance County, and the general public.

In the next few months, as the project planning engineer receives the remaining environmental data on the environmental study area, additional coordination with the Town of Mebane and several federal and state agencies will be conducted. This coordination is necessary to complete the environmental assessment and recommend an alignment.

EBM



LIMITS OF THE ENVIRONMENTAL STUDY AREA

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANNING AND ENVIRONMENTAL BRANCH

NC 119 RELOCATION
I - 85 TO SOUTH OF SR 1917
MEBANE, ALAMANCE COUNTY
T. I. P. PROJECT NO. U - 3109

FIGURE 1

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

Release: Immediate **Date: July 8, 2003**
Contact: Linda Hilton-Cain, (919) 715-1623 or email: lhilton@dot.state.nc.us **Distribution: 01**
Release No: 317

NCDOT to Hold Workshop on Proposed Relocation of N.C. 119 in Alamance County

RALEIGH --- The N.C. Department of Transportation (NCDOT) will hold a citizens informational workshop on the proposed relocation of N.C. 119 in Alamance County.

The workshop will be held Tues., July 22, 2003, from 4 p.m. to 8 p.m. in the Mebane Arts and Community Center at 622 Corrigidor Road, Mebane.

NCDOT proposes to relocate existing N.C. 119 from the I-85 interchange (exit 153) to south of White Level Road (S.R. 1917) with a new four-lane roadway divided by a grass median.

Representatives from NCDOT will be available to answer questions and receive comments from the public about the proposed project.

For more information, contact Karen Taylor at (919) 733-7844, Ext. 223, email kbtaylor@dot.state.nc.us or write to and reference TIP project number U-3109:

PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH, N.C. 27699-1548

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Karen Taylor at the above address or phone number or fax (919) 733-9794 as early as possible so that arrangements can be made.

*****NCDOT*****

For other transportation questions, call the department's Customer Service Office toll free at:

1-877-DOT-4YOU

NC 119 Relocation

Public Workshop

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

We Need to Hear From You!

When: Tuesday, July 22, 2003
Where: The Mebane Arts and Community Center
622 Corrigidor Road
Mebane, NC
What Time:
Drop in any time between the hours of 4:00 p.m. and 8:00 p.m.

Your Input at the Workshop is Important!

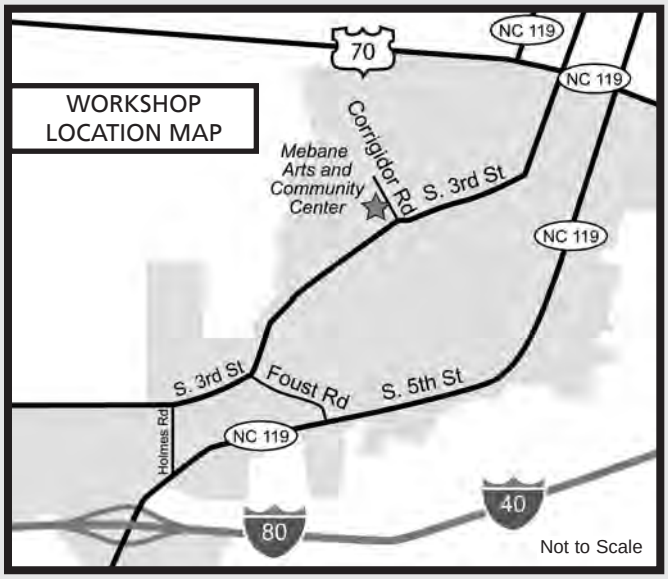
Questions?

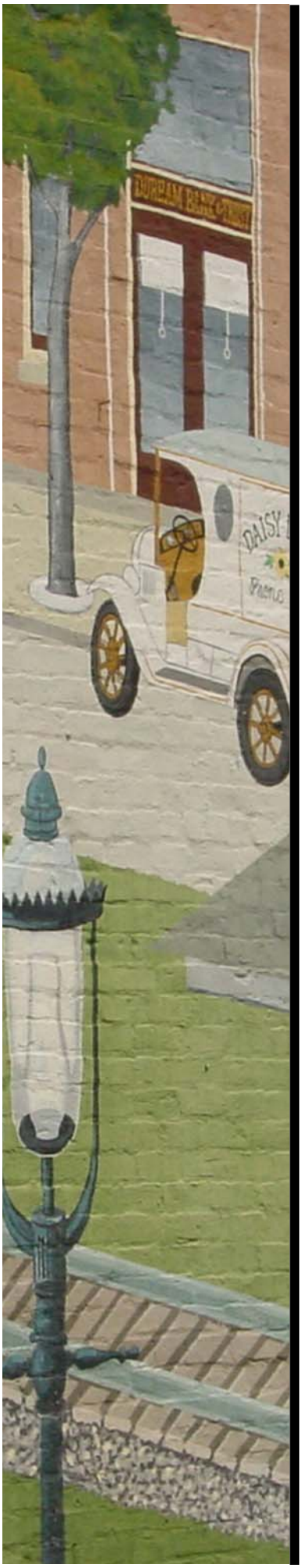
Contact: Karen B. Taylor, P.E.
NCDOT-PDEA
1548 Mail Service Center
Raleigh, NC
27699-1548

Phone: (919) 733-7844
Extension 223
Fax: (919) 733-9794
e-mail: kbtaylor@dot.state.nc.us

At this Workshop, you will be able to:

- Learn more about the project
- Review study alternatives
- Ask questions
- Get answers
- Provide written or verbal comments
- Review project status & timeline





NC 119 Relocation Public Workshop

July 22, 2003
4:00 p.m. to 8:00 p.m.

Transportation Improvement Program Project U-3109

Welcome! Here are some ways you can participate:

Sign-In
We want to make sure you are on our mailing list. This also helps us to keep a record of the number of people attending the workshop.

View the ***Project Presentation***
A brief presentation will tell you about the project and the planning process, describe the workshop layout, and suggest ways you can participate.

Ask Questions
North Carolina Department of Transportation personnel, including the project engineer, community planners, a right-of-way agent, roadway designers, public involvement staff, transportation planning officials, and Southeast High Speed Rail project staff, as well as local transportation officials and consultants will be on hand to answer questions about the project

Stop by the ***Kids Table***
This area has crayons, coloring books, and other activities to help entertain children during the workshop.

Have some ***Refreshments***
Please help yourself to the refreshments table located in the middle of the main meeting room.

Learn about the ***Project Corridors***
A large aerial map shows the three study corridors or alternatives. Other displays will provide information about the project history and the environmental planning process.

Stop by the ***Communities and Concerns*** *display*
We want your thoughts on how the project will affect your community.

Participate in the ***Project Feedback Exercise***
What are your concerns about the project? Using the sticky notes provided, rank your concerns in order of importance and post the notes on the "Community Feedback" display.

Tell Us What You Think
We encourage you to fill out the comment sheet on the back of this handout and place it in a comment box tonight. If you don't have time to fill out the form tonight, please take it with you and mail it to us by August 5, 2003.

NC 119 Relocation Public Workshop

COMMENT SHEET

How did you hear about the meeting?

Were all your questions about the project answered? Yes No
If not, what are your questions? (Provide contact information below so we can respond.)

Did NCDOT representatives give clear explanations? Yes No

Were display maps and handouts easy to read and understand? Yes No
If not, please explain.

Were NCDOT representatives courteous and helpful? Yes No

What was the most helpful aspect about the workshop? What was least helpful?

How can NCDOT better present proposed projects and address citizen's concerns in future informational workshops?

Are you interested in attending a smaller neighborhood meeting to give input, ask questions, and share concerns about the project as it may affect your neighborhood? Yes No

If Yes, which neighborhood do you live in/are you affiliated with?

Name
Address
Phone Number

Other comments, concerns, and/or questions regarding the proposed relocation of NC 119:

Comment sheets may be mailed by August 5, 2003 to:
Karen B. Taylor, P.E., Project Development and Environmental Analysis Branch, NC Department of Transportation, 1548 Mail Service Center, Raleigh, NC 27699-1548.

Thank you for attending the workshop.
Your comments are important!

COMMENT SHEET ANALYSIS
NC-119 RELOCATION
U-3109

On July 22, 2003, the Office of Human Environment, Project Development and Environmental Analysis Branch conducted a Public Hearing concerning the above-mentioned project under consideration. A "comment sheet" was solicited at the meeting for feed back purposes giving the participants until August 5, 2003 to respond. The following is their responses:

Sixty-six (66) participants responded. Nine (9) additional comments were rendered on a different form or by letter. Ten (10) of the sixty-six did not identify themselves with either their name or address.

In addition, citizens submitted two petitions.

SURVEY QUESTIONS
How did you hear about this meeting?

Source	Number
Burlington/Graham MPO	1
City Council	1
Mill Creek News	1
West End Revitalization Association	1
On going/friend/word of mouth	6
No Response	6
Direct mail/flier	30
Paper	20

Several commented that the insert (flier) in the paper was helpful.

Were all your questions about the project answered? Yes_____ No_____

Thirty-three (33) or fifty (50%) percent responded in the affirmative, while twenty-five (25) responded in the negative. One (1) answered both yes and no. Seven (7) did not respond to this question.

If not, what are your questions?

West End – water and sanitation need to be addressed first, relocation of homes and businesses; where is the road going; more questions coming; property impact; limit access not defined; more alternative routes to West; start now; environmental resource is determined how; watershed; waiting too long; no build; school safety; racism question;

environmental justice on project; home and job displacements by alternatives; watershed replacement; watershed in all corridors; wants more intensive growth study.

Did NCDOT representative give clear explanations? Yes_____ No_____

Forty-six (46) or seventy (70%) percent of the participants responded "yes" while six (6) stated "no". Fourteen (14) did not answer this question.

Were the display maps and hand-outs easy to read and understand? Yes_____ No_____

Fifty-three (53) or eighty-five (85%) percent responded "yes". Five (5) were "no" and nine (9) did not respond.

If not, please explain –

One on one answers; lack of detail; very good; did the best they could; visual aid most helpful; project display and slide presentation; maps and explanation; slide show time lines; reps were very courteous and others not so much; want to see traffic studies; speaking with reps; talking directly; blow-up maps for more detail; not layman graphs; marketing of project apparent; aerial maps not current; identify houses on maps with names; more specific identification; federal mandates is not a clear explanation.

Were NCDOT representatives courteous and helpful? Y_____ N_____

One (1) responded "no" while seven (7) did not respond. Ninety (90%) percent of fifty-eight (58) responded "yes".

What was the most helpful aspect about this workshop? What was the least helpful?

<u>Most helpful</u>
Move forward; maps/talking with individuals; reps helpful; alternative choices; smaller more community centered discussions; slide presentation; seeing layouts; people helpful; displays were good; DOT very courteous.

<u>Least helpful</u>
Make process more understandable; to be treated fair; more helpful slide show; maps least helpful; cost not explained; representative said my house was old; little facts-much talk.

How can NCDOT better present proposed project and address citizen's concerns in future informational workshops?

More informative maps and communication; more workshops and advertise better; know in time to rebuild or to relocate; wants to know where the exact road will go; more

detailed/updated maps and traffic reports; need written survey of population routs; meet with people involved/impacted not city officials/ employees; stage upgraded materials (new information since last meeting); effect from beginning; good job was done; stand up for facts not developers and politicians; not enough hard data; cost benefit information.

Are you interested in attending a smaller neighborhood meeting to give input; ask questions, and share concerns about project as it may affect you neighborhood?
Y_____ N_____

Forty-four (44) or sixty-seven percent responded “yes” while nine (9) stated “no" and thirteen (13) did not respond.

If “yes;” which neighborhood do you live in/are you affiliated with?

Neighborhood	Number
Woodlawn	13
Mill Creek	6
West End/St. Luke Church	6
Downtown Area	1
Brookhaven Plaza	1
Edgewood Church Road	2
Bradford Plaza	2
Cantewood	1
Fifth Street	4
WERA	1
White Level	1
Food Lion Area	1
Fieldstone Farms	3
Cates Farm	2

Other comments, concerns, and/or questions regarding relocation of NC-119:

Divided median; no access to Northern section; safety; fair protection; move forward; do it faster; when will actual construction begin and where; avoid Craftique Shipping area; makes for sprawl; this is an atrocity; be treated fair; stoplight at Stagecoach; need East/West corridor; want to know exact location; the sooner the better; consider vegetation buffers and low impact culverts to prevent erosion; flooding; lack of detail; Mebane zoning; impact on watershed; why block city streets for this project; construction and appearance; City of Mebane is pushing this; put project on fast track; relocate from Buckhorn; environmental impact; move to Orange County side to avoid watershed; long term issues should be addressed; need this relocation; never seen a traffic problem; convenient way for Mill Creek residents to travel; problem with NEPA process not being followed; impact of N. of Mrs. White’s Lane; St. Luke Community Church for access and city possibly blocking street due to construction; road not necessary; impact development of Cates Farm; city officials pushing project; great asset for Mebane; give project higher priority; move on with relocation; more noise, traffic, and danger in

tranquil neighborhood [Fieldstone Farm (2)]; take another route; strongly oppose this relocation; waste of financial resources.

Summary of other comments and concerns

Concern	Number
Aesthetic/safety/move farther away	7
Cost	2
Environment: Watershed, traffic, noise	10
No build: fault/blame	13
Build now	9

On a different "Comment Sheet, twenty-one (21) participants responded accordingly;

- Look to East side of Mebane – connect with Mattress Road
- Locate in Orange County to North of Mill Creek community
- Access to Fieldstone Farms would increase traffic, noise, and litter. Safety concerns
- Project will help with traffic issues
- Totally opposed due to environmental concerns
- Safety issue – neighborhood is very active with runners, walkers, bikes and families with baby carriages (Fieldstone Farm)
- Connector would create through traffic on Fieldstone Drive
- Would make Fieldstone Drive a cut-through from Third Street to NC-119
- Strongly oppose Fieldstone Farm access
- Safety concern along with access to NC-119 from Fieldstone Drive
- Access of on-ramp to Fieldstone Drive
- Citing personal health issue of pollution
- Access of NC-119 to Fieldstone Drive will increase crime, litter and traffic (2)
- Don't connect Fieldstone (neighborhood) to NC-119
- Safety of children
- Traffic noise
- Fieldstone Drive access to NC-119 not needed (2)

PETITIONS

Two citizen petitions have been delivered concerning this project.

The first is a petition of four hundred forty-three (443) signatures requesting "Under signed (of Woodlawn Community) are opposed to construction of the Hwy-119 Bypass." Different names often show up for the same address, which indicates multiple family members signed the petitions.

The second petition requests consideration for the alternate route for Part B that was presented to the public by DOT in 1996. This route crossed Mebane Rogers Road immediately west of the junction of Mebane Rogers and Woodlawn Road. Citizens stated they discussed this alternate at the July workshop. The petition asked for the Department to revisit the 1996 route because the proposed new alternatives (8, 9, and 10) would directly affect them and because the earlier alternate would result in fewer relocations. There were thirty (30) signatories on this second petition.

Community Feedback Exercise
Public Workshop
U-3109 Mebane By-pass

On July 22, 2003, at the Mebane Arts and Community Center, 622 Corrigidor Road, Mebane, N.C., a Relocation Public Workshop was conducted on TIP Project Number U-3109 – Mebane Bypass. The general public was encouraged to attend. Participants were encouraged to address their issues/concerns at this meeting through a Project Feedback Exercise. Using the sticky notes provided, participants ranked their issue/concerns in order of importance and were allowed to post their notes on a display chart. The following is an analysis of this exercise:

	Issue/Concern											
Order of Priority		No Build	%	Traffic/ Safety	%	Noise/Air/ Water	%	Historical/ Aesthetics	%	Build it Now	%	**Total**
	1	33	48.5	4	5.8	11	16.1	3	4.4	17	25.0	68
	2	19	38.0	15	30.0	9	18	3	6.0	4	8.0	50
	3	17	50.0	6	17.6	4	11.7	5	14.7	2	5.9	34
	4	17	58.6	2	6.9	3	3.4	3	10.3	4	13.7	29
	Total	86	47.5	27	14.9	27	14.9	14	7.7	27	14.9	181

Summary of Concerns

<u>No Build</u>

This project will definitely have an impact on several communities as well as the area in general. Several subdivisions will be impacted. Those on the northern side of US-70 appear to want a four lane route. Nineteen (19) of the eighty-six (86) no build participants are adamant about any type of road with statements such as: Mebane does not need; relocate in Raleigh; destroy community; minimize impact to property; devastation to rural community; ruin our lives; conduit for Danville; no by-pass; no development along route; etc. Eleven (11) hold a reason of social/racial implications. The alternatives could displace those who have been with out basic amenities such as water and sewer service. They contend: can not legally displace only a specific segment of the population; lack of procedural equity in process (citing Clinton E. J. Act); destroy African American communities and churches; conserve and protect Afro. American communities; institutional discrimination; disenfranchised communities properly follow NEPA; ethnic bleaching; fate of St. Luke Christian Church; etc. Another large segment (18) wanted to know by citing what appeared to be jealous/self-pity type of remarks: benefit 5th Street residents' no one but developers; haves are controlling this process; who can make the

most money; amount for hard earned property; destroy what we have built; neighborhood vitality and stability at stake of development; no development along route; etc. Cost was another issue. Cost to me and cost to State of project. Twelve (12) were concerned about money they would receive by stating: fair price for property taken; lack of due compensation; consideration to homeowners; buy out homes; etc. Nine (9) asked cost to State by: waste of tax payers money; fix existing roads; cost more in the long run; waste of money; etc. Nine (9) proposed an alternative location to east of Mebane or change existing roads. Eight (8) gave a philosophical response. There appears to be concern for those individuals involved in this process.

Traffic/Safety

The chief concern of the respondents was traffic signals (lights); truck routing, and speed limit on routes. No complaints, but specific alternatives were proposed to relieve traffic problems.

Noise/Air/Water

Protection of watershed was mentioned numerous times, as people appeared to be greatly concerned of possible impact on water quality. Most (17) cited "watershed" in their responses.

Historical/Aesthetics

The overall general appearance of this project was mentioned by some. Tree removal and landscaping were specifically addressed. Cates Farm property was mentioned by family heirs due to historical significance.

Build it Now

Most of those responding to expedite the project appeared to live North of US-70. They apparently want quicker access to I-40 with bridges over railroad. Congestion was not mentioned; however, long term planned regional growth for this entire area is not evident.

Specifically, these concerns were expressed as:

1 – (Pink/Red) – No Build

- Only benefits 5th Street residents
- Don't see how this will cut traffic on 119
- City council states that bypass is not being built to help the citizens on 5th
- Road will help no one but developers
- Road is a waste of tax payer money
- Looks like rich Mill Creek will benefit the most from the bypass
- Not necessary except for those who are already ahead in the money game
- Do not build – Mebane does not need the bypass
- Relocate this project to Raleigh
- Can not legally displace only a specific segment of the population using imminent domain, zoning technicalities, and no public hearings. Scare tactics by locals will not work

- Bypass project is not necessary
- Not in my backyard and out of sight – the haves are controlling this process and will benefit from it and have not will not
- Carefully consider what you are doing to the community that will be effected
- Road is not needed – more closer to need
- Using imminent domain and other zoning mechanisms to disproportionately impact poor or minority groups is not immoral but illegal – there is not only a hint of discrimination, but racism associated with this project – Economic development cannot justify injustice
- A lack of procedural equity in this process – NEPA, Clinton's E-J Act, and stakeholder involvement have not been properly considered. REDO studies
- Effect of construction in process on communities and businesses
- Move to West Side Orange County
- Only go into Mebane for whatever I want/need – work in Greensboro and RTP
- Fair price for property taken
- Cost of project
- Do not destroy African American communities and churches
- Conserve and protect Afro-American communities – make alternative routes besides our community
- Why wasn't voices heard prior to study
- This Hwy 119 will in essence disproportionately displace one ethnicity and is a classic example of institutional discrimination still present in the South
- Will displace and marginalize disenfranchised communities properly follow NEPA, redo environmental health and impact studies
- Should not be built due to a lack of procedural equity and violation of NEPA with respect to community right to know and lack of due compensation and relocation
- Road is not needed – corridors 9 & 10 will come through our house (2)
- Go east of Mebane
- Re-look at project beginning with Food Lion Shopping Center – Holmes Road
- Does this 119 affect the houses below Mr. White Lane
- Build but find another route

1 – (Pink/Red) – Traffic/Safety

- Stop light at Stage Coach and 119
- Safety of school traffic
- Reduce traffic and speed limit on Third Street
- Reduce traffic on 3rd and 5th streets

1 – (Pink/Red) – Noise/Air/Water

- Watershed is critical to long-term community health and welfare
- Air/water studies – need to have from EPA – pylons damaging water
- Totally opposed because of possible contamination of underground water supplies
- Watershed should take precedence over historical register
- Minimize disruption of stream channels – vegetation buffer

- Use alternative 10 to avoid the watershed
- Need to know noise/air studies
- Negative impact on water supply
- East side = not as many houses – no historical issues – small water supply
- Carefully consider environment (water shed area)
- Need retaining wall at Field Stone Farm

1 – (Pink/Red) – Historical/Aesthetic

- Landscaping
- Walking Trail
- Cates Farm will tear down least amount of trees

1 – (Pink/Red) – Build it Now

- Don't relocate Hwy 119
- Build it soon
- Implement immediately
- Long overdue (2)
- Build at once
- Need bypass now
- Start ASAP (2)
- Overpass at railroad
- Build now
- Build to control growth
- North/South corridor is needed
- Build so it will not be obsolete in five years
- Plan for construction along highway
- Speed up the process
- Get it over with (limbo)

2 – (Orange) – No Build

- Road is a waste of tax payers money
- This thing is about who can make the most money
- Shopping malls in the project area
- No connector at Gantewood
- Just compensation for homeowners – no justice and equity in location and planning
- Fix existing roads
- Studies need to show traffic/congestion
- Classic example of ethnic bleaching – health disparities and lack of basic amenities in displaced communities
- Will increase pollution – cost more in long run
- Project is simply wrong
- Do not destroy community
- Devastation of beautiful rural community

- Consideration to homeowners
- Public access to new roads
- Minimize impact to property
- Buy out homes
- Driveway for Mill Creek
- Truthfully address the fate of St. Luke Christian church

2 – (Orange) – Traffic/Safety

- Put in Mebane City Limits (2)
- Widen 5th Street to 4 lanes
- Relief of traffic on 5th Street is critical
- Widen 5th Street first
- Fifth Street is a connector
- Traffic light at N. Terminus
- Reducing traffic downtown moves potential traffic out
- Traffic nightmare at I-85, 119, and Mebane Oaks
- Too close to Eastern High and Woodlawn
- Relocation of truck traffic
- Limit trucks to by-pass
- Safe intersections
- Better access to North Side
- Need traffic lights and sewer

2 – (Orange) – Noise/Air/Water

- Avoid destruction of watershed
- Watershed (2)
- Watershed is important to stay away from
- Minimize impact on erosion – watershed
- Watershed is not valid as State must protect up to two miles
- Perform water quality, modeling
- Avoid by using Orange County side of Mebane
- Environment and human health

2 – (Orange) – Historical/Aesthetics

- Well landscaped
- Use as many trees as possible for sound barrier
- If alternate 10 is chosen, I as a Cates heir will no longer have an interest in wanting to preserve the family farm for my family. It will be sold – developed and now you have a bigger impact on a delicate Eco-system and lost a beautiful community visual relief.

2 – (Orange) – Build it Now

- Choose route and build it

- ASAP – stop beating around the bush
- Expedite
- Build it wide

3 – (Yellow) – No build

- Amount for hard earned property
- Visualization of actual road layout
- Communities are split apart
- Ruining our lives
- Displacing minimum number of people
- Detrimental to vitality of downtown
- Bypass is not necessary
- Conduit for Danville, VA to 85/40
- Do not destroy what we have built
- Roads waste many other resources
- Waste of money (2)
- Not solve traffic problem in town
- Displacement of property owner
- Displacement of business owners
- Affecting your neighborhood
- Neighborhood vitality and stability at stake of development

3 – (Yellow) – Traffic/Safety

- Come in from Buckhorn exit
- Direct East-West route
- Post 35 MPH speed limit
- Connect to Mattress Factory Road
- Raceway for high speed
- Do not want high speedway interstate

3 – (Yellow) – Noise/Air/Water

- Negative effect on water quality
- Water supply not be overloaded
- Effect to run off, source on wetland, drinking well quantity
- Wildlife concern

3 – (Yellow) – Historical/Aesthetics

- Landscaping to retain beauty
- Landscape medians
- Appearance of highway
- Beautify all areas near the road
- Displacement of residents who have been historically denied basic amenities

3 – (Yellow) – Build it Now

- Make a decision – move on
- Will reduce traffic on 119 and protect/preserve neighborhood

4 – (Green) – No Build

- Do not need this road
- No by-pass
- Not needed
- Waste of money
- Don't build
- Don't need this
- Is road really necessary?
- Too many unanswered questions
- Consider another route
- Rethink entire project
- Go around another side of Mebane
- Build to US-70 and stop
- No development along route
- Crime statistics of by-pass
- Go East of Mebane
- Research to access: a) one particular groups; b) is this fair; c) impact only on poor and communities of color
- Research on: a) environment; b) ethnicity of displaced residents c) income level of displaced

4 – (Green) – Traffic/Safety

- Connector from Mebane Oaks to downtown and northern communities
- Can not cause backup out of Mill Creek

4 – (Green) – Noise/Air/Water

- Protect watershed
- Protect historical property
- Keep traffic noise at manageable levels

4 – (Green) – Historical/Aesthetics

- Greenways to project
- Not be barren, ugly and boring
- Historical

4 – (Green) – Build it Now

- You can't build fast enough
- Road through Mebane
- Easy access
- Expedite purchase of right of way

Appendix H – Part 5
Public Hearing

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NC 119 Relocation

I-85/40 to South of SR 1918 (Mrs. White Lane)

WBS Number 34900.1.1
Federal Aid No. STP-119(1)

TIP PROJECT NO. U-3109

Mebane, Alamance County

Corridor Public Hearing

Informal Open House 4:00 p.m. – 6:30 p.m.
Formal Presentation 7:00 p.m.

Mebane Arts and Community Center
633 Corrigidor Road, Mebane

January 15, 2008

500 copies of this handout were reproduced at a cost of $3.07 each

PURPOSE OF PROJECT

The primary purposes of the proposed transportation improvements are to:

- Reduce through-traffic in downtown Mebane
- Improve access to the local area
- Provide Alamance County a primary north-south route

PURPOSE OF PUBLIC HEARING

Today's hearing is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location of the proposed project.

Planning and environmental studies on the highway project are provided in the environmental report – Draft Environmental Impact Statement and Draft Section 4(f). Copies of this report and today's hearing map displaying the location and design of the project have been available for public review at the NCDOT Division 7 Resident Engineer's Office located at 127 East Crescent Square Drive, Graham, 27253 and at the City of Mebane Administrative Offices located at 106 East Washington Street, Mebane, 27302. The maps may also be viewed online at the following locations: http://www.ncdot.org/projects/nc119relocation and www.mpo.burlington.nc.us

YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the design to you and answer your questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by February 15, 2008 to the following address:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Email: elewis@dot.state.nc.us

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED**

REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN. Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a POPULAR REFERENDUM to determine the location and/or design by a majority vote of those present.

WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic Operations, Division, Right of Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE) as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government staff will attend.

All spoken and written issues are discussed at the post-hearing meeting. Most issues are resolved at the post-hearing meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting are prepared and a summary is available to the public. You may request this document on the attached comment sheet.

ALTERNATIVE SELECTION PROCESS

After the post-hearing meeting, the Merger Process Project Team will convene to recommend the Least Environmentally Damaging Practicable Alternative (LEDPA). This team is comprised of representatives from the NCDOT, Federal Highway Administration, the US Army Corp of Engineers, the US Fish and Wildlife Service, the US Environmental Protection Agency, the NC Division of Water Quality, the NC Wildlife Resource Commission and the State Historic Preservation Office. Other agencies are invited as appropriate. The recommendation will be sent to the Secretary of Transportation for the final selection. The Department will notify the public of the alternative selected.

WHAT HAPPENS NEXT

Preliminary roadway designs may be refined for the selected alternative and will include efforts to further reduce environmental impacts. Further studies and surveys will be conducted on the preliminary findings collected from the initial studies of the three corridors, such as hazardous materials, historic and archaeological sites, and access to residences and businesses

Another environmental document – the Final Environmental Impact Statement (FEIS) and Final Section 4(f) - will be prepared based on the results of the items above. The FEIS will be circulated for public and agency review. A Record of Decision (ROD) will be produced and a Design Public Hearing will be held for citizens to review the design of the project. The project will then proceed to the right-of-way acquisition phase of the process.

STATE-FEDERAL RELATIONSHIP

This proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% State funds through the Surface Transportation Program. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

NEED FOR THE PROJECT

The proposed project will address the following needs:

- ***Deficient capacity****. According to the travel demand model for the Burlington-Graham Urban Area, existing NC 119 would not provide adequate capacity for the anticipated traffic volumes for the year 2030. Average daily traffic volumes on NC 119 from SR 1007 (Mebane Oaks Road) to US 70 are predicted to be between 32,000 and 36,100 vehicles per day for the future year 2030 which is substantially*

above the daily capacity of a two-lane, two-way urban street such as NC 119. The Department uses a nationally accepted grading system for the operating condition of roads, where a level of service of "A" (LOS A) is very good and LOS F is worst. Roads like NC 119 in an urban setting are generally considered acceptable if they are operating at a LOS C or greater. The operating conditions for the future 2030 No-Build Alternative indicate that NC 119 and its intersections would operate at a LOS F. The existing NC 119 will not be able to handle the traffic wanting to travel on it in 2030. However, with the proposed NC 119 Relocation reducing traffic along existing NC 119, the existing NC 119 corridor would operate overall at a LOS C. This also means that by reducing the through traffic from existing NC 119 and local roads onto NC 119 Relocation, the future 2030 traffic volumes would, in essence, be unchanged from today's traffic volumes.

- ***Lack of connectivity within the local community**. Existing NC 119 is routed through the City of Mebane on Fifth Street, US 70, Third Street, Graham Street, and First Street. Currently, there is no access control along existing NC 119 in the project area. The roadway is densely developed with numerous residential and business driveways. Congestion and traffic backups are anticipated to occur on existing NC 119 due to local use mixing with through traffic, making it difficult for residents along existing NC 119 to access their homes. There is no connectivity among several highly traveled routes – SR 1921 (Mebane Rogers Road), US 70, SR 1962 (Third Street Extension) and I-85/40 – close to the Mebane central business district. However, the proposed NC 119 Relocation will reduce traffic and congestion on existing NC 119 that will improve connectivity in the local community.*

- ***Lack of efficient north-south routes through Mebane due to development patterns**. Existing NC 119 is a two-lane roadway that travels through neighborhoods as well as downtown Mebane, causing through traffic to make several turns and stops through town. It runs concurrent with US 70 (east-west) through downtown Mebane and it crosses the Norfolk Southern Railroad. However, the proposed NC 119 Relocation will provide an efficient north-south route through the Mebane area that includes a grade separated crossing of the Norfolk Southern Railroad.*

PROJECT DESCRIPTION

The NCDOT, Division of Highways, proposes to relocate NC 119 on new location west of Mebane from the Interstate 85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane. Starting at Interstate 85/40 and ending north of Third Street, this new road will have three lanes in each direction with curb and gutter separated by 30 feet of grassed median. From north of Third Street northward to the end of the project, the new road will have two

lanes in each direction with shoulders separated by 30 feet of grassed median. In addition, the proposed transportation project calls for the improvement and realignment of Corrigidor Road (SR 1997) connecting it to Tate Avenue (SR 1973); and the connection of Roosevelt Street (SR 1970) with the proposed Corrigidor Road (SR 1997) realignment. The project also proposes to construct a bridge over the Norfolk Southern Railroad at US 70, and a new and wider bridge will be constructed at the Interstate 85/40 interchange.

The project is split into two sections, Section A and Section B. Section A is south of US 70 and Section B is north of US 70. There are three alternative locations under consideration for the proposed NC 119 Relocation in Section B: Alternative 8, Alternative 9, and Alternative 10. These alternatives were developed to determine the impacts each have on the critical watershed area and an historic property.

Section A of the project is common with Alternatives 8, 9, and 10. Section A begins at Interstate 85/40 and intersects Holmes Road (SR 1980); intersects the relocated Third Street Extension (SR 1962); creates a T-intersection with a new connector to Third Street Extension (SR 1962); creates a T-intersection with Smith Avenue (SR 1972); overpasses Norfolk Southern / NC Railroad and Railroad Street (US 70); and ends at a T-intersection with a new connector to Railroad Street replacing James Walker Road.

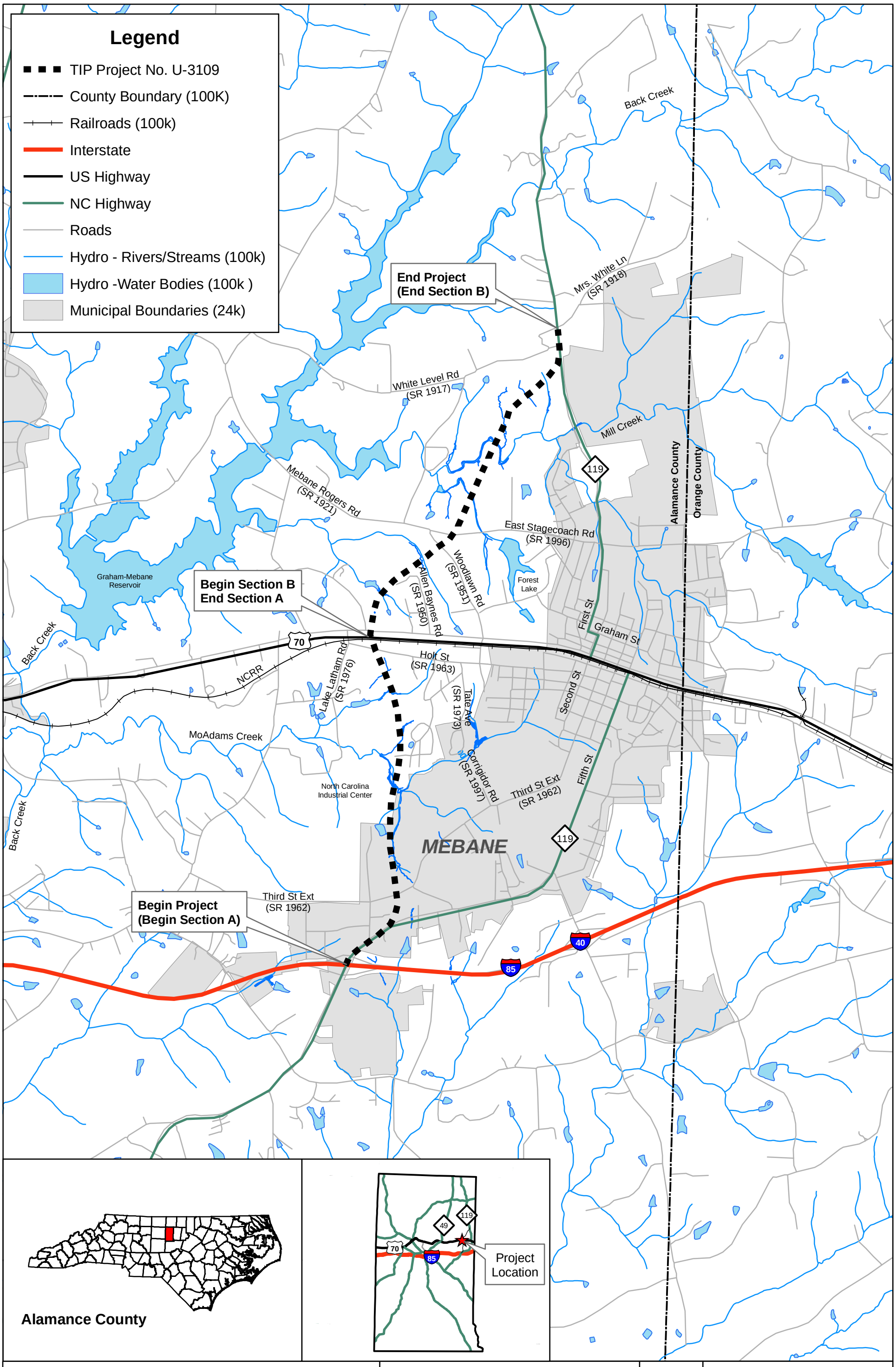
Section B begins at the T-intersection with a new connector to Railroad Street replacing James Walker Road, intersections with Mebane Rogers Road (SR 1921) and ends at Mrs. White Lane (SR 1918). The three alternatives follow the same route (see Section A) except in the vicinity of the historic property.

DESCRIPTION OF ALTERNATIVES

Alternative 8 passes west and north outside the historic property and passes through the critical watershed area of the Graham-Mebane Reservoir.

Alternative 9 passes through the northwestern corner of the historic property and passes through the critical watershed area. It would require realigning a section of Mebane Rogers Road to accommodate the proposed intersection with NC 119.

Alternative 10 passes through the northwestern corner of the historic property and stays east of and avoids the critical watershed area. It would require more realignment of Mebane Rogers Road than Alternative 9 to accommodate the proposed intersection with NC 119.



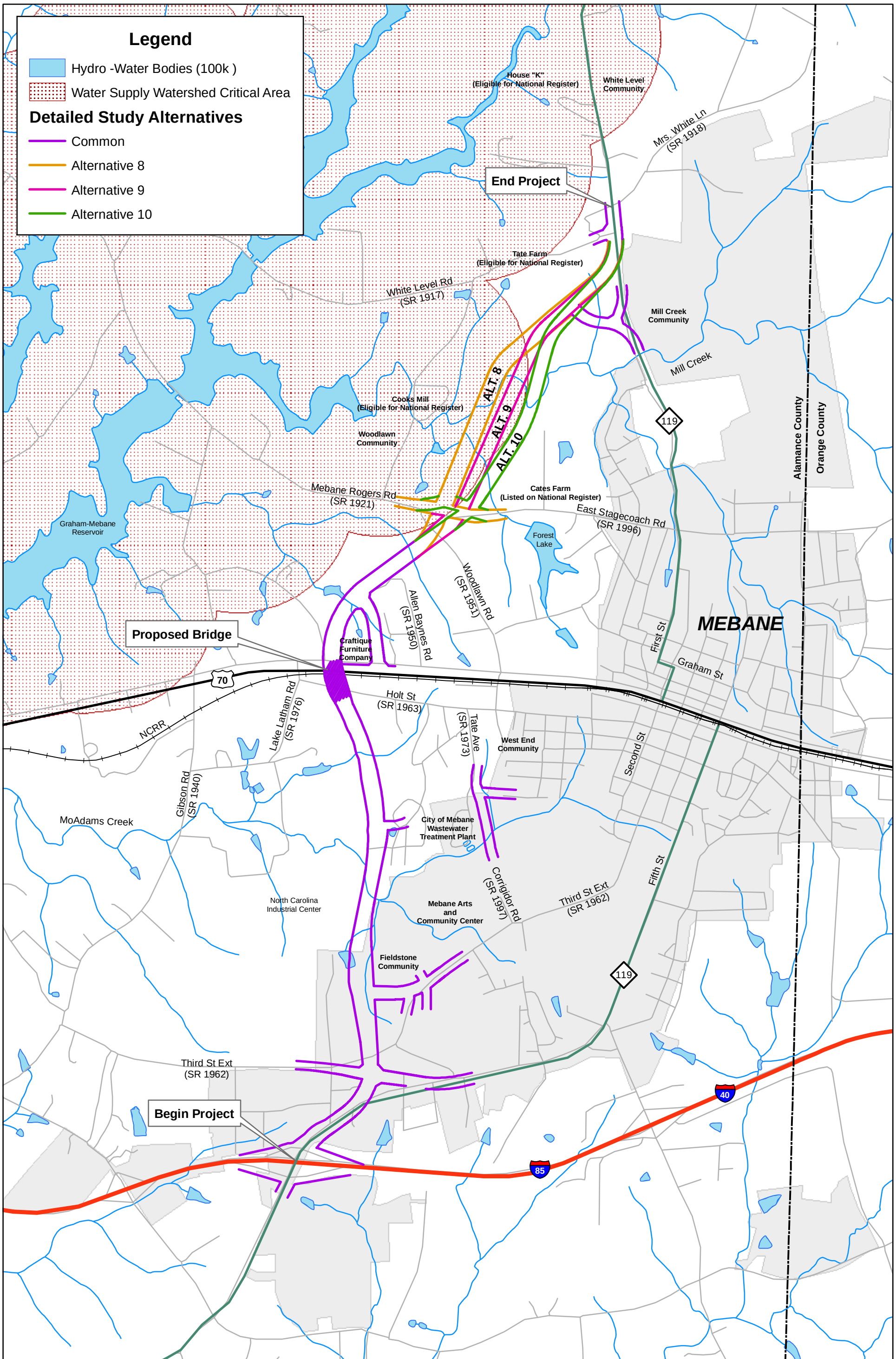
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 1,500 3,000 6,000 Feet

N

Project Vicinity



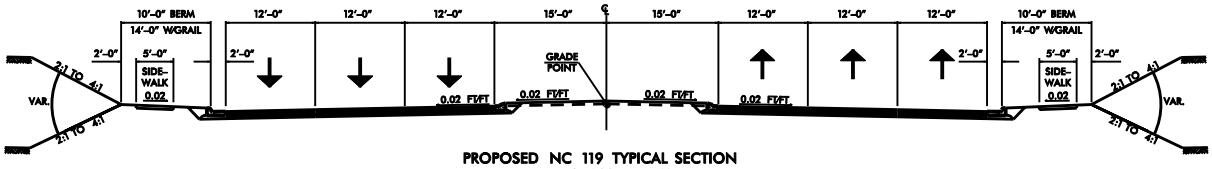
North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

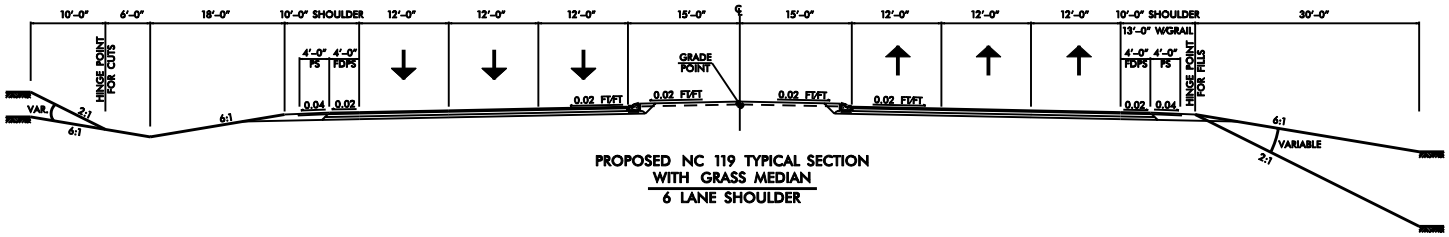
0 0.25 0.5 1 Miles

N

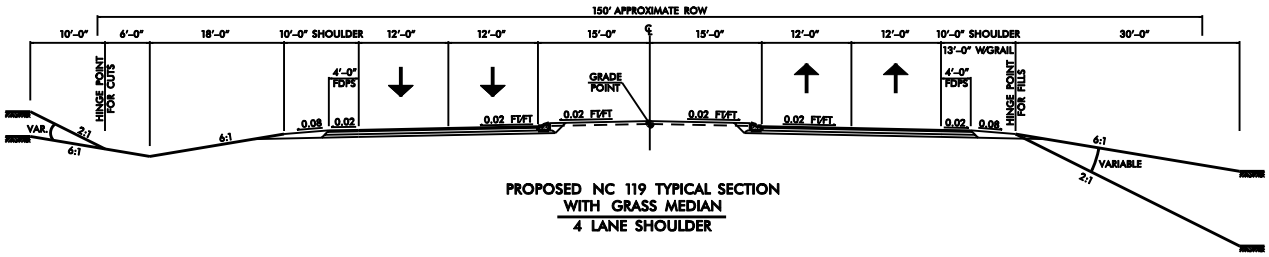
Detailed Study Alternatives



PROPOSED NC 119 TYPICAL SECTION
WITH GRASS MEDIAN
6 LANE WITH CURB & GUTTER



PROPOSED NC 119 TYPICAL SECTION
WITH GRASS MEDIAN
6 LANE SHOULDER



PROPOSED NC 119 TYPICAL SECTION
WITH GRASS MEDIAN
4 LANE SHOULDER

NOT TO SCALE

North Carolina Department of Transportation
Project Development & Enviromental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

TYPICAL ROADWAY CROSS-SECTIONS

Table of the Summary of Environmental Impacts

Issue	Detailed Study Alternative		
	8	**9**	**10**
PROJECT FACTORS			
Mainline Length (miles)*	5.6	5.6	5.6
Construction Cost (millions $)	73,900,000	73,400,000	75,400,000
Utility Relocation Cost (millions $)	2,402,000	2,402,000	2,402,000
Right-of-Way Cost (millions $)	30,475,000	30,550,000	29,947,500
TOTAL COST (millions $)	106,777,000	106,352,000	107,749,500
SOCIOECONOMIC FACTORS			
Residential Relocations	44	46	46
Business Relocations	5	5	5
Parks Impacted	0	0	0
Schools Impacted	0	0	0
Churches Displaced	1	1	1
Cemeteries Impacted	0	0	0
Noise Impacts (# receptors approaching or exceeding criteria)	12	11	12
Noise Impacts (# receptors with substantial noise level increase)	4	3	4
INFRASTRUCTURE			
Major Electric Power Transmission Line Crossings	2	2	2
Water and Sewer Facility Impacts (Water Tower)	1	1	1
Fiber Optic Cable Crossings	1	1	1
CULTURAL RESOURCE FACTORS			
Historic Sites with Adverse Effect	0	1	1
Impacted Section 4(f)/6(f) Resources	0	1	1
NATURAL RESOURCE FACTORS			
Federally Listed T&E Species Impacted	0	0	0
Perennial Stream Crossings	19	17	18
Impacts to Streams (linear feet)	3,642	3,441	3,904
Wetlands (acres)	0.249	0.249	0.249
Length in water supply critical area (miles)**	1.0	0.7	0
Length in water supply protected area (miles)**	1.7	1.7	2.5
Estimated Impacts to Terrestrial Communities			
Oak-Hickory Forest (acres)	67.6	59.8	60.9
Secondary Pine Forest (acres)	2.8	2.8	2.8
Maintained / Disturbed (acres)	110.5	116.9	117.8
TOTAL COMMUNITY IMPACTS (acres)	180.9	179.5	181.5

Issue	Detailed Study Alternative		
	8	**9**	**10**
PHYSICAL FACTORS			
Floodplains (acres)	2.51	3.15	4.12
Floodplains (linear feet of crossing)	1,052	1,029	1,215
Floodway (linear feet of crossing)	429	519	691
Prime and Unique Farmland (acres)	153.18	153.48	149.78
Hazardous Materials Sites Within Corridor	2	2	2
Ambient Air Quality CO Standards Exceedances (#)	0	0	0

Notes: Estimate of impacts based on construction limits (slope stakes), unless otherwise noted.
* Mainline lengths are approximate.
** Water supply critical area and water supply protected area lengths are approximate.

PROJECT INFORMATION

Length: 5.6 miles

Typical Section: See attached Figure

Right of Way: Total width – Varies 150 feet to 300 feet

Access Control: Limited Control of Access:
Connections to NC 119 only provided via ramps at interchanges for major crossings and at intersections for minor crossings and service roads. No Private Driveway connections will be allowed.

Relocations: Section A - 29 residents, 5 businesses, 1 church, Total 35
Section B
Alternative 8 – 15 residents, 0 businesses, 0 churches, Total 15
Alternative 9 – 17 residents, 0 businesses, 0 churches, Total 17
Alternative 10 – 17 residents, 0 businesses, 0 churches, Total 17
These relocation numbers may change as designs are finalized.

Estimated Cost:

Section A	–	Const.	- $53,789,000
		R/W	- $23,875,000
			$77,664,000
Section B			
Alternative 8	–	Const.	- $22,513,000
		R/W	- $ 6,600,000
			$29,113,000
Alternative 9	–	Const.	- $22,013,000
		R/W	- $ 6,675,000
			$28,688,000
Alternative 10	–	Const.	- $24,013,000
		R/W	- $ 6,072,000
			$30,085,000

Tentative Schedule: **The tentative schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change.**

Right-of-way Acquisition – Section A – 2010
Section B – Sometime after 2015

Construction – Section A – 2013*
Section B – Sometime after 2015

***Note Draft 2009 - 2015 TIP**

RIGHT-OF-WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME:

ADDRESS:

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 14, 2008

MEMORANDUM TO: Post Hearing Meeting Attendees

FROM: Gregory Thorpe, Ph.D., Branch Manager
Project Development and Environmental Analysis Branch

SUBJECT: NC 119 Relocation from I-85/40 to South of SR 1918 (Mrs. White Lane), Mebane, Alamance County, Federal Aid No. STP-119(1), State Project No. 8.1470901, WBS Element 34900.1.1, TIP Project No. U-3109

U-3109 Post Hearing Meeting Minutes

The Post Hearing Meeting was held in the Roadway Design Conference Room at 2:00 p.m. on May 7, 2008 to discuss the comments received from the Corridor Public Hearing. The Corridor Public Hearing was held on January 15, 2008 in the Mebane Arts and Community Center located on Corrigidor Road in Mebane. The format of the meeting was an Informal Open House from 4:00 - 6:30 p.m. with a Formal Presentation held at 7:00 p.m. During the informal meeting, a map request station was set up to allow citizens to request portions of the public hearing maps in the vicinity of their property.

Mr. Ed Lewis conducted the formal meeting. More than 270 people attended both sessions. Eighteen people spoke at the formal meeting and approximately 74 written comments were received, including five comments on the map request forms provided at the meeting. The following people were in attendance:

Felix Davila	Federal Highway Administration (FHWA)
Andrew Williams	US Army Corps of Engineers (USACE)
Phil Conrad (via phone)	Burlington-Graham MPO
Jason Martin	Alamance County
Robert Wilson	City of Mebane
Darrell Russell	City of Mebane
Mike Mills, PE	NCDOT – Division 7
Patty Eason, PE	NCDOT – Division 7
Art McMillan, PE	NCDOT – Highway Design Branch
Dewayne Sykes, PE	NCDOT – Roadway Design Unit
Tony Houser, PE	NCDOT – Roadway Design Unit
Bruce Payne, PE	NCDOT – Roadway Design Unit
Greg Hall	NCDOT – Roadway Design Unit - Lighting
Roy Girolami, PE	NCDOT – Structure Design Unit
Mohammed A. Mulla, PE	NCDOT – Geotechnical Engineering Unit

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Nadia Al-Dhalimy	NCDOT – Geotechnical Engineering Unit
Betty Yancey	NCDOT – Right of Way Branch
Tim Williams, PE	NCDOT – Signals and Geometrics Section
Doumit Ishak	NCODT – Congestion Management Section
Derrick Beard	NCDOT – Work Zone Traffic Control Unit
Aketa Emptage	NCDOT – Office of Civil Rights
Mike Stanley, PE	NCDOT – TIP Development Unit
Eric Midkiff, PE	NCDOT – PDEA
Derrick Weaver, PE	NCDOT – PDEA
Jennifer Fuller, PE	NCDOT – PDEA
Drew Joyner, PE	NCDOT – Human Environment Unit
Ed Lewis	NCDOT – Public Involvement & Community Studies
Kimberly Hinton	NCDOT – Public Involvement & Community Studies
Eileen Fuchs	NCDOT – Public Involvement & Community Studies
Atefe Northcutt	NCDOT –Transportation Planning Branch
Glenda Gibson, PE	Gibson Engineers
Mike Pekarek, PE	Gibson Engineers
Craig Young, PE	Baker Engineering
Aileen Mayhew, PE	Baker Engineering

An executive summary of the main issues concerning the project follows. Verbal and written comments received at and following the public hearing are grouped into common comment categories. Responses to each comment category follow the executive summary. Verbal and written comments received are also summarized after the responses to the comment categories. Verbal comments are summarized by commenter on pp. 30-37 and written comments are summarized by commenter on pp. 37-53. Written comments were also received on the map request forms provided at the Public Hearing and are summarized by commenter on p. 53. A copy of the transcript for the Corridor Public Hearing is available upon request. If anyone has any questions or comments regarding this information, please contact Leza Mundt, Project Manager at (919) 733-7844 ext. 244.

Executive Summary

- The No-Build Alternative has not formally been eliminated under the National Environmental Policy Act (NEPA) process. However, the No-Build Alternative does not meet the purpose and need for the Relocation of NC 119 project, as discussed in the DEIS.
- There is a project in the NCDOT's TIP (Project R-3105) that includes widening NC 119 in Alamance County beginning south of White Level Road and constructing a connector to NC 62 on new location in Caswell County. However, this project is currently unfunded.
- An impacted property owner may request to be purchased sooner through NCDOT's Hardship Acquisition process. Hardship acquisition is initiated by the property owner because of particular financial or health-related hardship. Decisions regarding whether a property will be acquired sooner than the right-of-way date included in the NCDOT's TIP are evaluated on a case by case basis.
- The North Carolina Industrial Center (NCIC) requested two access points off the proposed NC 119 roadway. One access point, located across from the Fieldstone community, was shown on the Public Hearing Map. The NCIC requested that NCDOT shift the Smith Drive intersection north of the Duke Power easement so that it would line up with the NCIC's second access point shown on their Master Plan. The NCDOT considered shifting the Smith Drive intersection to the north side of the Duke Power easement; however, this shift would require a realignment of Smith Drive and relocation

of several residences along Smith Drive. The NCDOT will provide an access point on the northern side of the NCIC across from the Smith Drive intersection; however it will be south of the Duke Power easement. The NCDOT will continue to work with the NCIC regarding the design and placement of this access point.

- Providing a full movement intersection at the Fox Run Investments Partnership property or at the proposed service road next to the property would not provide the necessary intersection spacing required by NCDOT. Therefore, the median in this area will not be eliminated.
- Providing full access onto S. Fifth Street from the back of the Dogwood Properties & Dev. Corp. property would not provide the necessary intersection spacing of 1,200 feet required by NCDOT. In addition, realigned S. Fifth Street would have three left-turn lanes onto the proposed NC 119 in addition to a through lane and providing full access from the Dogwood Properties & Dev. Corp. property onto S. Fifth Street is a safety concern for NCDOT; therefore, the concrete median will not be eliminated in this area. However, the NCDOT could provide a right-in/right-out access into the Dogwood Properties & Dev. Corp. property from S. Fifth Street, if desired.
- Access to La Casina will be shown more clearly on the public hearing maps. The NCDOT will work with Cambridge Center LLC to determine access to the property.
- Construction of the preferred alternative (Alternative 9), which lies within the Graham-Mebane Reservoir water supply watershed, would include various methods to protect the water quality in the streams and waterbodies receiving runoff from the proposed project.
- The NCDOT discussed Dr. Troutman's concerns and will look at the preliminary design in the vicinity of Dr. Troutman's property to see if anything can be done to reduce impacts to the property.
- The NCDOT cannot place traffic calming devices on state roads, such as Corrigidor Road or Tate Avenue; however, the NCDOT will evaluate providing a crosswalk with a required stop along Corrigidor Road near the Mebane Arts and Community Center. If Corrigidor Road becomes a City of Mebane owned and maintained street (i.e. on their street system), then it would up to the City to decide whether to add traffic calming devices. In addition, truck traffic can be directed to an alternate route bypassing Corrigidor Road; however, the NCDOT cannot prohibit trucks from Corrigidor Road if it remains a state owned road.
- The NCDOT discussed constructing the project in its entirety (Sections A and B); however, funding allocations in NCDOT's 2009 – 2015 TIP necessitate the project being constructed in sections. The NCDOT also discussed construction options such as whether a portion of Section B can be constructed at the same time Section A is constructed. As the final design phase approaches, the NCDOT will request updated cost estimates to assist with this determination.
- During final design, the NCDOT will evaluate whether right-in/right-out access to the Brookhollow Shopping Center can be provided from a design and safety perspective to facilitate access to local businesses in the shopping center.
- The NCDOT is studying whether a traffic signal is currently warranted at the NC 119 / Mrs. White Lane intersection and whether a traffic signal would be warranted within five years of construction of the proposed project. If a traffic signal is warranted during the five year timeframe, the traffic signal will be included as part of this project.
- The NCDOT previously studied realigning Woodlawn Road to tie into Mebane Rogers Road, but providing this connection would impact Johnson Chapel A.M.E. Church, as well as a stream in that area. The NCDOT discussed several possibilities regarding how to provide additional access to the proposed roadway for the Woodlawn Road residents, as well as the Woodlawn community. Based on public input, the NCDOT will study a potential realignment of Woodlawn Road to tie into the proposed roadway. This study would be included in the FEIS and presented to the public at the next public meeting.

- The NCDOT will investigate and address the drainage concern near the Dogwood Properties & Development Corporation during final design.
- A left turn from Y5 to proposed NC 119 will not be provided due to the amount of traffic in the interchange area and the close spacing of Y5 to the I-85/40 interchange.

Common topics raised by citizens are summarized below. Individuals requesting a written response from the NCDOT are included under the "Requests for Response to Written Comment" category. For information regarding the NCDOT Relocation Assistance Program, the NCDOT Right-of-Way Agent can be contacted at (336) 334-3515.

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Comment Category Descriptions

No-Build Alternative 22

Comments: One citizen indicated that at every meeting she has attended, it is stated that a No-Build Alternative still exists. She adds that there is an overwhelming amount of opposition to the project; however, the project continues to move forward. She questions whether a No-Build option still exists (*Auditori*).

Several citizens do not want to see the project built and request that NCDOT consider cancelling the project (*Bradley, B. Byrd, McCracken, I. Byrd, Oldham, Albright, Benson, D. Bumgarner, B. Tate, Piper, Petty, Steering Committee, Wells, Ekwueme-Okoli, J. Godfrey, M. Godfrey, W. Godfrey, Crawford, Ridge*). Ms. McCracken added that there are other places that need improvement more than this project is needed. Mr. Hawks is against the project due to the hardship it would create for his property (*Hawks*), while the Weavers commented that the project should be looked at closely or dropped (*Weaver*).

Responses: Comments noted. The No-Build Alternative has not formally been eliminated under the National Environmental Policy Act (NEPA) process. However, the No-Build Alternative does not meet the purpose and need for the Relocation of NC 119 project, as discussed in the DEIS. This project is also still included in the NCDOT's 2009-2015 State Transportation Improvement Program (TIP), as well as on the Burlington / Graham Long Range Thoroughfare Plan.

Progress of Project / Project Concerns 21

Comments: One citizen requested to be kept informed on the progress of the project since his property would be impacted and possibly relocated based on the current design (*Warren - Sonic Drive In*), while another citizen questioned how many people attended the meeting (*Harrison-d'Almada*). One citizen wanted to know who determined the impact on agricultural use, as well as NCDOT's contact at the National Register of Historic Places concerning this project (*W. Jeffreys*).

Responses: All individuals who submitted written comments at the Public Hearing were added to the project mailing list, if they were not on it already. In addition, newsletters are distributed throughout the planning process of the project to update the public on the status of the project. As required by the Farmland Protection Policy Act (FPPA), coordination with the Natural Resources Conservation Service (NRCS) for this project was initiated by submittal of Form AD-1006, *Farmland Conversion Impact Rating*, included in Appendix E. The NRCS completed their portions of this form and provided a relative value of farmland that may be affected (converted) by the proposed project. Additional information regarding farmland is included in Section 4.2.5 Prime and Important Farmland of the DEIS. The NCDOT's contact person regarding historic properties is Ms. Mary Pope Furr, NCDOT Historic Architecture Supervisor [(919) 715-1620 or mfurr@ncdot.gov].

Comments: Two citizens indicated that they were not aware that the project's design changes would affect them, one of them saying "the bypass has gone from a four-lane road to a six-lane road without any public notification" (*Gerringer, D. Bumgarner*). Ms. Bumgarner doesn't understand the need for six lanes and comments that a portion of Section A was changed because of the West End Community and requests the NCDOT to look at the options for the first phase again – "our entire way of life depends on you." Two citizens stated that they were not notified of the project's impact on their neighborhood and home; one requesting to be notified in the future (*Wicker, Ekwueme-Okoli*). Ms. Ekwueme-Okoli commented that Part A of the project has

no alternative routes and has not been discussed with the community affected by the project. She thinks Part A should have alternative routes. One citizen commented that the City opened N. Fifth Street to Stagecoach Road without notifying the affected residents and adds that the residents north of US 70 have a voice in this project (*J. Moffitt*). Another citizen was shocked that Section A would take his home. He had not received the newsletter distributed in June 2006 and would not have put a brand new home on the property, had he known (*Murphy*). Mr. Murphy commented that Mebane does not need a six-lane highway and adds that four-lanes are enough since this project will lead to a rural part of the community to the north. One citizen questioned why this route was chosen so long ago and has taken so long to implement (*Oldham*).

Responses: Newsletter No. 4 was distributed in June 2006 and included a discussion, as well as a picture, of the six-lane typical section at the beginning of the project. The typical section proposed near the beginning of the project varies in width due to projected traffic volumes. As mentioned in the newsletter, the six-lane roadway extends from the I-85/40 interchange to the new intersection of realigned Third Street Extension and realigned Fifth Street. The objective of the identification of the preliminary study corridors was to compare and evaluate corridors sharing common end points and eliminate those with fatal flaws or those that had substantially more impacts when compared to other corridors. Potential roadway alignments were overlaid onto land suitability maps to avoid the sensitive features identified to the extent possible and in accordance with the design criteria for the project. Then, preliminary study corridors were developed for the project area. The study corridors were combined to create seven Preliminary Corridor Alternatives for study on this project. These corridors were presented to the public at various workshops, as well as the Merger Team, to get input. At this time, there were several preliminary study corridors south of US 70 in Part A. The Merger Team then reduced the number of preliminary study alternatives based on various impacts to each alternative to four and finally to three alternatives. As stated in the newsletters, several ways the community can stay involved and obtain project information is by calling the project hotline, accessing the project website, or contacting a member of the project team. The NCDOT is available to hold small group meetings with communities, upon request. Any agency that proposes a project with federal involvement, such as federal funding, must comply with the NEPA. Under NEPA, an agency must study the adverse and beneficial impacts of reasonable alternatives that meet the project's purpose and need. This process requires numerous engineering, community, and environmental studies, as well as extensive public and agency involvement. The NCDOT strives to maintain a reasonable schedule for its projects while ensuring full compliance with NEPA.

Comments: Ms. Albright believes it was unethical that the project was impacted by weekly contacts between the City and NCDOT for more than a year (*Albright*). One citizen questioned if the purpose of the proposed project is to resolve projected or current traffic problems (*Jackson*). Mr. Jackson added that there will be a bottleneck at Mrs. White Lane once the four-lane highway ends in White Level, while another citizen agreed that the project should not stop at Mrs. White Lane (*Dove*). One citizen is concerned about the road width being too wide (*Hoover*), while another citizen commented that the proposed project passes through Mebane and would divide the town (*Piper*). Mr. Piper added that "the word bypass means go around, not through." Two citizens commented that the proposed road is an interstate, one of them adding that "a road with limited access, no private drives, and four to six lanes is not a bypass (*Holland, Baptiste*)." Mr. Holland asked who benefits from the project, while another citizen asked what "no driveway access" means (*Bradley*). One citizen commented that "all existing alternatives do not address the tremendous amount of growth south of I-85 (*Moore*)." Another citizen inquired which of the many perspectives voiced at the public hearing would be considered (*Adkins*). Mr. Adkins added that "as a business owner along Fifth Street, your [NCDOT's] actions will affect my future growth plans and have caused me to delay one expansion to date. When will we, as business owners, have a concrete decision to work with so that we can move forward and develop our

investments?" One citizen commented that the State has six other major cities that have approved bypasses that are delayed and questions how there is money to fund this project (*Holloway*).

Responses: One purpose of the project is to reduce traffic congestion in downtown Mebane. Both existing and projected deficiencies in levels of service along existing NC 119 cause substantial travel delay. Traffic flow on most sections of NC 119 in and around the project study area is projected to reach undesirable levels of service by the year 2030. However, traffic flow on the cross streets at several of the intersections studied along the existing NC 119 corridor is currently exceeding the capacity limits of the intersection. There is a project in the NCDOT's TIP (Project R-3105) that includes widening NC 119 in Alamance County beginning south of White Level Road and constructing a connector to NC 62 on new location in Caswell County. However, this project is currently unfunded. The NCDOT initially studied several Preliminary Corridor Alternatives that tied into existing NC 119 north of Mrs. White Lane; however, these alternatives were eliminated due to their impacts to the water supply watershed critical area of the Graham-Mebane Reservoir. The length of these alternatives within the watershed critical area was much greater than alternatives tying into existing NC 119 south of Mrs. White Lane. The Travel Analysis Report prepared for the project indicates that additional lanes are needed at the beginning of the project to handle the projected traffic volumes. As the project continues northward and based on the traffic volumes, the typical section is decreased to a four-lane facility for the remainder of the project. The proposed road is not an interstate, but will be similar to a parkway. An interstate has full control of access and limited control of access is proposed for this project; therefore, access to the facility will be provided at existing intersections. Limited control of access does not allow private driveways along the proposed facility. Residents would access the proposed facility through the existing intersections such as Mebane Rogers Road and US 70 or realigned roads proposed as a part of this project such as realigned Third Street Extension and realigned Fifth Street. This project would benefit both the local community as well as regional commuters through the area. Removing through traffic from downtown Mebane would make it easier for residents along existing NC 119 to access their homes, as well as making it easier for citizens to drive through downtown. The proposed project would make it easier for through traffic and commuters to reach the areas west and north of Mebane and it would provide emergency vehicles an alternate way to get to emergencies on the south side of the railroad tracks when there is a train on the tracks. In addition, this project could potentially encourage economic development, specifically encouraging development of the North Carolina Industrial Center (NCIC). The project limits are based upon input from the Burlington-Graham Metropolitan Planning Organization (MPO), who initially included this project in the local TIP in 1992, as well as the NCDOT Board of Transportation Member for this area. All of the purposes of this project: to reduce traffic congestion, improve access to the local area, and provide Alamance County with a primary north-south route refer specifically to pressure on the downtown Mebane street system and the circuitous routing of NC 119 through the City of Mebane and between I-85/40 and northern Alamance County. The NCDOT discussed each of the verbal and written comments received at the Public Hearing during a Post Hearing Meeting. These meeting minutes serve as a record of what was discussed. There was a meeting held in June with the Merger Team to discuss the Least Environmentally Damaging Practicable Alternative (LEDPA) or Preferred Alternative for the project. At this meeting, the Merger Team selected Alternative 9 as the Preferred Alternative.

Relocation / Right-of-Way 19

Comments: Several citizens are concerned about being impacted and possibly relocated by the project (*Brewer, Harrington, Bradley, Dove, Hoover, Oldham, Causey, Ritchie, W. Bumgarner, Whitted*), some of whom are trying to sell their property, but cannot find a buyer due to the uncertainty regarding whether their home will be taken. Some of the citizens are opposed to various alternatives or sections of the project which either take part of their property, diminishing its value or take all of their property (*Heafner, Ekwueme-Okoli*). Ms. Ekwueme-Okoli comments that having two small children and having to rethink schools for them, makes the project timeline seem very near for her. One citizen does not feel that the NCDOT's offer will be sufficient to replace what he has worked to upgrade since 1971 (*G. Bumgarner*), while another citizen requests that his 30-year home restoration project not be destroyed (*Piper*). One citizen suggests that NCDOT should impact the vacant Walter Kidde building instead of her home (*D. Bumgarner*), while another citizen is concerned about one of the alternate routes coming behind his house on a "farm that's been there over 100 years (*J. Jeffreys*)." There were also some general questions concerning right-of-way acquisition such as "When is the anticipated purchase date for houses? Would they [NCDOT] buy earlier? The market might change by 2010 (*Gerringer*)" and "What happens to the property NCDOT buys, but does not use it all (*Murphy*)." Two citizens commented that regardless of whether NCDOT buys property or takes property, they want to be treated fairly (*O. Wilson, Warren – Sonic Drive In*).

Responses: Comments noted. The Walter Kidde plant was not impacted because it is an operating business at this time. According to the NCDOT 2009 – 2015 TIP, right-of-way acquisition is anticipated to occur in Fiscal Year (FY) 2011. An impacted property owner may request to be purchased sooner through NCDOT's Hardship Acquisition process. Hardship acquisition is initiated by the property owner because of particular financial or health-related hardship. Decisions regarding whether a property will be acquired sooner than the right-of-way date included in the NCDOT's TIP are evaluated on a case by case basis. The NCDOT is not in the business of purchasing property that is not needed for the project right-of-way. However, if property is purchased and then all of it is not needed, the property owner would be given the opportunity to buy that portion back from the State.

East Side Alternative / Traffic Study 19

Comments: Several citizens indicated that an alternative on the east side of town should be revisited (*Harrington, Baptiste, Bradley, Jackson, B. Byrd, Hoover, McCracken, I. Byrd, Buffington, Oldham, Causey, Weaver, Crawford, Burke, B. Tate, Piper, Murphy, Robinson, Phillips*). They believe that Mebane's growth areas have changed in the last few years and a traffic study should be done now, rather than using outdated data collected years ago before Mebane's growth pattern changed. They comment that most development has occurred on the east and south side of Mebane/I-85 and new development appears to be coming to the former Buckhorn Jockey lot. In addition, one citizen adds that traffic is heavy on Lebanon Road and from Lebanon Road to Efland; which will not be alleviated by a highway on the west side of town. Another citizen commented that the east side alternative is shorter, costs less, and would remove more traffic from downtown Mebane by utilizing High Rock Road, Lebanon Road, US 70, and Washington Street, as well as Fifth Street for eastbound traffic. The east side alternative would incorporate ramps at Mattress Factory Road allowing traffic to use the Mebane Oaks Road interchange, the new Mattress Factory Road interchange, and the Buckhorn Road interchange. Comments were made that no one will use the new road because it requires motorists to drive west of town to go east. In addition, several citizens commented that the Lumber Company on the east side of town is no longer in operation and felt that the east option from Mattress Factory Road or Buckhorn Road should be revisited. Several citizens would like

to see the "known" impacts of an east side alternative compared to the west side alternatives (such as number of relocations), instead of the "possible" impacts mentioned in the document.

Responses: Preliminary alternatives for Project U-3109 were identified in 1997. As a result of public input, two different east side alternatives were added to the preliminary alternatives. Both alternatives were eventually eliminated because they did not meet the purpose and need for the project. Impacts and costs were anticipated to be of equal or greater magnitude with the east side alternatives. Although both east side and west side routes would be beneficial to the area, the needs served by a west side route would differ from the needs served by an east side route. An east side alternative would not serve the local Mebane community as well as a west side alternative since it would not pass through the areas anticipated to experience the most growth. Additionally, the western route would provide connectivity among several highly-traveled routes – Mebane Rogers Road, US 70, South Third Street, and I-85/40 – in close proximity to the central business district, and would thus benefit local travel. Historically, the relocation of NC 119 has consistently been proposed for the west side of Mebane. The City of Mebane thoroughfare plan cites the west side of Mebane as the most beneficial place for the relocation of NC 119. Local officials anticipate Mebane will experience large amounts of industrial and residential growth on the west side of the city, as indicated in the city's land use plan. The current Burlington/Graham Long Range Thoroughfare Plan map shows a new location route proposed for the east side of Mebane in addition to TIP Project U-3109, shown on the west side of Mebane. Reducing traffic congestion in downtown Mebane is a purpose of the proposed project. Results of traffic forecast models indicate that west side alternatives are much more effective than east side alternatives in reducing traffic through Mebane's Central Business District. The east side alternative reduces traffic in downtown Mebane to such a low degree, it was eliminated from further consideration as not being an effective, as well as cost effective, measure of reducing the traffic congestion in downtown by comparison to the western alternatives. Another purpose of the NC 119 Relocation project is to provide Alamance County with a primary north-south route. An east side alternative would require motorists to travel a longer distance along NC 119 from north of Mebane to I-85/40 compared to west side alternatives. A west side alternative would reduce the distance from existing NC 119 north of town to the existing segment of NC 119 south of the interstate to approximately 4.5 miles as compared to 8 miles for the east side alternatives. In addition, due to the location of the Buckhorn Road interchange and the Mattress Factory Road grade separation at I-85/40, the close proximity of a city-owned recreational lake (Lake Michael) and existing development (residential, industrial, and commercial), east side alternatives would require a lengthier route that would provide less direct access to the interstate, especially to motorists desiring to travel west on I-40 or south on I-85. In contrast, the west side alternatives provide a direct, north-south route to areas north of Mebane for those who are trying to access the I-85/40 corridor. A north-south route is currently lacking in the Alamance County Urban Area. After a review of the east side corridors, it appears that either east side alternative would have equal or greater impacts to both the natural and human environments than a west side alternative. Impacts for the east side alternative connecting to Mattress Factory Road included higher residential relocations, possible impacts to public park land, and increased wetland impacts. The alternative that connects to Buckhorn Road would have similar environmental impacts. This alternative would also pass near the Paisley-Rice Cabin, which is listed on the National Register of Historic Places. In addition, the City of Mebane does not feel that the growth pattern in Mebane has changed and adds that the development at Buckhorn Road is outside of Mebane's Extraterritorial Jurisdiction (ETJ) and is within Orange County.

Access / Median Openings 16

Comments: Several citizens are concerned about access to their property with the proposed project (*Warren – Sonic Drive In, Skenes, Sejpal, Benson, Hoover*). Ms. Causey indicates that all three alternatives divide the Cates Farm property into sections; leaving some areas unusable without proper access to the proposed route and other areas landlocked (*Causey*). Ms. Conyard is concerned that the State is moving the access problem from one area along NC 119 to another (*Conyard*). The White Level Community is concerned about access to Ray's Community Store, as well as nearby residences (Alston, White) (*White Level Community*). In addition, the White Level Community is concerned that existing NC 119 is not accessible and will take longer with the proposed tie-in. They are concerned that some residents, especially older citizens, would find the new route distracting and confusing. The Mill Creek Homeowners Association (MCHOA) is concerned about the proposed design for access to and from the proposed bypass and their community in the vicinity of St. Andrews Drive near the northern terminus of the project (*Nunemaker*). Mr. Hall requested that the Smith Drive intersection be relocated on the north side of the Duke Power easement to better serve the surrounding acreage of the NCIC and added that an access point on the northern side of the NCIC is imperative (*Hall*). Mr. Petty is not in favor of this project because it puts a cul-de-sac at his property and due to the placement of the road, he will not be able to sell his property as commercial or business (*Petty*).

Responses: Comments noted. Ray's Community Store is situated across the street from White Level Road; therefore, patrons leaving Ray's Community Store would be able to access NC 119 either north or south. The Alston's would have access onto NC 119 in either direction also. The White's would have access onto existing NC 119 south. The NCDOT acknowledges that residents from the White Level community, and other areas north of Mebane, would be required to make an additional left turn to access existing NC 119 with the proposed project. The proposed traffic signal in that area is anticipated to facilitate access to existing NC 119; however, there may be a slight delay trying to make the left turn. The NCDOT will also provide directional signs to existing NC 119 from the proposed roadway. Under the proposed design, a motorist would be required to make one turn to get from existing NC 119 onto the proposed roadway. The design proposed by the MCHOA would require a motorist to make two turns to get from existing NC 119 onto the proposed roadway. The proposed design should facilitate access from existing NC 119 to the proposed roadway; therefore, the design to and from the proposed roadway near the northern project limit will remain as it is currently proposed. The North Carolina Industrial Center (NCIC) requested two access points off the proposed NC 119 roadway. One access point, located across from the Fieldstone community, was shown on the Public Hearing Map. The NCIC requested that NCDOT shift the Smith Drive intersection north of the Duke Power easement so that it would line up with the NCIC's second access point shown on their Master Plan. The NCDOT considered shifting the Smith Drive intersection to the north side of the Duke Power easement; however, this shift would require a realignment of Smith Drive and relocation of several residences along Smith Drive. The NCDOT will provide an access point on the northern side of the NCIC across from the Smith Drive intersection; however, it will be south of the Duke Power easement. The NCDOT will continue to work with the NCIC regarding the design and placement of this access point.

Comments: Mr. Hawks is concerned about the lengthy median in front of the property he represents, Fox Run Investments Partnership, resulting in right-in/right-out access and requests that the median be reconsidered and "alternatives that allow businesses in this corridor to continue to serve the traveling customer without creating difficulties in returning to their journey" be considered (*Hawks*). Mr. Tate [Dogwood Properties & Dev. Corp.] is concerned about access to the back of his property with the re-routing of S. Fifth Street from the front of his property to the back and the concrete divider shown on the map at the hearing and requests full access to S. Fifth Street behind his property (*W. Tate*). Mr. Tate spoke with a right-of-way agent at the

hearing who suggested that this would not be a problem. The City states that it will discourage those developments that will require new access points to NC 119 north of US 70 other than those areas of access deemed to be necessary in the planning stages for the service of existing communities (*Mebane City Council*). Ms. Phillips would like to see access to La Casina shown more clearly on the maps (*Phillips*). One citizen is concerned about accessing the proposed road if the four-lane highway runs from Mebane to Danville (*Dove*).

Responses: The NCDOT requires full control of access approximately 1,000 feet on either side of an interchange. This means that residences and businesses, such as Fox Run Investments Partnership, that are situated within 1,000 feet from the I-85/40 interchange would not have direct access onto NC 119, but would access NC 119 from a service road or connector road. Controlling the access and providing channelization in the vicinity of the interchange decreases the turning conflicts for drivers. The proposed roadway is six lanes in this area and removing the median to allow vehicles to turn left across three lanes, plus a median is a safety concern for NCDOT. In addition, the NCDOT requires a minimum of approximately 1,200 feet between intersections with the design speed that is currently proposed. Providing a full movement intersection at the Fox Run Investments Partnership property or at the proposed service road next to the property would not provide the necessary intersection spacing required by the NCDOT. Therefore, the median in this area will not be eliminated. Providing full access onto S. Fifth Street from the back of the Dogwood Properties & Dev. Corp. property would not provide the necessary intersection spacing of 1,200 feet required by the NCDOT. In addition, realigned S. Fifth Street has three lanes turning left onto the proposed NC 119 in addition to through lanes and providing full access from the Dogwood Properties & Dev. Corp. property onto S. Fifth Street is a safety concern for the NCDOT; therefore, the concrete median will not be eliminated in this area. However, the NCDOT could provide a right-in/right-out access into the Dogwood Properties & Dev. Corp. property from S. Fifth Street, if desired. Access to La Casina will be shown more clearly on the public hearing maps. The NCDOT will work with Cambridge Center LLC to determine access to the property. In addition to the I-85/40 interchange, access to the proposed four-lane facility would be provided at Holmes Road, realigned Fifth Street and realigned Third Street Extension, as well as realigned Third Street Extension near the US Post Office, Smith Drive, US 70 connector, Mebane Rogers Road, and White Level Road.

Water Supply Watershed 16

Comments: Several citizens, including the Steering Committee, are concerned about the project's impact on the water supply watershed critical area, including runoff from the new road causing more drainage into the watershed and major spills on the new road contaminating the community's water supply. They believe impacting the water supply watershed critical area would have a negative long-term impact on the quality of the Graham-Mebane Critical Water Supply for citizens of the area (*Brewer, Harrington, B. Byrd, Steering Committee, Owens, Nunemaker, L. Davis, T. Johnson, Petersen, White Level Community, G. Bumgarner, Bateman, Albright*). The majority of these citizens prefer an alternative that is not in the watershed or that steps are taken to minimize impact on the watershed. One citizen feels that the project will cause watershed pollution to their children "for years to come" (*B. Tate*), while another citizen feels that the project's impact on the Graham-Mebane reservoir should receive the highest priority by applying design techniques that will minimize the runoff of pollutants (*Nunemaker)*. The Mebane City Council wants to ensure that the NC 119 project does not intrude into the water quality critical area of the City of Graham/Mebane water supply (*Mebane City Council*).

Responses: Comments noted. There was a meeting held in June with the Merger Team to discuss the LEDPA or Preferred Alternative for the project. At this meeting, the Merger Team selected Alternative 9 as the Preferred Alternative. The selection of Alternative 9 as the LEDPA was a compromise to minimize impacts to the Cates Farm, a Section 4(f) resource, as well as the

water supply watershed critical area. An estimate of impervious surfaces that will be added for the length of each alternative in the watershed critical area will be included in the FEIS. In addition, construction of the Preferred Alternative (Alternative 9), a portion of which lies within the Graham-Mebane Reservoir water supply watershed, would include various methods to protect the water quality in the streams and waterbodies receiving runoff from the proposed project. The NCDOT's *Best Management Practices for Protection of Surface Waters* (1997) will be adhered to during construction of the proposed project. In addition, sediment and erosion control BMPs as described for HQW in *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) must be adhered to throughout design and construction of the project. These regulations require that sediment and erosion control measures, structures, and devices within high quality water zones be planned, designed, and constructed to provide protection from the runoff of the 25-year storm that produces the maximum peak rate of runoff. Hazardous spill protection measures will be provided in the design of the Preferred Alternative at stream crossings within ½ mile of the water supply watershed critical area. These basins are included along highway segments that are in close proximity to particularly sensitive waters, such as water supply sources.

Fifth Street 14

Comments: Several citizens expressed concern about the amount of traffic along Fifth Street which makes it difficult for them to access their driveways. Some citizens expressed concern at the thought of traffic on N. Fifth Street continuing at the present rate or getting worse, calling it a "nightmare and dangerous situation" (*Matthews, J. Moffitt, R. Moffitt, Jobe*). There is concern among other citizens that based on the current traffic volumes, Fifth Street and Third Street now serve as thoroughfares instead of residential streets, as intended (*Nunemaker*). One citizen is concerned about all the traffic on Third Street and Fifth Street and stated that it is dangerous to get into and out of South Mebane Elementary School (*Phillips*). Ms. Phillips added that the congestion and traffic in downtown is a "mess." Another citizen commented that trucks are going through Mebane and coming out on Fifth Street to avoid the weigh station (*Hoover*). One citizen stated that "if the DOT is so concerned about Fifth Street, why did they build a five-lane road and dump it straight into Fifth Street (*Wells*)?" Ms. Wells added that she does not see how the proposed road would get any traffic off Fifth Street. Residents of Fifth Street hope the project would reduce the traffic down that street; however, they feel that would not happen due to the "commercial zoning that feeds to that particular street (*Albright*)." Another citizen did not understand why Fifth Street would "dump into a four-lane highway just to go about a half mile to an intersection of the new six-lane 119 highway and dead end the existing Fifth Street (*Murphy*)?" Dr. Troutman is concerned because his new dental office is affected by the Fifth Street realignment and he can't lose any parking spaces (*Troutman*). He inquires whether the beginning of the realignment could be moved south of his property. One citizen is concerned with the Fifth Street realignment since his property has been on the market for some time; however, no one is interested in his property because of this project (*W. Tate*). Still another citizen who travels Fifth Street and downtown almost every day did not think there is a heavy traffic problem (*B. Tate*). One citizen currently has access to Fifth Street and is concerned whether she will have access to the proposed realigned Fifth Street (*Oldham*). Ms. Oldham also questions whether revisions to the realignment of Fifth Street would occur now that Dr. Troutman is building a dental office and how such revisions to the design would affect her property. Another citizen suggested widening existing NC 119 from Stagecoach Road to Mill Creek since this does not involve relocations (*McCracken*).

Responses: A table including the 2030 traffic volumes on existing NC 119 for the No-Build Alternative and the Build Alternatives was prepared based on traffic volumes developed using the *Project Traffic Forecasts – NC 119 Relocation* report (see Section 2.6.1 Design Year 2030 Build Traffic Projections in the DEIS). Existing NC 119 (Fifth Street) was divided into four segments for comparison purposes. According to the table, existing NC 119 (Fifth Street) would

experience reductions in traffic volumes of 23 – 81 percent under the Build Alternatives in comparison to the No-Build Alternative. The reduction in traffic volume through the central business district of Mebane compared to the No-Build Alternative is 67 percent. The proposed project is anticipated to result in decreased traffic volumes, including truck traffic, and congestion within the downtown area by removing through traffic on existing NC 119. The NCDOT discussed Dr. Troutman's concerns and will look at the preliminary design in the vicinity of Dr. Troutman's property to see if anything can be done to reduce impacts to the property. Ms. Oldham voiced her concerns previously in an email and the NCDOT responded that based on what the public hearing map shows, she would not be landlocked because there is no proposed control of access shown along that section of the realigned Fifth Street, it appears a driveway would be permitted. However, if that were to change and her property were to be landlocked, the Department would acquire her entire property. Widening existing NC 119 from Stagecoach Road to Mill Creek may not involve any relocations; however, widening a small section of existing NC 119 would not support the purpose or need of the proposed project. In order to meet the purpose and need of the project, existing NC 119 would need to be widened from Stagecoach Road to I-85/40; which would require numerous relocations.

Requests for Response to Written Comment / Phone Call / Meeting 13

Comments: Several citizens asked for a response to their written comments *(McCracken, Buffington, Skenes, Ekwueme-Okoli, Jackson-White Level Community, Nunemaker, B. Tate, W. Tate, Murphy, Hawks, Adkins),* while one citizen requested a phone call *(C. Johnson).* Another citizen who owns 18 acres zoned B2 along S. Fifth Street voiced concerns that the road is going too close in front of his property and requested a meeting (*Benson*).

Response: The NCDOT will respond to the individuals listed above either through writing, a phone call, or a meeting, as requested.

Traffic 10

Comments: A few citizens indicated that there is not a traffic problem in town and disagree with the way the project adds traffic to Mrs. White Lane (*B. Tate*). Another citizen said there is not sufficient traffic to warrant a bypass (*Holloway*). One citizen commented that some help with traffic was needed (*G. Bumgarner*). An additional request to place traffic calming devices when connecting Tate Avenue to Corrigidor Road was made by the Mebane City Council (*Mebane City Council*). Two citizens commented that if the reason for the project is traffic on Third and Fifth Streets, the City should have banned truck traffic on these streets already (*Baptiste, B. Byrd*). One citizen asked what could be done to ease the traffic problem in the Mrs. White Lane area (*Jackson*). Mr. Jackson adds that if there isn't a plan for Part C, then the community is going to have to live with the amount of traffic that would be directed from Mebane to Mrs. White Lane. Another citizen commented that regardless of which direction (east or west) you are traveling, Map Quest queries do not recommend taking Fifth Street (*J. Jeffreys*). Mr. Jeffreys added that to get to I-85, he travels Buckhorn Road. One citizen commented that Mill Creek has other exits in addition to NC 119, but the White Level Community only has one way to NC 119. They also noted that a proposed retirement complex would add traffic to NC 119 (*Wells*). One citizen commented that the Mebane City Council stated that Mebane Oaks Road from I-85/40 is already being overloaded with traffic coming from the housing developments located south of Mebane (*Robinson*).

Responses: Comments noted. As discussed in Sections 1.3 and 1.4 in the DEIS, traffic flow and levels of service on most segments of NC 119 in and around the project study area are projected to reach undesirable levels of service by the year 2030. According to the *Project Traffic Forecasts – NC 119 Relocation* report prepared for this project, average daily traffic

(ADT) volumes along existing NC 119 from Mebane Oaks Road to US 70 for the year 2030 are predicted to be between 32,000 and 36,100 which is substantially above the daily capacity of a two-lane, two-way urban street. Similar traffic congestion is also forecasted for US 70 between Fifth Street and Second Street within the central business district of Mebane. The forecasted ADT for this segment of US 70 ranges from 27,200 to 31,100 which are well over the capacity of a two-lane, two-way street. Existing and projected deficiencies in levels of service along existing NC 119 cause substantial travel delay by decreasing travel speeds, increasing the potential for accidents, and contributing substantially to the inefficient operation of motor vehicles. Additional information regarding the transportation network in the Mebane area is included in Sections 1.9 Traffic Operations Analysis and 2.6 Traffic Operation Analyses of the DEIS. The NCDOT heard from several residents that trucks working in the Mill Creek community are contributing to the truck traffic on Mrs. White Lane. In response to the White Level community's concerns, the NCDOT is studying whether a traffic signal is currently warranted at the NC 119 / Mrs. White Lane intersection and whether a traffic signal would be warranted within five years of construction of the proposed project. Results of this analysis will be included in the FEIS. The NCDOT cannot place traffic calming devices on state roads, such as Corrigidor Road or Tate Avenue; however, the NCDOT will evaluate providing a crosswalk with a required stop along Corrigidor Road near the Mebane Arts and Community Center. If Corrigidor Road becomes a City of Mebane owned and maintained street (i.e. on their street system), then it would up to the City to decide whether to add traffic calming devices. In addition, truck traffic can be directed to an alternate route bypassing Corrigidor Road; however, the NCDOT cannot prohibit trucks from Corrigidor Road if it remains a state owned road. The NCDOT 2009 – 2015 TIP includes a project immediately north of the NC 119 Relocation project which is the proposed widening of NC 119 between White Level Road in Alamance County and NC 62 in Caswell County; this project is currently unfunded. Several concerns received pertain to topics that are under the City of Mebane's jurisdiction; however, the NCDOT is willing to facilitate discussions with the City concerning banning truck traffic on various roads around the City, re-routing Mill Creek community construction traffic to alleviate the congestion in the Mrs. White Lane area, and addressing exit routes to NC 119 from the Mrs. White Lane area.

Mill Creek Development 9

Comments: Many citizens stated the belief that the proposed project is being constructed to benefit the Mill Creek Community and provide direct access to its golf course. Some feel that the proposed road goes to nowhere and needs to serve the majority of Mebane area residents, not just one development that was promised this road years ago (*Robinson, Buffington, Petty, G. Bumgarner, B. Tate, Murphy*). One citizen does not agree with "building a super highway for people in the Mill Creek Community or to get to a golf course" and does not think the bypass would save time (*McCracken*). One citizen wondered what direction the golfers are coming from and stated that Mill Creek knew when they built the development that they would have a distant, indirect route from the interstate. One citizen stated that the proposed road would add seven miles to the Mill Creek residents commute to RTP each way (*Baptiste*). Another citizen commented that Mill Creek is getting a lot of the project's advantages (*Jackson*).

Responses: Comments noted. As indicated in the DEIS, the purpose of the NC 119 Relocation project is to reduce traffic congestion in downtown Mebane, improve access to surrounding communities, and provide Alamance County with a primary north-south route. The realignment of Third Street Extension to intersect with the proposed facility would facilitate access to the new roadway for residents of the Fieldstone community, as well as residents along Third Street. The improvements to Corrigidor Road would facilitate access to the Mebane Arts and Community Center for the West End community. Additionally, the proposed connection of Smith Drive to the new facility would facilitate access to the new roadway for the West End community. The proposed project would also provide a bridge that crosses over the railroad,

US 70, and Holt Street; providing Mebane with its only route across the railroad tracks when a train occupies the tracks. The proposed project would be situated just east of the North Carolina Industrial Center (NCIC), facilitating access to the NCIC from I-85/40 which is anticipated to bring economic development to the area. The proposed facility would also provide a more direct and efficient north-south route for commuters to reach the areas west and north of Mebane, including into Caswell County.

Construction Phasing / Maintenance 9

Comments: Several citizens are concerned about the project being constructed in two phases, with Section A going nowhere until Section B is built. They think the project should be constructed in its entirety (Sections A and B) because "minimal benefit will accrue to the Mebane area if Section B of this project" is not built (*Harrington, G. Bumgarner, D. Bumgarner, Nunemaker*). One citizen asked who is going to maintain the new road and expressed concern that there are few connections from the proposed route to the community (*Conyard*). Another citizen commented that there are already many miles of roads that need repair in North Carolina (*Albright*), while another citizen asked about the number of the interstate that is planned for this bypass (*Hoffman*). One citizen wanted information on when this project would begin construction so she has an idea what to do about her plans (*C. Johnson*) and another citizen inquired how long construction would take (*Bradley*).

Responses: Comments noted. The NCDOT discussed constructing the project in its entirety (Sections A and B); however, funding allocations in NCDOT's 2009 – 2015 TIP necessitate the project being constructed in sections. The NCDOT also discussed construction options such as whether a portion of Section B can be constructed at the same time Section A is constructed. As the final design phase approaches, the NCDOT will request updated cost estimates to assist with this determination. The proposed facility would be a state owned road and therefore, maintained by the State. The proposed route name has not been established at this time, but would not be part of the interstate system. The proposed facility would provide several connections to the community. As discussed above, the realignment of Third Street Extension to intersect with the proposed facility near the US Post Office would facilitate access to the new roadway for residents of the Fieldstone community, as well as residents along Third Street. The improvements to Corrigidor Road would facilitate access to the Mebane Arts and Community Center for the West End community. The proposed connection of Smith Drive to the new facility would facilitate access to the new roadway for the West End community. The proposed project would also provide a bridge that crosses over the railroad, US 70, and Holt Street; providing Mebane with its only route across the railroad tracks when a train occupies the tracks. A connector road from the proposed facility to US 70 would facilitate access to the new roadway. Additional access points to the proposed facility include the realignment of Third Street Extension and Fifth Street just north of the NC 119 / I-85/40 interchange and the Mebane Rogers Road intersection. According to the NCDOT 2009 – 2015 TIP, right-of-way acquisition for Section A is anticipated to occur in Fiscal Year (FY) 2011. Construction for Section A is scheduled to occur in FY 2013. The TIP includes money appropriated for construction for Section A for FY 2013, FY 2014, and FY 2015. Right-of-way acquisition and construction for Section B are scheduled post year, after FY 2015, and is currently unfunded. In general, a project of this size takes anywhere from three to five years to be constructed.

Project Delays 8

Comments: Several citizens commented that this project has been delayed and fought over for too long. They want the NCDOT to pick a route and aggressively proceed with the project with no more delays (*Causey, R. Moffitt, Gill, R. Wilson, Mebane City Council, Bateman, Louis, Matthews*).

Responses: As discussed previously, Alternative 9 was selected as the Preferred Alternative at a meeting held in June with the Merger Team. The Final Environmental Impact Statement (FEIS) is anticipated to be completed spring 2009. Construction is currently scheduled to begin in 2013.

Street Closings 7

Comments: Several citizens, including the Steering Committee, voiced concern that the proposed project, specifically the dead end streets being created by the project, would promote drug traffic, crime, or gangs in the Mebane area requiring additional expense to monitor and resulting in increased financial and health expenses for damages to the persons and property affected (*Brewer, Holland, Ekwueme-Okoli, Steering Committee*). Ms. Ekwueme-Okoli added that the project's purpose is to make downtown more accessible, allowing residents access to the local businesses, but Part A converts Third Street into a dead-end road before Holmes Road, cutting off access to Food Lion and doctor's offices that were a mile away.

Responses: Comments noted. Modifications to local roads are common for new location projects. T-turn arounds (similar to cul-de-sacs) are designed in areas where access onto the new roadway by local traffic would not be safe or would diminish the facility's use according to the design criteria. The NCDOT provided service roads and right-in/right-out access where practical along the project to facilitate access to existing residences and businesses. In response to public input from the West End community, the NCDOT proposed roadway improvements that include the extension of Corrigidor Road to connect with Tate Avenue and a short extension of Roosevelt Street to connect with the Corrigidor Road extension. These proposed roadway extensions would provide improved access for the West End community to community facilities and services and would also create improved circulation patterns within a community that currently has several dead-end streets. Also in response to public input from the West End community, the NCDOT proposed the extension of Smith Drive to tie into the new NC 119 facility; improving circulation patterns within the community and eliminating a dead-end street. In addition, during final design the NCDOT will evaluate whether right-in/right-out access to the Brookhollow Shopping Center can be provided from a design and safety perspective to facilitate access to local businesses in the shopping center.

Comments: Several citizens raised concerns about the proposed closing of existing NC 119 at Mill Creek at the end of the project near Mrs. White Lane. They feel that southbound turns from Mrs. White Lane would be dangerous and northbound turns would be compromised or impossible. Access to existing NC 119 south of the Mill Creek community would be circuitous and time consuming for citizens coming from Mrs. White Lane (*Jackson, Connally, White Level Community*). Mr. Jackson added that traffic coming from Ray's Store is going to have to take a right turn and work its way back to Mrs. White Lane to make a right turn onto NC 119. The Steering Committee added that existing NC 119 would not be accessible and travel times for residents using the proposed tie-in would be increased. They added that the proposed tie-in could be potentially confusing for elderly residents.

Responses: The NCDOT acknowledges that residents from the White Level community, and other areas north of Mebane, would be required to make an additional left turn to access existing NC 119 with the proposed project. The proposed traffic signal in that area is anticipated to facilitate access to existing NC 119; however, there may be a slight delay trying to make the left turn. The NCDOT will also provide directional signs to existing NC 119 from the proposed roadway.

Property Values 7

Comments: Several citizens are concerned and/or have questions about the proposed project decreasing their property value (*Harrington, Arnold, Causey, White Level Community, Wicker, Whitted*). Another citizen is concerned about the median shown in front of the property he represents [Fox Run Investments Partnership], resulting in right-in/right-out only access, which would not only devalue the property, but also probably force closures of establishments that feed off highway traffic (*Hawks*).

Responses: Comments noted. In an effort to minimize impacts to the human environment, the NCDOT proposed a service road that would provide access from the Fox Run Investments Partnership property to the proposed facility, as opposed to the NCDOT purchasing the property as part of the project.

Upcoming Meetings 6

Comments: One citizen suggested information he would like to see presented at the next hearing, including traffic studies of the main arteries coming off of NC 119 from I-85/40 to downtown Mebane; a timeline regarding all meetings/discussions that have led to the current plan/suggestion; and address why there was not an east side of Mebane option connecting I-85/40 to NC 119 (*Burke*). The White Level Community recommended showing the end of this project from I-40 to Danville, VA on presentation maps, instead of stopping at Mrs. White Lane (*White Level Community*). One citizen commented that the Mill Creek Community was not shown on the maps and requested that it be added to the maps (*Holland*). Another citizen questioned the credibility of what was shown at the hearing (*O. Wilson*). One citizen commented that a larger map would show the affected watershed (*J. Jeffreys*). Another citizen suggested that a form of visual presentation of the area, showing what the alternatives would look like on the ground, would assist in making a recommendation on an alternative (*Nunemaker*).

Responses: Comments noted. A capacity analysis for the NC 119 Relocation project was performed to compare roadways in the project study area for the Build and No-Build Alternatives. Results of this analysis are included in the *NC 119 Relocation Travel Analysis Report* prepared for the proposed project. This information is usually not discussed in detail at public meetings because there are typically only a handful of individuals that are interested in this type of information. However, the *NC 119 Relocation Travel Analysis Report* is available upon request and the NCDOT is available to meet with small groups of individuals to discuss project information. In addition, traffic volumes at various intersections along the project are shown on the Public Hearing Maps. Details regarding public involvement activities, including small group meetings, merger team meetings, steering committee meetings, citizen informational workshops, and elected officials meetings are included in Chapter 8 Agency Coordination and Public Involvement of the DEIS and will also be included in the FEIS. For discussion on an alternative on the east side of Mebane, refer to the East Side Alternative / Traffic Study comment category above, as well as Section 2.5.3.1 Other Study Corridor Alternatives Considered in the DEIS. The maps included in the DEIS include the project begin and end limits (I-85/40 to south of Mrs. White Lane); however, there is a map in the DEIS that shows the existing road network from south of I-85/40 to north of Mrs. White Lane into Caswell County, but it does not include portions of Virginia. The NCDOT can display this Existing Road Network map from the DEIS at a larger scale or can prepare a reference map that includes southern Virginia for future public meetings, if desired. Including portions of Virginia on every project map would affect the scale of each map and the project study area would appear quite small on the maps. In addition, the NCDOT will look into adding the Mill Creek community and a larger portion of the watershed to various project maps for reference, if the mapping is currently available. In the future, the

NCDOT will consider utilizing a form of visual presentation or renderings of each of the alternatives to assist the public in selecting their preferred alternative.

Traffic Signals 6

Comments: Several individuals had comments regarding traffic signals or signal studies at various intersections. Several individuals requested a traffic signal be studied at Mrs. White Lane and existing NC 119 due to poor visibility and long waits during peak hours, especially with Mill Creek residents using this road to access NC 119 also (*Jackson, Connally, White Level Community*). One citizen requested that sensors on the traffic lights be considered to avoid long waits when through traffic is minimal (especially from the access to the Post Office) (*L. Davis*). One citizen indicated that a previous request for a signal at Holmes Road and Fifth Street was denied due to signal warrants not being met (*Murphy*). Another citizen indicated that it is difficult to turn left off Holmes Road onto NC 119 due to the backup of traffic at this intersection and indicated that a traffic signal is necessary (*Anonymous*).

Responses: Based on public input, the NCDOT is studying whether a traffic signal is currently warranted at the NC 119 / Mrs. White Lane intersection and whether a traffic signal would be warranted within five years of construction of the proposed project. If a traffic signal is warranted during the five year timeframe, the traffic signal will be included as part of this project. The NCDOT will investigate actuated traffic signals (traffic signals with a sensor loop) instead of pretimed traffic signals, specifically at the realigned Third Street Extension near the US Post Office. The NCDOT previously studied whether signal warrants were met at the Holmes Road / Fifth Street intersection. Based on NCDOT's study, if a traffic signal was installed at the Holmes Road / Fifth Street intersection, the traffic turning left onto Holmes Road from Fifth Street would backup into the I-85/40 interchange. Additionally, based on the crash data for this intersection, installing a traffic signal would not eliminate many of the reported accidents at this intersection. Therefore, the request for a traffic signal at the Holmes Road / Fifth Street intersection was denied. As part of the proposed project, the Holmes Road / Fifth Street intersection would become a right-in/right-out; therefore, a traffic signal would not be provided at this intersection.

Environmental Impacts 6

Comments: One citizen stated concern for irreplaceable impacts to air, water, the quality of the land, as well as other health impacts (*O. Wilson*). The Steering Committee believes that the proposed project would "degrade the air quality throughout the Mebane area." They noted that "gasoline and diesel burning vehicles are a major source of air pollution associated with adverse respiratory and cardiovascular damage (*Steering Committee*)." One citizen, as well as the White Level Community indicated that an increase in large trucks would compromise air quality, increasing smog, air pollution, and noise pollution, etc (*Brewer, White Level Community*), while another citizen asked about pollution associated with the proposed project (*Ekwueme-Okoli)*. The Steering Committee stated concern that the proposed project would "cause deterioration of the quality of life in three very old historic and family-oriented communities of West End, White Level, and Woodlawn (first rural incorporated NC community)." One citizen is concerned about added noise since the project would be built behind her home (*Arnold*).

Responses: Comments noted. Section 4.2 Impacts to the Physical Environment in the DEIS includes a discussion of air quality and noise impacts as a result of the proposed NC 119 Relocation project. The worst-case air quality scenario was determined to be in the vicinity of the intersection of the proposed roadway and Third Street Extension due to potential grade separation at other intersections. Since the results of the worst-case 1-hour CO analysis for Alternatives 8, 9, and 10 are less than 9 parts per million (ppm), it can be concluded that the 8-hour CO level does not exceed the standard. Comparison of the predicted CO concentrations with the National

Ambient Air Quality Standards (NAAQS) indicates that standards would not be exceeded in 2005, 2015, or 2025. Therefore, none of the Detailed Study Alternatives are anticipated to create an adverse micro-scale effect on air quality in the study area. The DEIS also includes a discussion in Section 4.2.1.4 Mobile Source Air Toxics (MSATs) of air toxics regulated by US Environmental Protection Agency (EPA). For each alternative in the DEIS, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Detailed Study Alternatives is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds. Because the estimated VMT under each of the Detailed Study Alternatives are the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. The relocation of the roadway contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSATs could be higher under the Detailed Study Alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the roadway sections that would be built near the Fieldstone community, residences located along the western boundary of the West End community, and near the Woodlawn community near Mebane Rogers Road under all of the Detailed Study Alternatives. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In summary, when a highway is relocated and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Detailed Study Alternatives could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. Additional information regarding MSAT's will be included in the FEIS based on comments received from USEPA.

Construction of the Preferred Alternative (Alternative 9), a portion of which lies within the Graham-Mebane Reservoir water supply watershed critical area, would include various methods to protect the water quality in the streams and waterbodies receiving runoff from the proposed project. NCDOT's *Best Management Practices for Protection of Surface Waters* (1997) will be adhered to during construction of the proposed project. In addition, sediment and erosion control BMPs as described for HQW in *Design Standards in Sensitive Watersheds* must be strictly adhered to throughout design and construction of the project. These regulations require that sediment and erosion control measures, structures, and devices within HQW zones be planned, designed, and constructed to provide protection from the runoff of the 25-year storm that produces the maximum peak rate of runoff. Hazardous spill protection measures will be provided in the design of Alternative 9 at stream crossings within ½ mile of the water supply watershed critical area. These basins are included along highway segments that are in close proximity to particularly sensitive waters, such as water supply sources. The design of the proposed roadway includes a shoulder typical section for the majority of the project instead of curb and gutter. Several methods may be used in areas with grass shoulders to treat stormwater runoff in the roadway right-of-way. NCDOT will investigate and implement appropriate stormwater treatment measures in the final design phase, which may include grassed swale treatments, preformed scour holes, pipe end-treatments, and level spreaders to the extent practicable. NCDOT typically

develops a Stormwater Management Plan for all projects. In addition, because high quality waters are affected by this project, a State Stormwater Permit is required.

Without the proposed project, trucks comprise about six percent of the average daily traffic along existing NC 119 between I-85/40 and US 70. Along US 70, trucks comprise about five percent of the average daily traffic, which decreases to three percent along NC 119 north of US 70. With the proposed NC 119 Relocation project, trucks make up about six percent of the average daily traffic along the proposed facility between I-85/40 and north of Mebane Rogers Road, while the percentage of trucks along existing NC 119 from north of I-85/40 to US 70 is projected to decrease to four percent. The truck percentage along US 70 and along NC 119 north of US 70 is projected to remain the same with or without the proposed project. In addition to reducing the traffic volumes along existing NC 119, the proposed project would decrease the truck traffic through downtown Mebane by providing an alternative north-south route in Alamance County.

As discussed in Section 4.2.2 Noise in the DEIS, Alternatives 8 and 10 would incur the most noise impacts with 11 residences and 1 business impacted. Alternative 9 would impact 10 residences and 1 business. Of these, there are four substantial noise level impacts anticipated by this project by the selection of Alternatives 8 or 10. Alternative 9 has three anticipated substantial noise level impacts. The Project Commitments included in the DEIS state that "once a preferred alternative is selected, noise impacts will be re-evaluated and a determination made if noise barriers should be re-considered." The NCDOT re-evaluated the noise impacts and the results of the study will be included in the FEIS.

Section 4.1.2.3 Community Cohesion in the DEIS addresses the potential effects of the NC 119 Relocation project on neighborhoods and the community at large. Community cohesion impacts could include the effects of neighborhood division, social isolation, changes in community character, increased/decreased neighborhood or community access, and shortened travel times. This section in the DEIS describes the impacts specific to the neighborhoods identified in the study area.

Infrastructure 5

Comments: One citizen commented that changes to the White Furniture building in downtown Mebane have been approved to include numerous shops, business and office space, and residential units (*Nunemaker*). Mr. Nunemaker adds that this change will bring additional traffic to downtown and relieving downtown congestion by "removing those vehicles that otherwise must pass through the downtown" cannot be overemphasized. Another citizen commented that the proposed roadway does not provide additional connections to area communities and questioned if there would be on and off ramps (*Conyard*). Ms. Conyard added that Mebane has existing infrastructure problems, such as sewer, sidewalks, maintaining local roads, and roadside cleanup. Another citizen stated that new sidewalks were recently added to sections of Third Street and questioned why this was completed if the NCDOT is planning to tear it up (*Gerringer*). In addition, the City will not encourage development along NC 119 north of US 70 and will institute zoning and subdivision protection to protect the environmental resources of the community (*Mebane City Council*). One citizen questioned how the NCDOT would resolve all the road and driveway connections that currently connect to NC 119, if the proposed roadway is planned to be limited access. He also questions how these connections can be constructed to facilitate access for the White Level Community, as well as communities around town (*Jackson*). He added that he has a direct path to town now, but with the improvements proposed near the northern terminus of the project, he would have to go through the Woodlawn area to get a loaf of bread.

Responses: The NC 119 Relocation project is not being proposed as a freeway and will therefore, not have on and off ramps. The proposed facility will be similar to a parkway. Limited control of access is being proposed; therefore, access to the facility will be provided at existing and future intersections. In addition to providing access at existing intersections along the project, such as US 70 and Mebane Rogers Road, the proposed facility would provide additional connections to area communities via the realigned Third Street Extension and realigned Fifth Street intersection, the proposed realignment of Third Street Extension near the US Post Office, and the connection of Smith Drive to the new facility. If an existing roadway is proposed to be realigned, the NCDOT would provide a tie-in so that the existing portion of the roadway can still be accessed. There are also several locations where an existing roadway is not permitted to have access onto the proposed roadway due to the limited access control; a T-turn around is proposed at the end of the existing roadway. The NCDOT designed the proposed NC 119 Relocation project to meet the purpose and need of the project, but acknowledges that some communities or citizens located along a proposed route may experience a slight increase in travel time to various destinations, while experiencing a slight decrease in travel time to other destinations. The portion of the proposed roadway that includes curb and gutter from the beginning of the project to south of the Fieldstone subdivision and US Post Office would include 5-foot sidewalks, upon request by the City of Mebane. For information regarding the City of Mebane's sewer system, please refer to the Urban Sprawl / County Taxes category of this handout or Section 4.4.6 Water and Sewer Service in the DEIS. In 2006, the City of Mebane added sidewalks along a portion of Third Street in the vicinity of the US Post Office. The NC 119 Relocation project is not anticipated to be constructed until fiscal year 2013, which means that the existing sidewalks would be in place to service the pedestrian traffic in that area for seven years before the proposed project is constructed. In 2006, the City of Mebane recognized a need for sidewalks in this area and instead of waiting for a future project to include sidewalks, the City went ahead and incorporated sidewalks along that portion of Third Street. The benefit of providing the sidewalk in the short term with the possibility that a portion would have to be replaced under the proposed project outweighed waiting for the NC 119 Relocation project to be constructed. In addition, the proposed NC 119 Relocation project would include sidewalks along the proposed roadway, not necessarily along the intersecting roads, such as Third Street. In addition to providing access at existing intersections as mentioned above, such as US 70 and Mebane Rogers Road, the proposed facility would provide additional connections to area communities with the extension of Smith Drive in the West End community and the realignment of Third Street Extension near the US Post Office in the Fieldstone community. The Woodlawn community could access the proposed facility along Mebane Rogers Road or White Level Road and the White Level community could access the proposed facility along Mrs. White Lane.

Area Middle and High Schools (amended April 28, 2009) 5

Comments: Several citizens, including the Steering Committee, expressed concern that the proposed project would create a safety hazard for middle and high school students and staff, as well as the residents of the Woodlawn Community, by encouraging truck and car traffic heading south on NC 49 toward I-85/40 to take the shorter route by traveling Mebane Rogers Road (*Brewer, Steering Committee, Aycock, B. Tate, Albright*).

Responses: Comments noted. According to the *Project Traffic Forecasts – NC 119 Relocation* prepared for this project, trucks comprise about three percent of the average daily traffic along Mebane Rogers Road west of existing NC 119. With the proposed NC 119 Relocation project, trucks will make up about three percent of the average daily traffic along Mebane Rogers Road west of the proposed facility in the design year (2030). Therefore, the same truck percentages are projected along Mebane Rogers Road with or without the proposed facility. While a section of Mebane Rogers Road (east of existing NC 119) would experience increased traffic volumes with the proposed project, the design year traffic volumes west of the

proposed roadway with the proposed project would be lower than the design year traffic volumes west of existing NC 119 (Fifth Street) without the proposed project. The NCDOT recognizes that experienced truck drivers may take the shorter route by traveling Mebane Rogers Road from NC 49; however, the NCDOT would not sign the roadways in the project area, such as Mebane Rogers Road as a truck route to I-85/40.

Truck Route 4

Comments: The Steering Committee is concerned that the proposed roadway would "become a busy truck route into Virginia" and "a probable route for a future landfill up 119 N (Pleasant Grove area) (*Steering Committee)*." One citizen feels that if the proposed highway becomes a truck route, it would "create environmental damage and health problems (*Conyard*)." Two citizens do not think that truck traffic exists on NC 119 (*Wells, Murphy*).

Responses: Comments noted. Without the proposed project, trucks comprise about six percent of the average daily traffic along existing NC 119 between I-85/40 and US 70. Along US 70, trucks comprise about five percent of the average daily traffic, which decreases to three percent along NC 119 north of US 70. With the proposed NC 119 Relocation project, trucks comprise about six percent of the average daily traffic along the proposed facility between I-85/40 and north of Mebane Rogers Road, while the trucks along existing NC 119 from north of I-85/40 to US 70 is projected to decrease to four percent. The truck percentage along US 70 and along NC 119 north of US 70 is projected to remain the same with and without the proposed project. The proposed project would decrease the truck traffic through downtown Mebane, while maintaining the current truck percentage along the proposed facility as along existing NC 119 through downtown. The potential development of a future landfill along NC 119 north of Mebane would be a result of the decisions made by the appropriate city or county government.

Third Street 4

Comments: Several citizens expressed opposition to the realignment of Third Street Extension (*McCracken, Ekwueme-Okoli*). Ms. Ekwueme-Okoli commented that the realignment would not ease congestion in downtown, but access to the Post Office would bring more traffic to Third Street and downtown. She comments that traffic would not take the proposed roadway because it is too far from downtown. She adds that rerouting Third Street takes advantage of homeowners who do not have much road frontage; forcing them to sell their property. Ms. Ekwueme-Okoli commented that if Part B goes through, she proposes a connection on Third Street below Holmes Road which would not require any displacements and would maintain access to the businesses. Another citizen suggested that for safety reasons, Third Street can be closed at Holmes Road (*Sejpal*). One citizen does not think Third Street has a traffic problem (*Wells*).

Responses: Comments noted. The realignment of Third Street Extension was included as a part of this project to give Mebane area residents, particularly those who live between Fifth Street and US 70, access to the proposed facility in addition to the realigned Fifth Street / realigned Third Street Extension intersection and the extension of Smith Drive intersection with the proposed NC 119. Without the realignment of Third Street Extension near the US Post Office, the remaining intersections with the proposed NC 119, including those mentioned previously, would experience traffic congestion from vehicles trying to access the proposed facility.

Woodlawn Road 4

Comments: The Mebane City Council does not want Woodlawn Road to become a dead-end. They suggested giving the property owners a new connection from Woodlawn Road to Mebane

Rogers Road (*Mebane City Council*). One citizen commented that "Option 8 [is] very undesirable due to [its] relationship to road (*Schmidt*)." Another citizen commented that instead of increasing access between I-40, US 70, Mebane Rogers Road, and Stagecoach Road, access was being cut off for one of Mebane's main arteries, Woodlawn Road (*Baptiste*). Mr. Baptiste added that closing Woodlawn Road would add a mile to the high school students' drive to school and instead of taking the proposed roadway, they would drive through town, passing by an elementary school. Another citizen is concerned about access for the Woodlawn Community, the high school students, and the whole area by closing Woodlawn Road (*Bradley*).

Responses: The NCDOT previously studied realigning Woodlawn Road to tie into Mebane Rogers Road, but providing this connection would impact Johnson Chapel A.M.E. Church, as well as a stream in that area. The NCDOT discussed several possibilities regarding how to provide additional access to the proposed facility for the Woodlawn Road residents, as well as the Woodlawn community. Based on public input, the NCDOT has decided to study a potential realignment of Woodlawn Road to tie into the proposed facility. This realignment would be included in the FEIS and presented to the public at the next public meeting.

Cates Farm 4

Comments: Two citizens expressed concern regarding impacts to the Cates Farm historic property, especially with North Carolina continuing to lose its farms (*Ritchie, Albright)*. Ms. Ritchie added that four generations of Cates descendants have and are residing on the property. The Mebane City Council requested that the NCDOT facilitate highway construction in the vicinity of the Cates Farm to not distract from the historical significance of the site (*Mebane City Council*). One citizen indicated that crossing Mill Creek where proposed in the three alternatives would be expensive due to the geographical components of the property and that crossing along Cooks Mill Road would be less expensive (*Causey*). Ms. Causey added that "there are other possible alternatives which are not being considered for reasons similar to those affecting the use of the Cates property. If these concerns can be overlooked for the Cates property, why not for others?"

Responses: The NCDOT developed several alternatives for this project to avoid or minimize impacts to the watershed critical area and to the Cates Farm historic property. The three alternatives selected for detailed study included one alternative that avoided each of these resources and one that impacted both, but following an alignment that minimized impacts to each as much as possible. The alternative that was selected by the Merger Team as the Least Environmentally Damaging Practicable Alternative (LEDPA) is Alternative 9. One of the reasons why this alternative was selected as the Preferred Alternative was because it minimized impacts to both resources. The design cost associated with crossing Mill Creek along a Cooks Mill Road alternative would be significantly higher than where the project currently proposes to cross Mill Creek.

Health / Human Impact 4

Comments: The White Level Community is concerned about the health impact, specifically the increase in stress from decision making with the proposed project (*White Level Community*). One citizen commented that health impacts from the proposed roadway may include reduced IQ and lung capacity for area children, increased incidents of asthma, and increased cardiac disease and cancer (*Holland*). Mr. Holland added that lead would enter the community from vehicle tires. One citizen is concerned with property taken from low-income and minority communities (*O. Wilson*). Another citizen is concerned about the African-American community in west Mebane and feels the project would destroy their neighborhood (*Robinson*).

Responses: Comments noted. In terms of air quality, the air quality analysis determined that none of the Detailed Study Alternatives are anticipated to create an adverse micro-scale effect on air quality in the study area. According to the EPA, there are plans to phase out the use of lead wheel weights by the year 2011, well before the anticipated construction of the project. As mentioned in Section 2.5.3 Evaluation of Preliminary Study Corridor Alternatives in the DEIS, several alternatives were eliminated from further study due to their impacts (specifically numerous relocations) on the West End community. In addition, based on input from the communities in the project study area, new alternatives were developed that met the purpose and need while minimizing impacts to the surrounding communities. Additionally, the NCDOT is proposing to extend Smith Drive to intersect the proposed facility, thus providing access for the West End community to the proposed facility. The proposed project also includes extending Corrigidor Road from Third Street, past the Mebane Arts & Community Center, to Tate Avenue in the West End community. Roosevelt Street would also tie into the extension of Corrigidor Road, providing additional connectivity within the West End community. Additional information regarding concerns about environmental impacts associated with the proposed project is discussed above under Environmental Impacts.

Brookhollow Plaza / Access 3

Comments: Citizens are concerned that the proposed project would make ingress and egress from the Brookhollow Plaza Shopping Center, as well as the Cambridge Center LLC property difficult. They requested a change in the access, north of the Holmes Road intersection, to allow a right-in/right-out entrance to the Center (*Skenes, Mebane City Council*). Another citizen suggests changing the proposed access from "controlled access" to "partially restricted access" into the shopping center (*Anonymous*). This access would be parallel to the Fidelity Bank property line and would replace the existing full access being taken by the proposed project. They also request "full access" at the rear of the shopping center on S. Third Street extension to allow rear entry for trucks servicing Food Lion and other tenants. This access would be directly in alignment with the access for the Kidde Fire Extinguisher Building at the end of the median divider.

Responses: Comments noted. The NCDOT will evaluate driveway access issues, including a right-in/right-out entrance and improved access for trucks servicing the Brookhollow Plaza Shopping Center during the right-of-way stage of the project. In addition, the NCDOT will work with Cambridge Center LLC to determine access to their property. The NCDOT typically requires full control of access within 1,000 feet of an interchange to facilitate the movement of traffic through the interchange area. In addition, the shopping center is located along the six-lane section of the project and therefore, access must by controlled for safety.

Emergency Response 3

Comments: The White Level Community raised concerns about the added response time for emergency services with the proposed project and suggested providing a service road connected to Mrs. White Lane from existing NC 119 to keep a safer route open for the community to the city for emergency response (*White Level Community*). The fire department Chief stated that it has become almost impossible for the fire department to respond to fire and medical emergencies south of the two City stations due to an increase in growth that has produced significant traffic issues (*Louis*). Mr. Louis adds that the fire department is concerned about traffic on Third Street as well as NC 119 which is causing delays in response times for fire and medical emergencies. He adds that although the fire department will not have direct access to the proposed roadway, the project will decrease traffic congestion along US 70, NC 119, and S. Third Street. The Mebane City Council stated that a bridge located to the east of the city would not allow sufficient response

time for emergency vehicles and "would impede the safety of the persons within the City of Mebane (*Mebane City Council*)."

Responses: Comments noted. The NCDOT considered a service road connected to Mrs. White Lane from existing NC 119; however, in order for the service road to serve its intended purpose, it would need to be situated relatively close to existing NC 119. Placing the service road immediately east of existing NC 119 would necessitate the relocation of Ray's Community Store, as well as other potential relocations. Placing the service road near the eastern edge of the Henderson property would not serve the intended purpose of the service road. Therefore, a service road in this area would not be practical and will not be studied as a part of this project.

Urban Sprawl / County Taxes 3

Comments: Two citizens, in addition to the Steering Committee are concerned that the proposed project would increase urban sprawl requiring more city and county services and thereby increasing taxes for all Alamance County residents (*Holland, Brewer, Steering Committee*).

Responses: Section 4.4 Indirect and Cumulative Effects in the DEIS includes a summary of indirect and cumulative effects of the proposed project and the potential for land use changes is summarized in this section. With the construction of a new highway through developable land south of US 70, there is a high potential for the project to induce land use changes in this portion of the study area. This development, primarily industrial and commercial uses along with some in-fill of residential uses, is consistent with the City's land use and growth management plans for this area. It is expected that vacant land parcels adjacent to the proposed NC 119 Relocation corridor would be fully developed with medium to high density mixed uses such as industrial, commercial, and residential developments, as indicated in the City's land use plans. Due to the urbanizing character of the southern portion of the study area, local planning officials anticipate that increased development would continue in this area regardless of whether the proposed project is constructed. However, the proposed project would likely accelerate the rate of change in land uses and development.

By contrast, the construction of the NC 119 Relocation project within the northern portion of the study area (north of US 70) is not expected to result in major land use changes and future growth and is generally expected to follow existing development patterns. The majority of the area north of US 70 is located in the Watershed Critical Area (WCA) or Balance of Watershed (BOW) overlay districts and development would be restricted by local regulations that limit densities and types of land uses in the area. In addition, limited control of access or access only at existing secondary roads is proposed north of US 70. Providing limited control of access would prohibit driveways along this northern section of the proposed roadway. Access to the proposed roadway would be along existing secondary roads that currently intersect the proposed roadway. Providing this type of access control north of US 70 would limit urban sprawl and strip development along the proposed roadway in this area. Therefore, substantial changes in land use patterns are not anticipated for the northern portion of the study area with or without the proposed project. This area is expected to remain as low density residential, agricultural, and open space uses. One exception to this forecast is the planned development of a Neighborhood Activity Center in the vicinity of the intersection of the NC 119 Relocation project with the existing NC 119 roadway. The City's land use plan identifies this future intersection as a small scale mixed use development that would serve local neighborhoods. More detailed information can be found in Section 4.4 in the DEIS.

Section 4.4 Indirect and Cumulative Effects in the DEIS also includes a discussion regarding future water and sewer service in the project area and states that the Graham-Mebane Reservoir Water Treatment Plant has increased its capacity to 12 million gallons per day (MGD) to serve the City of Mebane and new development within the City's Extraterritorial Jurisdiction (ETJ). According to the 2010 Land Development Plan for the City of Mebane, the City's existing water supply and treatment plant appears adequate to accommodate a moderate amount of growth over the next ten years.

The City of Mebane Wastewater Treatment Plant, located within the project study area on Corrigidor Road, currently has a capacity of 2.5 million gallons of wastewater per day (MGD). Between July 2007 and June 2008, the City treated an average of 1.0 MGD, or less than half of its sewage treatment capacity. With an average of about 1.5 MGD in excess wastewater treatment capacity, the City can continue to provide excellent sewer service to existing customers, while accommodating a small to moderate amount of new development over the next ten years according to the 2010 Land Development Plan for the City of Mebane.

Mebane's wastewater collection system serves most of the area within existing City limits and a few industrial properties along I-85/40 within the City's ETJ. The City does not currently share in the cost of installing sewer pump stations or force mains to service new land development. The City has extended sewer service in areas located west of the City limits within the West End community with funds provided through federal programs. Phases 1 and 2 of the extensions of sewer service to this area have been completed. More detailed information can be found in Section 4.4 in the DEIS.

Property Acquisition 3

Comments: Three citizens expressed concern that the project would be close to their home and requested that their homes / land be purchased and that they be relocated. 1) The Davis' requested that their home and remaining land, except for a corner where their son has a home, be taken during right-of-way acquisition. Based on an environmental study done when a cell tower was installed on their land, only 4 percent usage is left of their land due to the watershed. According to the hearing maps, their carport and barn would be taken, but not their home. An FHWA representative told them in 1999 that their home would be taken and right-of-way acquisition would begin in October 1999 and then they would have three months to evacuate their property. They were told not to upgrade their home. They allowed this project to control their lives for many years and have experienced a great deal of stress due to the project (*W. Davis*). 2) Ms. Johnson understood from the maps that the project would come close to her property. She is 87 years old and would like for the NCDOT to take her property (*C. Johnson*). "Recommend to buy this one" appears on the written comment signed by a Division 7 Right-of-Way Agent. 3) Mr. and Mrs. Whitted commented that it appeared from the mapping that several properties on their street, S. Third Street Extension, would be purchased for this relocation project and requested that their home be included (*Whitted*). They have lived in Mebane for 14 years and planned to do some renovations to their home; however, they have put that on hold after learning about the project.

Responses: Construction design plans have not been completed. These plans will indicate the specific impacts of the project on each individual parcel. Right-of-way acquisition decisions are based on these plans. Private property in the path of the selected alternative for the NC 119 Relocation project will be purchased by the NCDOT as right-of-way. For renters and homeowners who must relocate because of the project, the NCDOT has several programs to minimize the inconvenience of relocation: relocation assistance, relocation moving payments, and relocation replacement housing payments or rent supplements. A relocation officer will be assigned to the project. The relocation officer will assist homeowners, renters, and owners of

displaced businesses, non-profit organizations, and farm operations in searching for and moving to replacement property. Section 4.1.2.2 Relocations in the DEIS includes additional information regarding Relocation Assistance. In addition, an impacted property owner may request to be purchased through NCDOT's Hardship Acquisition process. Hardship acquisition is initiated by the property owner because of particular financial or health-related hardship. Decisions regarding whether a property will be acquired sooner than the right-of-way date included in the NCDOT TIP are evaluated on a case-by-case basis.

Requests for Post-Hearing Meeting Minutes 2

Comment: Two citizens asked for copies of the post-hearing meeting minutes *(Wicker, Gerringer).*

Response: Post-Hearing Meeting Minutes will be sent to Ms. Wicker and Ms. Gerringer.

Downtown Mebane Businesses 2

Comments: Citizens, including the Steering Committee, expressed concern that the project would negatively impact businesses in downtown Mebane, causing a financial loss by drawing businesses and customers away from downtown. Another citizen mentioned that the project would bypass a historic downtown district that is working on revitalization (*Steering Committee, Albright*).

Responses: As discussed in Section 4.1.2.3 Community Cohesion and Section 4.1.3.1 Employment and Growth in the DEIS, the proposed project could have both beneficial and negative impacts on downtown Mebane residents and businesses. The proposed project is anticipated to result in decreased traffic volumes and congestion within the downtown area by removing through traffic on existing NC 119. Although the proposed project would reduce traffic congestion in downtown Mebane, the diversion of through traffic could also remove potential customers from businesses along existing NC 119 in the downtown area. A positive benefit to travel conditions in downtown Mebane would be the reduction in commercial truck traffic and congestion along existing NC 119. This reduction in truck traffic could enhance pedestrian safety in downtown Mebane and make the environment more conducive to shopping and other activities.

Drainage Concerns 2

Comments: The White Level Community suggested that sewer service be provided to alleviate drainage issues (*White Level Community*). One citizen stated that the culvert under existing NC 119 near the Dogwood Properties & Development Corporation property is undersized and creates a backwater condition on this property during heavy rains (*W. Tate*). Mr. Tate is concerned that the additional stormwater generated by the proposed roadway would make the situation worse. He requests that the culvert be replaced as a part of this project.

Responses: The NCDOT can facilitate discussions between the White Level Community and the City of Mebane regarding obtaining grants to provide sewer service in the Community. The NCDOT will investigate and address the drainage concern near the Dogwood Properties & Development Corporation during final design.

Corrigidor Road 2

Comments: One citizen is concerned about making Corrigidor Road a thoroughfare by connecting it through to Tate Avenue (*Baptiste*). Mr. Baptiste is concerned about the danger of

having a soccer complex split by a through street, as well as the pollution from the proposed road affecting the children using the soccer complex. Another citizen questioned if the Roosevelt Street to Tate Avenue project depended on whether the NC 119 project occurs (*D. Tate*). Mr. Tate added that the only outlet in this section of West End is Giles Street and requested that Vance Street and McKinley Street tie into Roosevelt Street.

Responses: The NCDOT understands the community's concern regarding connecting Corrigidor Road to Tate Avenue. The NCDOT also understands concern from nearby communities regarding the lack of access from neighboring communities to the Mebane Arts & Community Center, which can be seen from their homes, but not easily accessed. The NCDOT coordinated the proposed improvements to Corrigidor Road with the City of Mebane so the newly planned soccer fields would not be impacted by the proposed project. In addition, with development growing in this area, the City of Mebane indicated that Corrigidor Road would have been connected through to Tate Avenue by developers at some point. Once ownership of the Corrigidor Road extension is established, additional pedestrian friendly features may be implemented along this portion of Corrigidor Road. The improvements to Corrigidor Road are dependent on the NC 119 project moving forward. The NCDOT discussed the requested improvements to Vance and McKinley Streets, but these improvements are beyond the scope of this project.

Request for Right-of-Way and Relocation Pamphlet 1

Comment: One citizen requested the right-of-way and relocation procedure pamphlet (*Murphy*).

Response: A right-of-way and relocation pamphlet will be sent to Mr. Murphy.

Loss of Buffers 1

Comment: The MCHOA has significant investment in landscaping and irrigation along the east side of NC 119 that beautifies the section of highway that borders their community. They ask what will happen with the right-of-way where hundreds of feet of existing NC 119 would be demolished and are concerned that this area would be left to grow up in weeds and scrub brush (*Nunemaker*).

Response: Once the project is constructed, the NCDOT will make a determination as to abandonment of the right-of-way in the vicinity of the Mill Creek community. If the right-of-way is abandoned, the MCHOA can work with the Division 7 Office regarding landscaping.

Design Recommendations / Questions

Comments: Several citizens had recommendations and questions regarding various aspects of the proposed design. In addition to those listed in the individual categories above, these include:

1) What happens after the project connects to Third Street at Holmes Road and then goes to Gibson Road (*G. Bumgarner*)?

2) Suggests another route where Cook's Mill Road comes out to Mebane Rogers Road, approximately 50 plus feet to the north across Mebane Rogers Road through the wooded section to the back of Craftique Furniture Company (*Piper*). A similar comment that it makes more sense to use existing roadways, such as Woodlawn Road to Cooks Mill Road and White Level Road to access NC 119 north from US 70 (*Causey*).

3) The bypass should be built as an overpass and old NC 119 kept as business route down to Kimes Chapel Church (*White Level Community*).

4) Provide a service road connected to Mrs. White Lane from existing NC 119 behind several properties (Miles, Henderson) to keep a safer route open for the community to the city for emergency response (*White Level Community*).

5) Utilize more historic property to end project in front of Mill Creek community and taper to two lanes, keeping NC 119 as is with no island from White Level Road to Mrs. White Lane (*White Level Community*).

6) The highway's design should include truck off-tracking calculations due to the large number of tractor trailer trucks that are drawn to the Mebane Business Park (*Nunemaker*).

7) The MCHOA proposed a revised tie-in near Mill Creek that they feel is more functional and would result in less right-of-way acquisition; fewer changes to utilities; reduced construction costs; no need to obliterate a section of existing NC 119; and quicker response time for emergency services to the Mill Creek Community. They also questioned the ownership of obliterated sections of existing NC 119 (*Nunemaker - MCHOA*).

8) Requested that her parcel be labeled on the hearing map; it is adjacent to Mildred Godfrey (*Ekwueme-Okoli).*

9) Would a cut-through from Fifth Street to Third Street solve some of the congestion on Fifth Street? Provide cut-throughs from Fifth to Third Street to increase access to the Post Office and lessen traffic on Fifth Street (*Brewer*)?

10) Why not look at some way to tie into NC 49 to go north (*Hoover*)?

11) For future development along the I-85/40 corridor, need left turn from Y5 (service road across from Holmes Road) to proposed NC 119 and right turn from Holmes Road to proposed NC 119 (*Sejpal*).

12) The southern project start point should be re-considered. One alternative would be to start in the vicinity of the intersection of NC 119 and Kimrey Road, traverse toward the intersection of I-85 and Trollingwood Road, redesign that interchange and continue to US 70. Another alternative would be to begin at the NC 54 and Cherry Lane intersection, improve Cherry Lane, utilize the overpass and convert to an interchange, then continue to US 70. The existing alternative does not address the tremendous amount of growth south of I-85 (*Moore*).

Responses:

1) No future improvements planned.

2) The NCDOT initially studied a preliminary corridor that roughly followed Cook's Mill Road; however, the linear distance of impacts to the water supply watershed critical area, as well as impacts to several historic properties made this alternative undesirable. If an existing roadway such as Cook's Mill Road or Woodlawn Road was used for a portion of the alignment and a similar type of roadway was proposed with limited control of access; the majority of the residences located along the existing roadway would be relocated. Therefore, alignments utilizing existing roadways lined with residences were eliminated from consideration.

3) Comment noted. Constructing the project as an overpass would require additional funding than what is proposed with the current project design.

4) Providing a service road in this location would require the relocation of Ray's Store.

5) This suggestion would require sharper curves along the proposed NC 119 than what is currently proposed, which would require additional impacts to streams and utilities, as well as additional impacts to the Section 4(f) historic property.

6) The current preliminary design includes truck turning movements already.

7) A response to this comment is provided above in the Access / Median Openings category.

8) Comment noted. Parcel will be labeled.

9) Providing a cut-through from Fifth Street to Third Street would not relieve traffic because both Fifth Street and Third Street have heavy traffic volumes.

10) Tying into NC 49 to go north is not a feasible option. Among other things, NC 49 is situated further from downtown Mebane than the proposed facility and typically, roads that are situated further from town do not carry as much traffic to relieve the congestion in downtown.

11) A left turn from Y5 to proposed NC 119 will not be provided due to the amount of traffic in the interchange area and the close spacing of Y5 to the I-85/40 interchange.

12) Revising the southern project limit as suggested would not meet the purpose and need of the project. Recommendations for future projects should be discussed with the Burlington-Graham Metropolitan Planning Organization (MPO) and local officials.

SUMMARY OF RECORDED ORAL PUBLIC COMMENTS RECEIVED AT 1/15/08 HEARING

(Note: An asterisk (*) indicates a direct response required by NCDOT.)

Gary Bumgarner 1315 S. Third Street, Mebane, NC 27302

Comments: Some help with traffic is needed. Concerned that "instead of the bypass coming in front of me, it's coming right over top of me." He doesn't want to lose his home. He can't sell his property to a business and feels that his choices have been cut in half. He doesn't think he can replace what he has for "full market value." Also concerned that there is only funding for the first part of the project and not the second part. "If we're going to do it, let's do the whole thing."

Moderator: Thank you.

*** Barry Nunemaker** 313 Pebble Beach Drive, Mebane, NC 27302

Comments: "The lack of quick and easy access to the area's employment centers, health care facilities, entertainment venues, and upper level educational facilities is very evident from Mill Creek and must be true for other sections that are north of the center of Mebane." "The importance of the Mebane bypass cannot be over-emphasized in the effect it will have in

relieving downtown congestion. Removing those vehicles that otherwise must pass through the downtown. In addition, current planning has approved the changes to the White Furniture building in downtown Mebane. This will include numerous shops, businesses, office space, and residential units that will add additional traffic to the downtown area." Based on the current traffic volumes, Fifth Street and Third Street now serve as thoroughfares instead of residential streets, as intended. Mebane has five at-grade railroad crossings that must close when a train is present. "Public transportation is virtually non-existent except for Alamance County Social Services for the elderly and/or disabled. The projected reduction of 67 percent of the traffic volume through Mebane's CBD compared to the No Build option represents a significant improvement of the circulation capability within the downtown area." The project's impact on the Graham-Mebane reservoir "should receive the highest priority by applying design techniques that will minimize the runoff of pollutants. In addition, the use of limited access for this route will ensure that the bypass will not become another highway clogged by numerous driveways. The highway's design should include truck off-tracking calculations due to the large number of tractor trailer trucks that are drawn to the Mebane Business Park." "… the project must be considered in its entirety. Minimal benefit will accrue to the Mebane area if Section B of this project fades from the scene." "In summary, it is the opinion of the Board of Directors of the Mill Creek Homeowners Association that the full and complete Mebane Bypass, beginning at the Interstate 85/40 Bypass with NC 119 and proceeding around the west side of Mebane, to Mrs. White Lane is an essential and critical element for the transportation network for the City of Mebane and Alamance County." Suggested that a form of visual presentation of the area showing what the alternatives would look like on the ground, specifically in the vicinity of the Mill Creek crossing within Cates Farm, would assist in making a recommendation on an alternative. "Our position is that the important thing is protecting the watershed."

Moderator: Thank you for those comments. The Division of Water Quality is involved in this process as well. They'll certainly let us know what they think about the location of all three alternatives, as well as the State Historic Preservation Office, as far as the Cates Farm property.

Mike Holland

Comments: Commented that the Mill Creek Community was not shown on the maps and requested that it be added to the maps. Commented that a road with limited access, no private drives, and four to six lanes is not a bypass, but an interstate. "Interstate pollution does not equal health. Interstate pollution equals reduced childhood IQ. Additional research shows that interstate pollution reduces the lung capacity of your children for life. Interstate pollution increased the incidents of asthma. It increases cardiac disease" and cancer. "Interstate pollution has heavy components and those go out and they fall down into your yards and into your communities. This polluted air will rain down into your Mebane Graham Lake water supply. This north south interstate producing pollution will now blow west to east across Mebane." Concerned about lead entering the community from vehicle tires. Concerned about increased crime with the proposed project, as well as urban sprawl and urbanization, and questions exactly who benefits from the project.

Moderator: This is a formal proceeding. As I said, we're not here to debate; we're not here to vote. Let's make sure that the comments that are heard are specific to those individuals.

Pat Brewer 1021 Cooks Mill Road, Mebane, NC 27302

Comments: Concerned about the project going through her house and asks whether a cut-through from Fifth Street to Third Street would solve some of the congestion on Fifth Street. Suggests cut-throughs from Fifth to Third Street so people can get to the Post Office and not have to stay on Fifth Street for such a long time. Concerned that the project will bring noise pollution;

air pollution; water degradation; urban sprawl; and crime in the area including drug trafficking and home invasions. Concerned about the critical watershed and reiterates that the watershed should be protected. Submitted a declaration opposing the highway. Concerned that with the bypass, truckers will come from NC 49 across the two bridges on Mebane Rogers Road crossing the watershed twice and by the schools, an already dangerous area, to get to the new road.

Moderator: Thank you.

Omega Wilson

Comments: President of West End Revitalization Association that filed a civil rights complaint in 1999 and a member of the National Advisory Council for Environmental Justice Communities out of Washington, DC. "My input as a community representative has to address environmental impacts for low-income and minority communities, not just for Mebane now, but for the entire country." "Part of our concern has to do specifically with property taken from low-income and minority communities. It also had to do with the things that cannot be replaced: air, water, the quality of the land." This corridor was previously explained to him as a four-lane corridor designed for eight lanes in the future. "This is an interstate project to Danville, Virginia" that goes to a dead end. Consider the impact the project will have on your health and your property in the long run. Worked directly with the federal officers through a grant called Collaborate Problem Solving and mentions that they failed to get a collaborative partner out of the NCDOT. Questions the credibility of what was shown at the hearing. "Our concern is regardless of whether you buy property or take property is that we be treated fairly." Mentions the original plan of coming within 40 feet of St. Luke Christian Church without paying anything for it; but now the plan says it will pay to relocate the church. Heard that the NCDOT is difficult to work with as far as race and inequity are concerned and not sharing information properly, timely, orderly and disclosure. "Whatever happens with this project, whether it's built or not, the process of monitoring will be there and we will start addressing the city government, the county government, the state government, and the federal government on this issue."

Moderator: Thank you for those comments.

***** **Connie Johnson** 114 St. Luke Church Road, Mebane, NC 27302

Comments: Moved back to Mebane to make plans after her retirement, but she can't make plans until she finds out what the NC 119 project is going to do. Lives close to St. Luke Christian Church and hears that her house will be taken along with the church. She would like an idea when this project is going to begin construction so she has an idea what to do about her plans.

Moderator: Thank you. As I said earlier, construction in the A Section will start about 2013. If you have questions about the project, let us know. If you have any right-of-way questions, as far as relocation, we'll direct you to our right-of-way folks.

John Robinson 2316 Tanya Drive, Mebane, NC 27302

Comments: "To me, this road around Mebane is a road to nowhere." He asks why the east route isn't shown on the hearing map with the west route and why the figures aren't included (i.e. cost). He believes this road should be on the east side of Mebane which is what the traffic surveys taken 20 to 25 years ago showed. "If I'm in Virginia and I want to go south, I'm going to take that nice four-lane they've got to Greensboro." He believes if the proposed shopping mall is built at Buckhorn Road, there will be a lot more traffic going eastbound. He doesn't think the project will change the traffic flow in Mebane around the west side. He is concerned about the "African-

American community in west Mebane" and feels "this loop is going to destroy their neighborhood." "Don't spend my money going the wrong way on the road to nowhere."

Moderator: Thank you.

***** **Marietta Okoli** 1211 S. Third Street, Mebane, NC 27302

Comments: Concerned because her home, as well as her mother's home, are directly impacted by construction of Part A. She didn't find out about Part A until last week when a newscaster came around to interview people who were affected. She wonders why Part A has not been advertised to the public and why she wasn't contacted by NCDOT to inform her that her property was affected. She adds that Part A is shorter than Part B, but it affects the greatest number of community members, businesses, and churches. She was told "it's not like its tomorrow," but having two small children and having to rethink schools for them, it is like its tomorrow for her. Part A of the project has no alternative routes and has not been discussed with the community members who it affects for them to have a voice. She believes Part A should have an alternative route. She comments that NCDOT wants to make downtown available to everyone so that they can get to the local businesses, but Part A converts Third Street into a dead end road before Holmes Road, cutting off access to Food Lion and doctor's offices that were a mile away. "Access to the post office will bring more traffic to Third Street and eventually to downtown. Once you go to the post office, you know you've got business to do in downtown Mebane. No one is going to take the alternate route 119 corridor. It's too far from downtown Mebane." She opposes Part A and Part B of the project and doesn't think it's good for their community, a bedroom community. They don't want drugs, gangs, or pollution which is what they're getting from this project. If Part B goes through, she proposes that a connection on Third Street below Holmes Road be made which would not displace anyone and they would still have access to the businesses. A response to her proposal is requested.

Moderator: Thank you. We will certainly look into that issue for you as well as the others.

Patty Phillips 211 Emerson Drive, Mebane, NC 27302

Comments: Brought a resolution passed by the City Council in 2001 to the meeting. Third Street and Fifth Street have so much traffic on them, as well as the cut-through streets, it is dangerous to get into and out of South Mebane Elementary School. "The congestion and traffic in downtown, the semi trucks going down First Street, down Graham Street, down Second Street, it's a mess." She reads a portion of the resolution where the City Council of the City of Mebane 1) urges the NCDOT to conclude the planning stages of the project as expeditiously as possible and ensure that the NC 119 Connector does not intrude into the water quality critical area of the City of Graham/Mebane water supply and to seek such waivers necessary to facilitate highway construction in the proximity of the Cates Farm historical site as to not unduly intrude or distract from the historical significance of the site; 2) the City will not encourage development along NC 119 north of US 70 and will institute such zoning and subdivision protection as reasonably required to protect the environmental resources of the community; and 3) the City will discourage those developments which will require new access points to NC 119 north of US 70 other than those areas of access deemed to be necessary in the planning stages for the service of existing communities and institutions. "I think an eastside bypass would be absolutely wonderful. It has taken a lot of years to come up with this plan. Now we see that there are still issues that need to be addressed." She would like to see access to La Casina shown better on the maps and encourages the community to work together to improve their quality of life.

Moderator: Thank you.

Patty Harrington 4624 Mebane Rogers Road, Mebane, NC 27302

Comments: Can't see any benefit to cutting through her property along Mebane Rogers Road. "I don't think we need to devastate this beautiful community by putting a road in on the wrong side of town." The people from Mebane are going in the eastern direction and are not going to take the proposed route on the west side of Mebane. Concerned about impacts to the water supply and doesn't think she will get fair market value for her property. This has been nothing but a financial impact on her, because she opened her home to the public for people to come by, to walk around her garden. "If you've got a decision to make about A and B, don't separate them. If you try to bring people in off the interstate and dump them on 70, they're going to go through downtown Mebane." All these decisions are just lingering; make wise decisions that are going to impact the ecological and historical preservation of this community the least.

Moderator: Thank you.

Mike Baptiste 4479 Mebane Rogers Road, Mebane, NC 27302

Comments: Concerned that putting the corridor on the west side of town is a mistake and it will not draw the intended traffic. Requested traffic models for an eastern route for 15 years and questions why traffic counts for an eastern route are not shown. "Development has shifted in Mebane" and "a decision made back in 1995 doesn't fit with the current environment of Mebane." Concerned that the Mebane-Oaks Road and Buckhorn Road exits have/will have more development than the NC 119 exit, including Wal-Mart; Tanger Outlets; proposed shopping center on Buckhorn Road; thousands of acres of undeveloped land at Buckhorn Road exit; new schools; new sports complex; development on the eastern side of town. There's nothing in place for people to get to these developments from Danville, Virginia or anywhere else. Does not think motorists are going to go all the way over to NC 119 where Lowes is to go all the way back to these outlets. Nobody wants to admit that this may have worked 15 or 20 years ago, but it's not working now. Understands that it took 15 years to get to this point, but doesn't believe that it will be another 15 years if we stop and start again. Comments on the issues with the western route including the critical watershed area, historical impacts, community opposition, and civil rights issues. "I'm not saying there's not going to be opposition to an eastern route, but there's a whole lot less development out there." You can't go across Stagecoach Road easily and get to the interstate. "The biggest improvement of any kind of road Mebane has had was embarrassingly the connection of Fifth Street to Stagecoach. It took until the 21st Century to finally figure out; we need to connect the main artery in town to the main east-west road in town." Mentions that this "interstate" goes right along the side of one of the biggest undeveloped tracts left in Mebane, Cates Farm. This road will add seven miles to the Mill Creek residents commute to RTP each way. "Closing Woodlawn Road is got to be one of the most crazy ideas I have ever seen. We've been hearing how we're trying to increase access between 40 and 70 and Mebane-Rogers Road and Stagecoach, and we're cutting one of the main arteries that go to not only the Woodlawn community but Woodlawn and Easter." The closing of Woodlawn Road will add a mile for students to get to school and instead of taking the bypass; they're going to go through town, by one of our elementary schools. "One thing, if we're so concerned about traffic on Third Street and Fifth Street, why have we still not banned truck traffic on it?" "Third Street and Fifth Street are not required for truck traffic only local deliveries."

As president of the local soccer league, he is concerned about making Corrigidor Road a thoroughfare by connecting it through to Tate Avenue. He has never seen a soccer complex that was split by a through street, which will be extremely dangerous. He is concerned about the pollution from the proposed road affecting the children using the soccer complex. "Of all the recent developments in Mebane, the fantastic town, this project makes less and less sense every

time we have one of these meetings." A new website called hwy119.org is being created as a place where the community can share thoughts, insights, and information.

Moderator: Thank you for those comments.

Carl Bradley 4610 Mebane Rogers Road, Mebane, NC 27302

Comments: Concerned because his house will be affected. Believes this project is a bad idea and is "one of those who commute every day, east, right up Fifth Street and hit the highway." Found out about this project "accidentally," when he bought his home. "These three plans are completely different from what they said the last time." "I have a problem with the access. When you take a good look at the map in there, they block off Woodlawn. It's a main artery for the Woodlawn community, the kids going to the high school, that whole area. How is anybody at Woodlawn supposed to get to where they're going?" Doesn't understand what "no driveway access" means and wanted to know how long construction would take. Agrees that the proposed route should go east, "with all the stuff being done on the east side" and the traffic goes east. Suggests putting up a banner where Mebane always puts notifications about parades. Encourages people to get involved and that "this isn't a done deal. It can be stopped if that's what needs to be done."

Moderator: Thank you.

***** **Mike Jackson** White Level Community

Comments: Concerned that a part of existing NC 119 would be eliminated; the route that the White Level community uses to go to town. "What that means is we would have to use the Bypass to weave our way back into town and add distance on our route to town or to the grocery stores. It's going to be a bottleneck once they end the four- lane highway in White Level. It's going to create a bottleneck at Mrs. White Lane. Right now we are experiencing a lot of problems getting onto 119. With the added traffic, it will make it almost impossible for us to get onto 119. There is going to be traffic from Mrs. White Lane to Ray's Market which means that traffic coming out of Ray's Market is going to have to take a right turn and work its way back to Mrs. White Lane to make a right turn onto 119. It's creating a lot of hassle for the White Level community. Mill Creek is getting a lot of the advantages. We're getting the short end of the stick." "We can not depend upon Mill Creek to go to town. Mill Creek can very easily become a gated community." "What can we do to ease the traffic problem in the Mrs. White Lane area?" "I don't know how they're going to avoid intruding into the watershed area. There may not even be a plan for part 3, which means that we're going to have to live with the amount of traffic that will be directed from Mebane to Mrs. White Lane." Agrees that "Fifth Street traffic does appear to be eastbound" and that an extensive study should be performed "to measure the amount of traffic that is going east." Traffic is heavy on Lebanon Road and from Lebanon Road to Efland; which would not be alleviated by a highway on the west side of town. Questions if the project is supposed to resolve projected or existing traffic problems. "You said there is going to be limited access on the bypass." Questions how all the roads and driveways that currently connect to NC 119 will be resolved. "Are you going to put in a service road to get to a certain point? How are you going to make it convenient for our community?" "What about the cohesion of the communities around the town?" "Right now I have a direct path. With the areas that you're proposing, I would have to go through the Woodlawn area to get a loaf of bread."

Moderator: Thank you.

Blair Byrd 363 Canterwood Drive, Mebane, NC 27302

Comments: "I don't want to see them take anybody else's land." Concerned about the watershed area and protecting it. "People who leave this area go east and west;" east out Buckhorn Road and west out Trollingwood Road. "People from Caswell come down; they go down 62 through Burlington and hit the interstate. They don't come through Mebane. People that go to Roxboro, they don't go through Virginia, Person County, Caswell County. They don't come through Mebane. They go down 119; they hit Miles Chapel Road, … and go through Trollingwood. They don't come through Mebane. They go on the west side. If we don't want big trucks on Fifth Street, put up a sign." "I think the plan needs to be reevaluated due to the new growth in the area." "I don't want to see the thing built."

Alexander Dove

Comments: Agrees that the project should not stop at Mrs. White Lane. "If they run that four-lane highway from Mebane to Danville, and it will happen eventually, everybody along 119 is not going to have access to that road. How are we going to get in and out?" "If they come through with a four-lane highway, that's going to destroy my whole front yard." "We are not going to have access to get in and out of our driveway to that highway. If this thing goes though now, we're finished. Our property's not going to be worth a durn."

Moderator: Thank you.

Mike Hoover (Police Officer) 4847 Forest Lake Drive, Mebane, NC 27320

Comments: This project will come close to his house, but not affect it; but it will affect his Dad's property along S. Fifth Street. That property is up for sale, but "nobody will touch it right now because they're waiting to see what this will do." Access to his dad's property is going to be cut off with the project and you'll have to come off an access road. Nobody will buy his dad's property without knowing what's going to happen because of the access. Concerned about the road width being so wide and agrees that an eastern route should be looked at and impacts quantified (i.e. relocations). "Trucks going through Mebane coming out Fifth Street. The biggest reason a lot of those trucks coming through Fifth Street; to stay away from the weigh station." You can't get off at the Jimmy Kerr exit in the mornings because everyone's "trying to hit 49 to go to Pleasant Grove community to go to Caswell County." "If we've got to go north, why not look at some way to tie that into 49?"

Moderator: Thank you.

Johnny Jeffreys Lives on the Cates Farm Property

Comments: Concerned about one of the alternate routes coming behind his house on a "farm that's been there over 100 years." "Just to make another comment about the Cates Farm. Yes, it has been advertised. It does have some signs up in the front. I live in the house. We purchased our section with all we could save. I'm not keen on a bunch of houses out beside me." His family had some property taken by eminent domain in Durham for which they spent $100,000 on a piece of commercial property and were offered $300 for it. Whether you're going east or west, Map Quest does not take you down Fifth Street. "To get to I-85, Buckhorn Road is the way to go." "There's definitely going to be a lot of traffic headed toward Buckhorn." He mentioned that the Transportation Advisory Committee meetings are closed door sessions, which he doesn't agree with. "If we had a larger map, you would see the watershed affected."

Moderator: Thank you.

Barbara Wells 4517 White Level Road, Mebane, NC 27302

Comments: Comments that Mill Creek has other exits in addition to NC 119, such as Ninth Street and Fifth Street. "But here we have 119 and they're going to put a retirement complex right on the curves. So they're adding and adding and adding on 119 for a road that really shouldn't take them [more traffic] according to everything we hear." "I come to Mebane because that's where I do my stuff. I do my business. I do my grocery shopping. I go to Wal-Mart. I go to Lowes. But I'm not going to go that way to get to Lowes. I'm not going to add miles." "They [Mebane] wanted to grow south of Mebane." "People, we don't need to spend money on a road that we don't need. We don't need another road." "We don't need the extra traffic. We don't need the grief. We can not figure out how it's going to get anything [traffic] off Fifth Street." "You don't have to worry about the traffic on Third Street because the jobs are going to Mexico. We're losing jobs. We're going to lose more." "If the DOT is so concerned about Fifth Street, why did they build a five-lane road and dump it straight into Fifth Street? It doesn't make any sense. Why did they build up out there if they're so concerned about Fifth Street?" Doesn't see many trucks on NC 119 and doesn't think Third Street has much of a traffic problem.

Moderator: Thank you for those comments.

SUMMARY OF WRITTEN COMMENTS RECEIVED

(Note: An asterisk (*) indicates a direct response required by NCDOT.)

***** **Jeanette W. McCracken** 1220 South Fifth Street, Mebane, NC 27302

Comments: "Is Section A already a done deal? I hope not. I agree with the people opposing the bypass on the west side of Mebane. I agree that the bypass should be on the east side of Mebane. I do not agree on building a super highway just for people in one community. I do not agree on building a super highway for people to get to a golf course." "In checking the time and miles from I-85 and I-40 Exit 153 Highway 119 to Mill Creek; it is only five miles and only 10 minutes. If the bypass is built I feel sure the distance and time will be greater than 10 minutes and five miles." Believes that the bypass doesn't go anywhere other than Mill Creek. Suggests that NC 119 be straightened from Stagecoach Road to Mill Creek since this doesn't involve relocations. "I feel there should be more studies made on traffic flow because it has been stated the existing studies are very old and need to be updated. A new study would help relieve the questions on the tax payers' minds." Does not think the realignment of Third Street is necessary and suggests widening existing NC 119 where the bypass would intersect. Feels there are other places needing improvement more than this bypass is needed. "Please listen to taxpayers" and "Please be kind enough to read the enclosed articles." A response is requested.

In additional comments received, she reiterated that "It is my thinking that if DOT builds the Mebane bypass on the west side without checking deeper into the traffic flow, DOT will be operating on more hunches. The bypass 'if needed' at all should be on the east side of Mebane. DOT should not waste the taxpayer money."

Irvin Byrd 1339 Miles Chapel Road

Comments: Opposed to all the alternatives. "You should not even be thinking about putting a Bypass on the west side of Mebane. All people I've talked to say most traffic goes east not west and now with a shopping center being talked about on Buckhorn Road with 40,000+ vehicles per day. Don't waste taxpayers money for a bypass on west side of town."

Jill Auditori

Comments: "Every meeting/hearing I've attended and consensus committee that I've served on has indicated that the No-Build option still exists. And at every one of these public gatherings, there is consistently overwhelming opposition to the project. Yet the project continues to move forward." "Does a No-Build option still exist, for either the northern or southern portion?" Ed Lewis provided a response in February 4 email. In additional comments received, she indicated that "I am not, however, familiar w/ NEPA. I would also like to know who approves the final decision document you made reference to, and who approves the ROD." She asks "Was the intention of the meeting to disperse information or to gather opinions?" Ed Lewis provided a response in February 6 email.

Steering Committee

Comments: Submitted a Declaration Opposing the Hwy 119 Bypass Project. Oppose the construction of the proposed NC 119 Bypass project, which if built, will:

- Become a busy TRUCK ROUTE into VA.
- Degrade the AIR QUALITY throughout the Mebane area. Gasoline & diesel burning vehicles are a major source of air pollution associated with adverse respiratory & cardiovascular damage. It is not only unhealthy to breathe but also dangerous to plants & crops. The American Lung Assoc. 2004 State of the Air Report's ranks our air 16th dirtiest in the nation. Additional pollution will impair economic growth.
- Have a negative long-term impact on the quality of the Graham Mebane Lake's CRITICAL WATER SUPPLY for citizens of Mebane, Graham, Green Level, and Swepsonville, as well as affecting residents downstream who use the Haw River.
- Create a SAFETY HAZARD for Eastern High and Woodlawn Middle School students and staff as well as the residents of Woodlawn Community by encouraging truck traffic & car traffic heading south on NC 49 toward I-85 and I-40 to take the shorter route by using Mebane Rogers Road instead of traveling through Green Level and Haw River
- Cause FINANCIAL LOSS by drawing businesses and customers away from downtown Mebane.
- Cause DETERIORATION OF THE QUALITY OF LIFE in three very old HISTORIC & FAMILY-ORIENTED COMMUNITIES of West End, White Level, and Woodlawn (first rural incorporated NC community).
- Increase URBAN SPRAWL requiring more city and county services and thereby DRIVE UP TAXES for all Alamance County residents.
- Become a probable route for a future LANDFILL up 119 N (Pleasant Grove area), making Mebane and the watershed a garbage truck route. This site is also across from the planned Occaneechee Tribal Center Complex.
- Promote DRUG TRAFFIC & CRIME in Mebane area, requiring additional expense to monitor and resulting in increased financial & health expenses for damages to the persons and property affected.

The Declaration is signed by several members of the following communities: West End, White Level, Woodlawn, Mebane residents, and downtown businesses.

Shirley A. Arnold 304 Sam Snead Drive, Mebane, NC 27302

Comments: "I live in the Highlands section of Mill Creek. My home is backed by Highway 119. The noise and dirt generated by existing Highway 119 is irritating. I hoped that the bypass

would alleviate a considerable amount of this nuisance." Concerned about her "property value being negatively affected" and added noise since project is coming behind her home.

Delbert Warren United Development Corp. (Sonic Drive In, Mebane)

Comments: Concerned about access and being relocated. "I understand that expansion for the future is necessary and in no way will we impede progress; however, I believe we must be treated fairly and have reasonable access." "Please keep me advised on the progress of this project." Eileen Fuchs provided a copy of the hearing handout and transmitted an excerpt from the hearing map in January 24 email.

***** **Willie B. Davis, Jr. and Joan C. Davis** 205 Edgewood Church Road, Mebane, NC 27302

Comments: "We would like to request our home and remaining land, except for a corner where our son has a home, be taken during right-of-way acquisition. Based on an environmental study done when a cell tower was installed on our land, it is our understanding there is only 4% usage left of the land due to the watershed." "According to the information from the 01/15/08 meeting, our carport and barn are in the right-of-way but our home is less than 10 feet from it. We cannot imagine living so close to a four-lane road. Our dreams and aspirations have been shattered due to this project." At a meeting in 1999, "A FHWA representative told us to show him on a map where our property was located. He told us our home would be taken and right-of-way acquisition would begin in October 1999 and then we would have 3 months to evacuate the property. We were told not to add additions or upgrades to our home." "We frantically began looking for a new home – eight years later we are still here not with the news from the 01/15/08 meeting our home will not be taken. With the right-of-way so close to our home, we cannot add the garage we had in our plans for the very near future." "We allowed this project to control our lives for quite a few years. We have experienced a great deal of stress due to this project."

***** **Twila J. Buffington** 1255 Woodhaven Drive, Mebane, NC 27302

Comments: "Mebane's area of growth has changed in the last few years. Most development has occurred on the east and south side of Mebane. Most of the commuters drive to the east to work, to Durham, RTP, Chapel Hill, and Raleigh. Yet the proposed 119 Relocation is on the west side of Mebane." "Shouldn't a traffic study be done NOW, on both the east and west side of Mebane, rather than using outdated data collected years ago before Mebane's growth pattern changed?" "As I sat there, I thought, my gosh, this road goes to nowhere." "This road needs to serve the majority of Mebane area residents, not just one development that might have been promised this road years ago." A response is requested.

Evon Connally 1549 Rutledge Trail

Comments: "The end of the project was my major concern. At Mrs. White Lane, we would like to request a stop light/signal. The proposed draft concerning closing the existing 119 at Mill Creek to White Level Road is a major concern for me. I would like to request a meeting with whoever will be able to address this issue." NCDOT held a small group meeting in Mebane with the White Level Community on February 5 to address this concern, as well as other concerns.

Robert Owens 501 Hill Lane, Mebane, NC 27302

Comments: "Overall the plan looks good and is necessary for the continued growth of Mebane and eastern Alamance County. I prefer Alternative 10 since it does not impact the watershed area."

Stephen B. and Nellie G. Petty Property Owner of 1214 S. Fifth Street, Mebane, NC 27302

Comments: "I am totally not in favor of this alternative because it puts our property into a cul-de-sac. I was planning on selling this property as commercial property. The way you have placed the road, there is no way we will be able to sell as commercial or business property. I think this road will only benefit the Mill Creek residents and I am not in favor of it being built."

Karen S. Oldham Property Owner of 1206 S. Fifth Street, Mebane, NC 27302

Comments: Concerned about the acquisition of her property. "I was all for the project but had some questions prior to the meeting as to why this particular route was chosen so long ago and as to why it had taken so long to implement any of the proposals. I came away from the meeting last night with even more questions as to whether in fact this project is the right path to take. I have to agree that since this was proposed so long ago, Mebane has changed faster than anyone would have expected and the needs of the traffic flow have changed quickly over the last couple of years and are going to change even more with the recent expansion on the eastern side of the town. I am of the opinion now that this entire project needs to be revisited." She feels that the long range plans for the City of Mebane need to be revisited, as well. "I was also disheartened so see that all of the members of the City Council were not in attendance, the Mayor was not in attendance, nor were representatives from the County." "Again, with all of this being said, I would have to say that I am no longer in favor of TIP Project No. U-3109 and this has nothing to do with my property involvement. I am all for change; however, I feel this proposal is no longer the route to take." She adds that "now is the time to revisit the needs before any further time and expense is allocated to this." Ed Lewis provided a response in January 16 email.

In additional comments received, she stated that "We now have an existing driveway to the current 5th St. In the event all of the property is not acquired and if the portion that is not taken by the DOT is usable, would we be allowed to have a driveway on the new alternate route? If not, my property would be landlocked and not accessible." Also questions whether revisions to the realignment of Fifth Street would occur now that Dr. Troutman is building a new dental office and how such revisions to the design would affect her property. Jennifer Fuller provided a response in March 5 email.

Michael Hoffman

Comments: "What is the number of the interstate that is planned for this bypass."

Shelley Harrison-d'Almada Writer for the Alamance News

Comments: Requested the number of people who attended the Open House and formal Hearing. Email forwarded to NCDOT January 16.

William Paul and Peggy Bumgarner 1317 S. Third Street, Mebane, NC 27302

Comments: "I'm not concerned about the alternate plans. My worries are about Plan A. I have lived here on the corner of Holmes Road and 3rd Street Extension for 35 years." "I'm 83 years old, my wife 82 – and we are a nervous wreck just thinking about giving up our home of 35 years. We thought if we worked hard and paid for a house we could live a few carefree years; but it looks as though the State thinks differently."

Dr. Steven E. Troutman 4763 Forest Lake Drive, Mebane, NC 27302

Comments: "I own the lot at the intersection of Foust Road and 119. On the DOT map, this lot is listed as Jones' property. This property is currently under construction with a new dental office, Troutman Family Dentistry. All necessary engineering and approval with the City of Mebane and the DOT was accomplished. This new business cannot give up any parking spaces that have been approved. I am concerned because the map at the Public Hearing shows this property being affected by the Fifth Street/119 relocation. This relocation appears to affect a lot of property owners. The lot/new dental office would not be involved if the beginning of the relocation was moved south of the property."

Cherry Causey (Executrix - Eloise Cates Estate) 1202 Green Acres, Anderson, SC 29621

Comments: "As the Executrix for the Eloise Cates estate, I am representing 64 heirs who have waited since her death in 1997 for a resolution to the estate. The bypass has been a stumbling block in efforts to sell the property." "We have had five contracts." The last "contract dissolved because the developers were unable to negotiate with DOT for a right-of-way. This was a significant loss for the estates. We have had to lower our asking price as a result of this and do not expect to be able to proceed without a clear designation of the corridor for the bypass." "It [this project] seems so out of scale for a town the size of Mebane. It will truly be like putting an interstate through the town and countryside, with questionable need for a project this large." Agrees with the comments about an eastbound route. "I, like others, question the evaluation of future needs regarding traffic flow and wonder about the best way to meet those needs." "And where is the expected growth in Mebane – to the south of the north? Right now it is the south, not to the north where the proposed bypass would run. Access to the interstate for the Industrial Park could be arranged without destroying the community, especially since it sits so close to the interstate. All three proposed routes from Mebane Rogers Road to Highway 119 North diminish the value of the estate property. They divide the property into sections that leave some areas unusable without proper access to the bypass and other areas landlocked. There are other possible alternatives which are not being considered for reasons similar to those affecting the use of the Cates property. If these concerns can be overlooked for the Cates property, why not for others? It is more sensible to use existing roadways, such as Woodlawn Road to Cooks Mill Road and White Level Road - which result in accessing 119 N from Highway 70. This route would seem to be less intrusive, easier to develop, and much less expensive for the taxpayer. Also, crossing Mill Creek where proposed in the three alternatives would be prohibitively expensive because of the geographical components of the property. The crossing on Cooks Mill Road would be much less expensive and much less difficult. If the bypass coming through the Cates property becomes a reality, the Eloise Cates estate goes on record as strongly asking for Alternative 8." "We also request that matters proceed as quickly as possible regarding a designated corridor."

Gary & Sharon Weaver 4432 Mebane Rogers Road, Mebane, NC 27302

Comments: "We think the whole project (A & B) should be looked at very closely or even given up. From what we heard last night, it's already out of date since all the new businesses and building going on in Mebane." They agree this is "a road to nowhere" and no one will use the new road because it's moving traffic west of town to go east. "We like our small town and community."

***** **Barry Nunemaker** Mill Creek Homeowner's Association (MCHOA)

Comments: "The MCHOA is very concerned about the proposed design for access to and from the proposed bypass and our community in the vicinity of St. Andrews Drive near the north

terminus of the subject project. The attached drawing shows an alternate design for connecting the bypass back to existing Route 119 that we feel is more functional and enhances the access of the Mill Creek residents to the City of Mebane and the local services it provides (see Appendix). This alternate design would result in the need for less right-of-way acquisition; fewer changes to utilities; reduced construction costs; no need to obliterate a section of existing Route 119; and quicker response time for Mebane police, fire, and ambulance personnel to the Mill Creek community of 400 homes than the NCDOT proposed design. If the alternate is not possible, the MCHOA would like to know why so we can report the information to our members. In the event that the alternate design is discarded, the MCHOA wants to know what will happen with the right-of-way where hundreds of feet of existing Route 119 will be obliterated. The MCHOA has a significant investment in landscaping and irrigation along the east side of Route 119 that beautifies the section of the highway that borders our community. If a portion of the existing Route 119 is obliterated, will it be left to grow up in weeds and scrub brush, turned into an area for highway maintenance storage, be graded and landscaped to blend with the existing Mill Creek landscaping, turned over to the City for their use and upkeep, or could it be deeded over to the MCHOA as an extension of the existing landscaping." A response to these issues is requested.

See also verbal comments noted previously.

Ruby Moffitt 125 Overland Drive, Mebane, NC 27302

Comments: "My plea to you is a simple one; please just pick a route and proceed. This has been delayed and fought over way too long. In the meantime, the amount of traffic combined with the average speed of cars traveling on South and North [Fifth] Street has evolved from a nuisance to a downright scary and dangerous situation. The traffic is terrible, especially during peak commuter times. Please act quickly and decisively so that the process can move forward." In additional comments received, she stated that "1) Attended the Public Hearing on January 15, 2008; 2) Believes there is a definite need for the bypass to relieve traffic on N. 5th Street; 3) Is attempting to obtain a petition from the City Council that was signed two years ago stating/acknowledging the heavy traffic on N. 5th Street; and 4) She is in favor of the bypass."

Robert & Linda Gill 404 Sam Snead Drive, Mebane, NC 27302

Comments: "I'm satisfied with the current plans and any alternative is fine with me since our area will not be affected. Can't you start sooner?"

* **Robert Skenes** Brookhollow Shopping Center

Comments: "The area in the immediate vicinity of the Brookhollow Plaza Shopping Center (North of the Holmes Road intersection) should be a partial control access to allow a right-in/right-out entrance to the Center." A written response is requested.

Sandra Crawford 360 Canterwood Drive, Mebane, NC 27302

Comments: "I have no alternative. The east route would be better."

Steve Moore 2216 Bordeaux Drive, Mebane, NC 27302

Comments: "I believe you should re-consider the southern start point." One alternative would be to "start in the vicinity of the intersection of 119 and Kimrey Road, traverse toward the intersection of I-85/Trollingwood Road, redesign that interchange and continue to US 70." Another alternative would be to "begin 119 at the intersection of NC 54 and Cherry Lane. Improve Cherry Lane, utilize existing overpass and convert to interchange, then continue through

to US 70. All existing alternatives do not address the tremendous amount of growth south of I-85. We need preventative medicine, not a band-aid."

Marsha Ann Ritchie 4870 Mebane Rogers Road, Mebane, NC 27302

Comments: "With NC continuing to lose its farms, it seems a shame to impact the Cates Farm which is not only a historic property, but an intergenerational property (four generations of Cates descendents have and are residing on that property). Alternative 10 is NOT an option. I vote for Alternative 8."

John & Cathy Heafner 4661 Mebane Rogers Road, Mebane, NC 27302

Comments: "We strongly prefer Alternatives 9 or 10 to 8. Route 8 takes part of our property and diminishes its value. Routes 9 and 10 take the entire property."

Ted & Kate Schmidt 511 Woodlawn Road, Mebane, NC 27302

Comments: "Please use Routes 9 or 10. Option 8 very undesirable due to relationship to road."

Vasant Sejpal Property Owner of land adjacent to I-85/40

Comments: "Need left turn entry from Y5A (service road across from Holmes Road) on to the proposed 119 and right [turn] from Y5 to proposed 119 for future development on I-40 corridor. For safety reasons, 3rd Street can be closed off from Holmes Road."

*** Felicia Marietta Ekwueme-Okoli** 1211 S. Third Street, Mebane, NC 27302

Comments: "It is very interesting that the 3rd St. Ext. route of Part A has not been advertised. There are ten residences affected. I am one of them. I do not think that rerouting Third St. will ease congestion in downtown, but I do believe that it will increase traffic. Also I do believe that as the road is routed that it takes advantage of homeowners who do not have much road frontage to force them to sell their property. I oppose Part A of the construction as it takes my property along with my mother's property. This property was first owned by my great-grandmother and has much value to my entire family." Requests that her parcel be labeled on the hearing map; it is adjacent to Mildred Godfrey. A written response is requested

B. Byrd 363 Canterwood Drive, Mebane, NC 27302

Comments: "Please stop the road expansion."

See also verbal comments noted previously.

Jesep Holloway 4620 Mill Creek Road

Comments: "Since the state has 6 other major cities that have approved bypasses and they are behind. How is there money to fund Highway 119 bypass? Also, there is not an overflow of traffic to need a bypass."

Lynne M. Davis 740 Cooks Mill Road, Mebane, NC 27302

Comments: "[Alternative] 10 looks best to me; it is further away from the lake (watershed). Please consider sensors on the traffic lights so we don't have long waits when there is a small amount of traffic (especially from the access to the Post Office)."

Talmage and Jeanne Johnson 1064 Millstone Lane, Mebane, NC 27302

Comments: Prefers Alternative 10 "without question; [Alternatives] 8 and 9 are in the watershed and should not be accessed." "… [Alternative] 10 would be through the Cates Farm which is on the National Register, but the Farm is for sale and can be removed from the Register by the owner and build whatever they want." Mrs. Johnson adds "I understand that going through an historic property is a problem, but the watershed affects more citizens in the community than taking a small portion of an historic property that is presently for sale." "I believe Alternative Route 10 should be selected."

Susan Aycock 838 Knollwood Falls Road, Mebane, NC 27302

Comments: "I'm in favor of Alternative 10. Also, I'm not in favor of middle or high schools being on a fast traffic, heavily traveled road otherwise (many teenage drivers are not careful drivers yet)."

Mel Petersen 505 Redwood Court, Mebane, NC 27302

Comments: "My choice is Alt. 10 (less watershed involvement than [Alternatives] 8 or 9."

***** **Wilton & Shelby Benson** 1237 S. Fifth Street, Mebane, NC 27302

Comments: "We do no like the new route of 119. We have 18 acres zoned B2. The road is going too close in front of our property, with no value at all. We are not pleased at all." "We request access off NC 119 to our property. This could be done as a one-way ramp." A meeting to discuss this is requested.

Lisa Wicker 1212 Skyview Drive, Mebane, NC 27302

Comments: "1) Will our property value decrease due to new corridor. Plus, proposed right-of-way taking our land. 2) Why wasn't I notified of this project affecting our neighborhood and home? I would like to be notified in the future. 3) I would like a summary of the post-hearing meeting."

Anonymous S. Fifth Street

Comments: "Any alternative would be fine. Unhappy right now with the backup of traffic at Holmes Road and 119. It's impossible to turn out onto 119 left off of Holmes Road. A stoplight is beyond necessary."

Wendy Jeffreys 4870 Mebane Rogers Road, Mebane, NC 27302

Comments: "Who is the individual that determined the impact on agricultural use concerning the bypass? Who is DOT's contact person at the National Register of Historic Places concerning the bypass?"

Brian Hall Samet Corporation – NCIC

Comments: "We are very much in favor of Alternative 8 and the overall plan as it has been presented. NCIC has an approved Master Plan which shows connectivity to the future 119 project. With the exception of the Smith Drive intersection being located further south than desired, we welcome the new project and the many positive things we believe it will bring to the

area. Our request for improvement would be to locate the Smith Drive intersection on the north side of the Duke Power easement. We feel this would better serve the surrounding acreage of NCIC. However, an access point on the northern side of NCIC is imperative."

* **Connie G. Johnson** 114 St. Luke Church Road, Mebane, NC 27302

Comments: "I have no control over the alternatives. I understand from the maps you will be coming very, very close to my property; because of this situation, I would like very much for you to take my property; just pay me the value and to relocate. I am 87 years old. I cannot go out and get a job. I have to have a decent place to live …" A phone call is requested. "Recommend to buy this one" appears on the written comment signed by a Division 7 Right-of-Way Agent.

Willie & Evelyn Hunter 4695 White Level Road, Mebane, NC 27302
1464 Hwy 119 N, Mebane, NC 27302

Comments: "We think it is a great idea. It will improve the City of Mebane and we also need to realize that the State of North Carolina is growing rapidly. We do not have any problems with the plans."

Richie Burke 1321 St. Andrews Drive, Mebane, NC 27302

Comments: "Information I would like to see presented at the next Hearing: 1) Traffic studies of the main arteries coming off of Highway 119 from 85/40 to downtown Mebane; 2) A timeline given regarding all meetings/discussions which have led to the current plan/suggestion; and 3) Address why there was not an east side of Mebane option connecting 85/40 to Highway 119."

Tracie Gerringer 1204 Skyview Drive, Mebane, NC 27302

Comments: "1) As a homeowner being affected by the corridor, why wasn't I notified or given any literature showing this affected my house? Please send any additional information. 2) When is the anticipated purchase date for houses? Would they buy earlier? The market might change by 2010. 3) A new sidewalk was just added to sections of Third Street. Why was this just completed if you're planning to tear this up?" A summary of the minutes is requested.

Patty Phillips City of Mebane City Council

Comments: Sent in the Resolution of the City Council of the City of Mebane.

1) Urges the NCDOT to expedite the planning, design, and construction of the NC 119 Connector in order to promote the safety of lives and property lying north and south of the railroad tracks in this area.
2) An overpass structure located to the east of the City would not allow sufficient response time for emergency vehicles and would impede the safety of the persons within the City of Mebane.

See also verbal comments noted previously.

Dr. Shirley Conyard 4444 Landi Lane, Mebane, NC 27302

Comments: "I would like to make several comments about your needs analysis. Problem with access; you are moving it from one area to another section of 119. If this newly proposed highway is a truck route, it will create environmental damage and health problems. Why create something that you will have to correct later. From looking at the poorly developed maps, I do

not see any more connections to communities than you already have. Will there be off and on ramps. Mebane is presently having problems with developing infrastructure for citizens of Mebane, such as sewers, sidewalks, maintaining local roads and roadside cleanup. Who is going to maintain this new bypass? Any one of the alternatives will do because with predicted heavy volume traffic, the water that you are concerned about will become polluted. Make sure you plan for this and other environmental problems."

Jacqueline P. Moffitt 511 N. Fifth Street, Mebane, NC 27302

Comments: "In regard to the bypass, I have no idea which is the best one, but at least those neighbors have a voice about it. That is more than the people on North 5th have had. The city opened up our street to Stagecoach Road. We didn't get a notice or anything about it. Stagecoach then turns to the left to 119 North which a lot of that traffic takes our street for a shortcut to the Interstate and Highway 70. I am having a hard time just getting in and out of my driveway and when people park on the side of the street that just makes it a lot worse. North 5th Street was not built to take this kind of traffic and I hope something can be done about it."

Jimmy Jobe 719 S. Fifth Street, Mebane, NC 27302

Comments: "I support the decision that NCDOT makes for the highly needed bypass. At times, I wait ten minutes to get out of my driveway onto Highway 119."

Charles Bateman 220 Wexford Place, Burlington, NC 27216

Comments: "Either alternative is acceptable, so long as steps are taken to minimize impact on the watershed. Project is badly needed and should be expedited."

Bob Louis Mebane Fire Department Chief 405 N. Fifth Street, Mebane, NC 27302

Comments: "It has become almost impossible for the fire department to respond to fire and medical emergencies south of the two fire departments due to an increase in growth which produces significant traffic issues. In the mid to late ninety's and early 2000, the fire department made policy changes because of traffic concerns on Highway 119 which required us to travel south on Third Street to avoid heavy traffic on Highway 119 where there is very little space for emergency apparatus to pass in a safe manner. Now we are faced with the same traffic concerns on Third as well as Highway 119 which is causing delays in response times for fire and medical emergencies. Though we will not have great access to the new 119 bypass for emergency response, we think that it will decrease traffic congestion along Highway 70, Highway 119, and South Third Street, enabling us to continue providing a high standard of fire and medical emergency care, to prevent the loss of lives and property to the City of Mebane and the State of North Carolina. The Mebane Fire Department would like to ask NCDOT to aggressively move forward with the 119 bypass."

***** **Michael Jackson** White Level Community

Comments: Submitted a petition (approximately 117 signatures) from the residents of the White Level Community which opposes the U-3109 project. The petition opposition to the proposed project includes:

1) With proposed relocation, timing is added to response time for public safety, EMS, Fire Dept. causing life or death emergency delays.
2) Access to entrance of Ray's Community Store, the Alston's and White's property.

3) Safety and Access: Southbound turns [from Mrs. White Lane] would be dangerous, northbound turns compromised or impossible.
4) Access to old 119 not accessible, it will take longer with the proposed change [tie-in], with older citizens it could be distracting and confusing causing more accidents and/or deaths.
5) Increase in large trucks which could compromise air quality (smog, air pollution, and noise pollution, etc.).
6) Decrease in property value.
7) Health impact, increase in stress for decision making.
8) Mrs. White Lane needs traffic signal now! Poor visibility, long waits during peak hours, especially with Mill creek residents using this road also.
9) Dead end roads would allow more drug trafficking, loitering, and home invasions.
10) Runoff from new 119 would cause more drainage into the watershed.
11) Major spills on the new 119 would cause the community's water supply to be contaminated.
12) Why not show end of this project on maps that have been presented, instead of stopping it at Mrs. White Lane, from I-40 to Danville, VA?
13) Waste of money because people are not traveling thru as much now that we have lottery in the state.

The petition recommendations include:

1) Offer existing 119 to continue with a service road connected to Mrs. White Lane behind Rotha Miles and Henderson property to keep a safer route open for the community to the city for emergency access.
2) Use more of historic property and bring bypass to front of Mill Creek and taper to two lanes, keeping 119 as is with no island from White Level Road to Mrs. White Lane.
3) Stop light at Mrs. White Lane.
4) Keep 119 (old) as business route down to Kimes Chapel Church.
5) Sewer service to alleviate drainage issue.
6) Bypass should be an overpass.

A response is requested.

Winnie Matthews 705 N. Fifth Street, Mebane, NC 27302

Comments: "In regards to NC 119 Relocation, get the bypass going and get the traffic off N. Fifth Street. Ever since N. Fifth Street was opened, traffic has been awful." "The thought of traffic on N. Fifth Street continuing at the present rate or getting worse is a nightmare."

Montrena W. Hadley City of Mebane Planning Director

Comments: "I think Alternatives 8, 9, and 10 are unique in their own way. Each alternative appears to meet the objectives of the overall project. I support, agree, and trust the decision of NCDOT on whichever alternative is decided upon."

Gary W. Bumgarner 1315 S. Third Street, Mebane, NC 27302

Comments: "Being the former Chief of Police for the City of Mebane, I am well aware of the traffic problems in the community." Concerned about the impact to his property, as well as his parents' property and does not "feel that any offer that I may receive from the state will not be sufficient to replace what I now have and have worked to upgrade since 1971." "I have several questions concerning the 119 relocation: 1) After it connects to 3rd Street at Holmes Road and goes to Gibson Road, what then? 2) Will the people living on the south side of the interstate on 119 have to travel the bypass to get to Mebane? I see them hitting the bypass, then turning on the

new portion of 119 then hitting the old 119 or even travel down Foust Road, Skyview Drive, and/or Brookhollow to get to McClures funeral home, Mebane Tire Co, or the US Post Office. Consider the people who will travel this route to and from home going to work."

"At the last meeting there were some comments made I would like to address. The gentleman from Mill Creek stated that the course brought in 20,000 golfers last year. How many of them were from outside of Alamance County? How many were from north of Mebane, south, east, and west. This bypass will not help all of them. I have been in the club house at Mill Creek and I have heard the employees give directions. Coming from Raleigh/Durham area it was always turn off I-85/40 at the Buckhorn Road exit, then turn left off US 70 go to Mebane and follow 119N signs. I never heard anyone say go to Mebane Oaks Road or to Highway 119 Exit 153. The proposed bridge that will cross the railway tracks and Highway 70. This would have been a much better reason 20 years ago when there was only one fire station and trains switched tracks in the middle of downtown Mebane. Now they switch tracks when necessary on the outskirts of town and this does cause problems, but not like in the past. Also, trains are traveling through at much greater speeds 50 to 70 mph. We now have 2 fire stations and I'm sure there will be other substations built on both sides of the tracks. As for the 3 routes in Section B of this project, it seems simple to me. Stay away from the watershed. The last time I went by the historical Cates Farm, there were realty signs posted stating that property was available."

See also verbal comments noted previously.

Donna Bumgarner 1315 S. Third Street, Mebane, NC 27302

Comments: "What upsets me the most is the fact that this 'bypass' has gone from a four-lane road to a six-lane road interstate road without any public notification whatsoever. Having been born and raised in Mebane, I really have a hard time understanding the need for a six-lane road that will turn into a four-lane and eventually into the original two lanes. I also have a hard time understanding why this project is being planned and built in two phases. If phase one is completed and it takes months to years, as we know it will, before phase two is even started, then you have a phase one road to NOWHERE." "At the last meeting, no one associated with DOT could tell me why we are being displaced instead of utilizing the Walter Kidde location that is going to be empty and the building for sale…. which it is already. To take everything from two families [in-laws live next door] to make a road 'flow' better rather than use the land where an empty building is should be against the law." "When the 'bypass' was first suggested, my husband and I were supporters. But as time has gone on, with all of the changes, no information and no choices, I have completely changed my views." "… my husband feels he should remain close [to his parents] due to their needs. There is absolutely no other location in this area that we can have everything that we have worked so hard for all these years." "That section of this first phase was changed for West End because as a group they could afford the lawyer fees to challenge the state. That is just not an option for us because we will need any and all funds to relocate. Please look again at the options for this first phase…. our entire way of life depends on you!"

Mebane City Council

Comments: "The Mebane City Council has no preference to any one of the alternatives. The City has all the trust in DOT engineering staff to select the right alternative. There are three concerns that Council would like to share with DOT: 1) Do not dead-end Woodlawn Road; give the property owners and others a new right-of-way from Woodlawn Road over to Mebane Rogers Road; 2) Consider a right-in/right-out to property owners at new location of Highway 119 south; being property owners of Brookhollow Plaza Shopping Center and property owners of

Cambridge Center LLC; and 3) When making Tate Avenue connection to Corrigidor Road, place street calming devices during construction phase."

Robert L. Wilson 375 Canterwood Drive, Mebane, NC 27302

Comments: "I attended the whole meeting and at no time did I hear any statement made by the general public that I thought would or should stop this project from moving forward." "This project should and must go forward."

Anonymous

Comments: "We are requesting a change from 'controlled access' to 'partially restricted access' into the Brookhollow Plaza Shopping Center; the access will be parallel to the property line of Fidelity Bank and will replace the existing full access being taken by the relocation of NC 119. The second request is for 'full access' at the rear of Brookhollow Plaza Shopping Center on S. Third Street extension. This access would allow rear entry for trucks servicing Food Lion and other tenants. It is our understanding that the access would be directly in alignment with the access for the Kidde Fire Extinguisher Building and at the end of the median divider."

Harold S. Williams 924 Cooks Mill Road, Mebane, NC 27302

Comments: "I support the bypass. Either alternative will be OK."

* **Betty F. Tate** 262 Curry Street, Mebane, NC 27302

Comments: "I think the DOT should use proven data to justify why the west side was chosen instead of the east side. I know that the east side is more suitable for the bypass. I have lived in the west side of Mebane for almost 50 years. I travel Fifth Street and downtown almost every day. I can assure you there is no heavy traffic problem. Why do you think dumping all the traffic to Mrs. White Lane for years to come? Is a golf tournament once a year justified to disrupt so many lives when they knew this before they put the golf course there? What about the two schools; watershed pollution to our children for years to come? Why do the well-to-do citizens always get special consideration and leave out the poor and working class citizens? All the alternatives are bad." A response is requested.

James L. and Linda Piper 4710 Mebane Rogers Road, Mebane, NC 27302

Comments: "The following is a written effort to save my home from destruction by this road. With the greatest sincerity, I will explain why I so strongly oppose this road being built through the town of Mebane and especially through the Woodlawn Community and through my home. My first opinion would be a 'No Build' option that is do not build a bypass at all. The new development that appears to be coming to the former Buckhorn Jockey lot will require a considerable amount of road building development and would be a very good place to start a bypass around Mebane. The proposed 119 bypass actually goes through the town, and will soon, if it is built, divide the town. The word bypass means go around, not through. My second opinion, if the bypass is built as planned, the Alternative 8 is the only one that will leave my home intact. Both of the other Alternatives (9 and 10) will completely wipe me out. Our home is the original Hillery (Hill) Payne house;" built in 1922. "We purchased this house and four acres of land in 1978 and moved in August 1978. We immediately started to restore this house like it was originally and have left the outside virtually untouched, but have upgraded the inside to comply with current building codes and more comfortable living. We have been working on this restoration while living here for 30 years this August, and are almost done." "If the road must come our way, there is another route not far from here that it could take with very minimal

destruction. That is where the Cooks mill Road comes out to Mebane Rogers Road. Just approximately 50 plus feet to the north across Mebane Rogers Road is a wooded section that comes out between houses a good distance from either house, where it would not destroy either house and this wooded section goes from Mebane Rogers Road all the way to the back side of Craftique Furniture and would disturb almost nothing. This route should certainly be looked at and considered (see Appendix for sketch)." "Well, that Lumber Company [on the east side of town] is no longer there so that [east] option should be looked at again. This is a route on the east side of Mebane and in the opinion of many including myself, is the only route that makes sense because almost all traffic from north of Mebane is going east or north when they get on interstate anyway." "Show us a study on the eastern route that was once proposed. Things have changed since it was first considered. Show us the proposed route, and number of homes disrupted, etc." Letter included a drawing of his proposed alternative, pictures of his home, and clippings from local newspapers regarding the proposed project.

* **William F. Tate, Jr.** President, Dogwood Properties & Development Corporation

Comments: "We have just learned that the So. Fifth Street that runs in front of our properties will be re-routed to the back of our property and that So. Fifth will be closed off somewhere just passed the front of our properties. This is rather disturbing to us in the fact that as we see it on the proposed map of the new street behind us will have a concrete divider in the middle. We need to have access to this street in the back of our lots with a left turn and right turn out. We spoke with a lady that was in charge of the right-of-way at this meeting and she suggested to us that this would not be a problem. We just attended the Mebane Council meeting last night and a Fifth Street Highway Corridor Overlay District was put into effect. These rules and regulation, this Fifth Street being relocated is very disturbing to us since we have had our properties on the market for some time. We have owned this property for ten years and had offers on it but no one can see a future in it until this is all cleared up. Please help us in making sure that we have this access to the back of our property." A response is requested.

In additional comments received, he added that "The NCDOT culvert under the present NC 119 is undersized and creating a backwater condition onto our property. This is not in your current project scope. The additional stormwater that will be generated by the new NC 119 will only make matters worse. This must become a part of the TIP Project No. U-3109."

* **Edward D. & Janice M. Murphy** 1222 S. Fifth Street, Mebane, NC 27302

Comments: "This letter and comments have nothing to do with Alternative 8, 9, or 10, for they do not affect me or my property. These comments are about the 119 connector in Section A. I certainly agree that the town of Mebane needs a more direct north-south route for better continuity from one side of town to the other and to interstate 85/40 but, the route you propose is not the correct one. I as well as everyone else I talk to in town just cannot understand why the east side of Mebane is not even being considered. It would have less human and environmental impact and keep the noise and pollution out of our neighborhoods. For a long time we have needed ramps at Mattress Factory Road so trucks can service the businesses along this road and aid in the development of this area. Looks like a great place to connect a bypass to the interstate. I guess common sense does not apply to highway design. Please tell us WHY? I have been thinking long and hard about all this ever since I found out in the January 15, 2008 meeting that I was going to lose my home and property because of this stupid 4 lane 119 connector. It was quite a shock especially when I found out that there was supposedly a newsletter sent out in June of 2006 about this. I never got one! If I had known this I would have never put a brand new home here." "Why would you have Fifth Street, a two-lane highway, dump into a four-lane highway just to go about a half mile to an intersection of the new six-lane 119 highway and dead end the existing Fifth Street? I ask this because with the bypass in place according to your plans you

have now at least 85% of the traffic on Fifth Street will be using the new 119." "We asked for a stop light at the intersection of Holmes Road and Fifth Street, but according to your study of the traffic on Fifth Street and Holmes Road, the volume was not enough to warrant a traffic light here." "Mebane, NC does not need a 6 lane highway through or around it. A 4 lane would be more than enough especially since to the north it will just lead to a rural part of the community. Truck traffic does not exist. I drive a truck over the road for a living and a town of 8,000 does not need 6 lanes." "Let me repeat a statement made at the January 15, 2008 meeting, Mill Creek does not need a driveway to the interstate. When they bought or built out there they knew how far and indirect they were from the interstate …" "You all have been looking and planning this for 20 years and still do not have a good design because you will not listen to the community that it affects. I totally agree with another statement made at the January 15, 2008 meeting, there is a hidden agenda somewhere in this. OK, let's say you all buy my property but, do not need it all for the corridor limits, do you sell it off at a profit to commercial interest? What happens to the property you take but, do not use it all? Where do we stand in all this mess? What are our options?" Requests a copy of the right-of-way and relocation procedures that were not available at the hearing. Answers to his questions and concerns are requested.

*** <u>Howard Hawks</u>** Representing Property between Burger King/Exxon and Fox Run Condominiums

Comments: He is commenting on behalf of his father who owns the Fox Run Investments Partnership property located along the east side of NC 119 between Burger King/Exxon and the Fox Run Condominiums. "My biggest concern is the median portrayed in front of the property I represent resulting in only the right-in/right-out situation. I am dead set against this proposal due to the hardship it would create for my property as well as all current businesses located on this stretch of road. I currently have this property listed for sale and this entire process of not knowing what the outcome of this multi-year process of determining where and if this road will be has severely limited my prospects or completely eliminated others. Part of the appeal of my property (not to mention the existing businesses) is the access to and from the major transportation artery, I-85/40. Placing the median where proposed will not only devalue the property but also probably force closures of establishments that feed off highway traffic. I respectfully request that you reconsider the lengthy median that is currently planned and consider alternatives that allow businesses in this corridor to continue to serve the traveling customer without creating difficulties in returning to their journey." Ed Lewis responded in February 11 email indicating that Mr. Hawks's concerns were being forwarded to the planning and design team for their review and consideration and indicated that a response would be provided.

<u>Joy Albright</u>

Comments: "Basic opposition: 1) Cuts through critical watershed area 9water is a very serious commodity that is struggling to keep up with rampant growth due to erratic unsubstantiated rezoning; 2) Cuts through pristine historical district; 3) Bypasses a historical downtown district which is vigorously working on revitalization and competition with big box stores and interstate commercial zoning; 4) Cuts through the entry to the middle and high school school zone; and 5) Millions of tax dollars needed to maintain and repair the many miles of roads NC already has." In addition, she is opposed to the "unethical way the bypass project came to be." The Mebane Business Association was invited to a meeting at Mebtel in the early 1990's where the city gave a testimony that a city representative had contacted the NCDOT once a week for over a year regarding the solicitation of a bypass. Opposition at the meeting arose from Mebane citizens, thus, the city officials denied having anything to do with the project. "Residents of Fifth Street are for it [the project] with hopes of lightening the traffic down that street which will not happen with the commercial zoning that feed to that particular street." "Please consider cancelling this project completely."

In additional comments received, she cites "Resurfacing projects are essential to strengthening our roads and improving the mobility of motorists," said Doug Galyon of Greensboro who represents Highway Div. 7, which includes Alamance and Orange Counties. "Yes! We need to maintain roads and shoulders, slightly widen some roads, but we do not need to add more roads in Alamance or in NC for that matter as we have more roads than every state in the US except for Texas. Hard earned tax dollars do not need to be spent on a financially and environmentally unsound bypass routed to cut through a critical watershed area, a school zone, a historical district and the most beautiful section of the ETJ of Mebane. To bypass the downtown business district which includes nearly 100 tax paying businesses struggling to compete with interstate development is so very, very unethical. Please consider other use for the DOT budget."

John Robinson 2316 Tanya Drive, Mebane, NC 27302

Comments: "The taxpayers of Mebane need a better reason for putting the Mebane loop on the west side of Mebane rather than the east side. The east side proposed loop is shorter, costs less, and will carry more traffic out of downtown Mebane by letting all eastbound traffic use High Rock Road, Lebanon Road, Highway 70, and Washington Street along with Fifth Street but the east loop would remove most of the traffic off Fifth Street. The Mebane City Council is already complaining about Mebane Oaks Road up to I-85/40 being over loaded with traffic coming from the housing developments located south of Mebane on Old Hillsboro Road. Well, the east loop would take care of this problem by putting exit and on ramps at Mattress Factory Road letting that traffic use the Mebane Oaks exchange, the new Mattress Factory Road exchange, plus the Buckhorn Road exchange." "… if DOT puts this loop on the west side of Mebane without letting the taxpayers see a complete traffic and cost study, someone should be procured for wasting the State's money and it will be wasted because the west loop will not relieve the current traffic problem."

See also verbal comments noted previously.

Donald L. Tate 262 Curry Street, Mebane, NC 27302

Comments: "One of the questions that I would like to know, is the Roosevelt Street project to Tate Avenue depending on whether the 119 bypass project occurs or not?" Submitted a sketch (see Appendix) and commented that with the proposed plan, the only outlet in the vicinity of McKinley and Vance Streets is Giles Street. He added that the residents in this section of West End would like to see Vance and McKinley Streets tie into Roosevelt Street.

***** **Terry M. Whitted** 1215 S. Third Street Ext., Mebane, NC 27302

Comments: "Since I commute to Henderson to work and my husband works second shift, we were unaware that most of our front yard will be taken away and the right-of-way will be located near the corner of our house. This is definitely not acceptable and will affect the value of our property. Since it appears that several properties on our street will be purchased for this relocation project; would it be possible to include our home. We have lived in Mebane for 14 years and we plan to do some renovation to our home; however, since we recently became aware of these proposed actions, those plans will be put on hold until we hear from you." Jennifer Fuller responded in March 31 email indicating that Mrs. Whitted's concerns were being forwarded to the public involvement group to be included in discussions at the post-hearing meeting. The response email also indicated that a right-of-way engineer would need to look at the Whitted's situation before a response could be provided, and a response would be provided back to them as soon as possible.

* **James Adkins** Business Owner along Fifth Street

Comments: "The corridor review public forum held in Jan. allowed numerous perspectives to be voiced from the local community. I would like to know which, if any, of the ideas addressed will be considered. As a business owner along Fifth Street, your [NCDOT] actions will affect my future growth plans and have caused me to delay one expansion to date. When will we, as business owners, have a concrete decision to work with so that we can move forward and develop our investments?" A written response is requested as soon as possible. Jennifer Fuller responded in March 31 email indicating that every comment will be discussed at the post-hearing meeting and a response to each comment will be issued after the post-hearing meeting, as well as documented in the FEIS.

SUMMARY OF WRITTEN COMMENTS ON MAP REQUEST FORMS

James Godfrey Third Street Extension

Comments: Prefers a No-Build Alternative.

Mildred Godfrey Third Street Extension

Comments: Prefers a No-Build Alternative.

Willard Godfrey, Jr. Third Street Extension

Comments: Prefers a No-Build Alternative.

Sandra Crawford Canterwood Drive

Comments: Comments that the project should not be built.

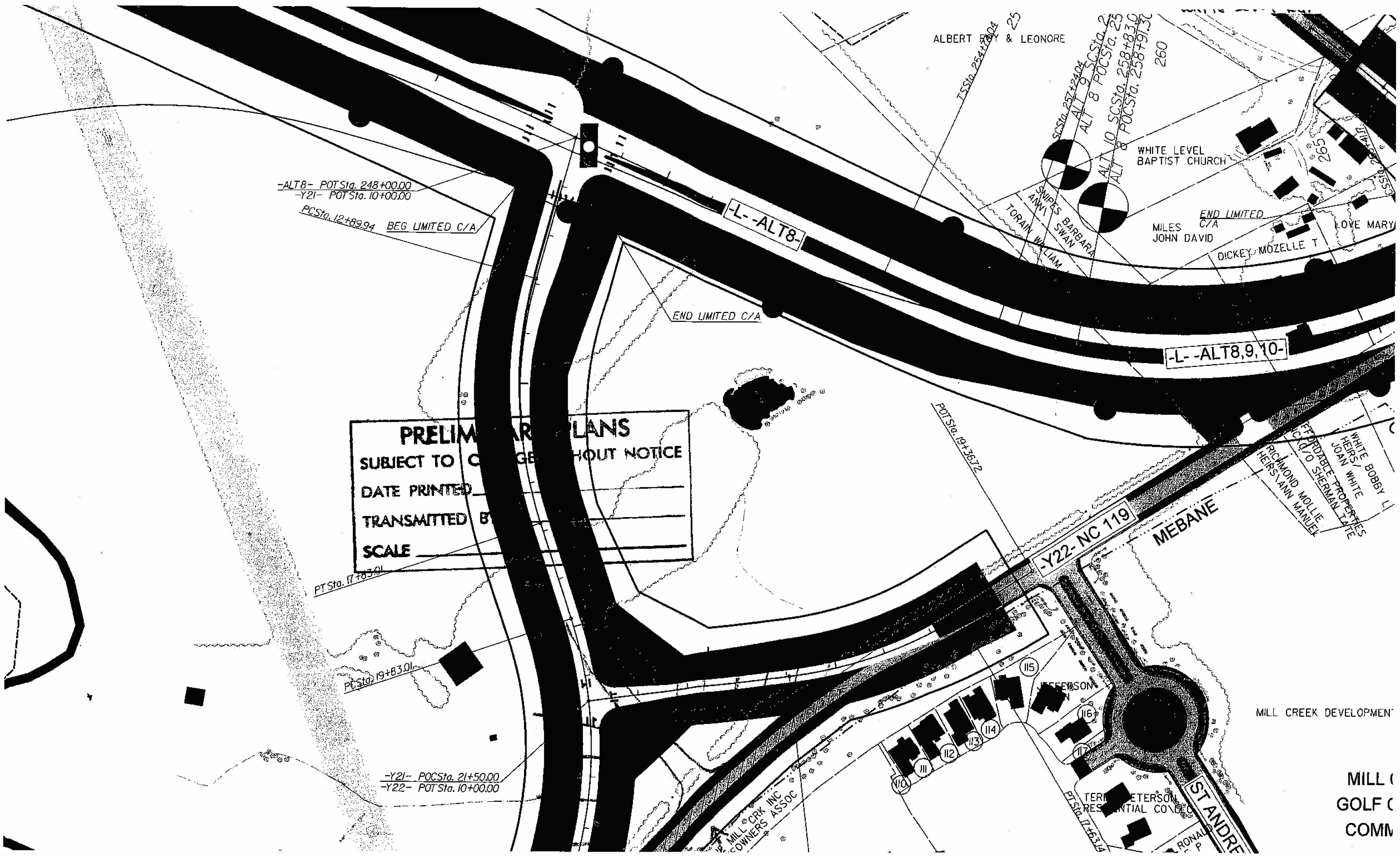
John Ridge Woodlawn Road

Comments: Does not prefer any of the alternatives.

LM/asm

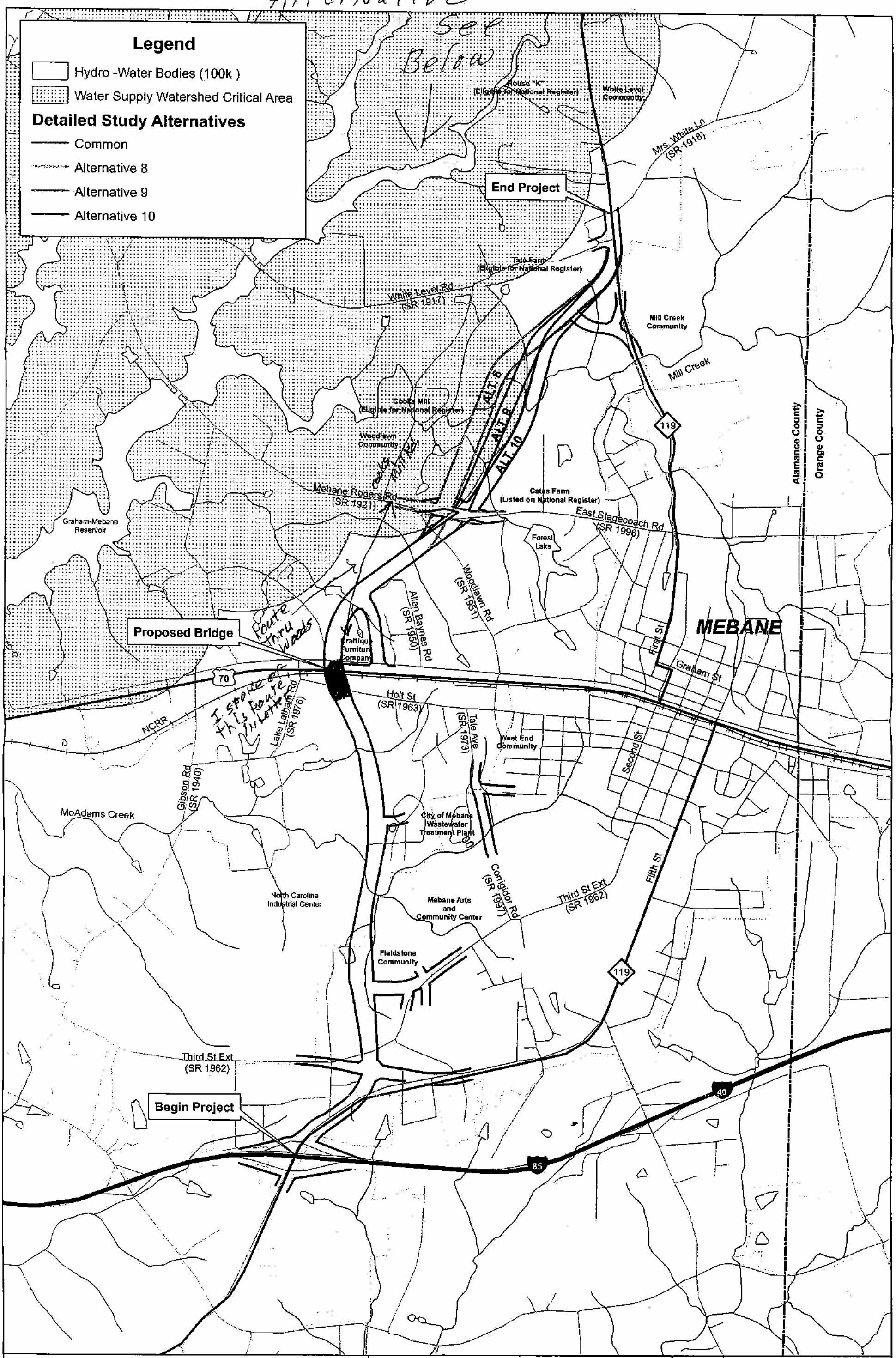
cc: Post Hearing Meeting Attendees
Doug Galyon, Member, Board of Transportation

APPENDIX



MILL CREEK HOMEOWNERS ASSOCIATION SKETCH

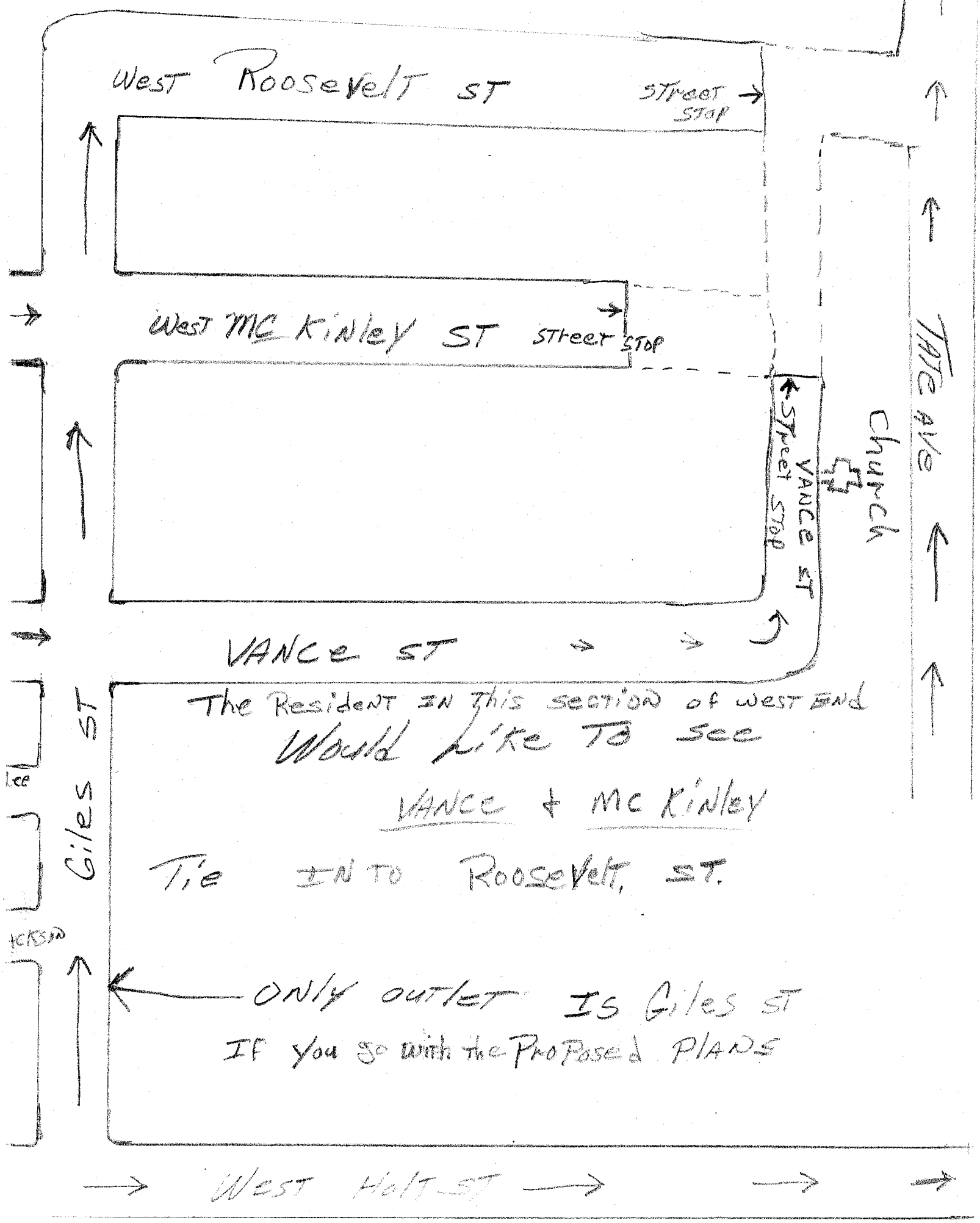
Alternative



JAMES L. PIPER'S SKETCH

DONALD L. TATE'S SKETCH

3/19/08



APPENDIX I

DEIS COMMENTS

Part 1 – Agency Comments
Part 2 – Public Comments

Appendix I – Part 1
Agency Comments

DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402-1890

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DIVISION OF HIGHWAYS
PDEA-OFFICE OF NATURAL ENVIRONMENT

IN REPLY REFER TO

October 18, 2007

Plan Formulation and Economics Section

Mr. Gregory J. Thorpe, Ph.D., Manager
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This is in reply to your October 25, 2006, letter requesting our comments regarding environmental review issues relative to TIP Project No. U-3109, proposed construction of NC 119 Relocation, I-85/40 to South of SR 1918 (Mrs. White Lane), Mebane, Alamance County, North Carolina. The specific improvements include construction of a new four- to six-lane divided highway approximately 5.6 miles long. This information is to be used in an environmental review for the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for this project.

Following is in reference to Floodways and Floodplains:

1 Paragraph 3.2.7.4: The expression "1% chance of occurrence" should be used when referring to the 100-year flood. The definition of the 100-year flood is an event that has a 1% chance of happening in any year.

2 Paragraph 4.2.6.4:
First sub-paragraph: There is no discussion of the amount of flood plain area of non-studied streams; these flood plains are important as they will cause increased flooding when encroached upon.

3 Second sub-paragraph: The first consideration for crossing flood plains, and especially floodways, is not to cause an increase in the flooding level. This is in accordance with FEMA requirements and general flood plain management guidelines. In this paragraph the discussion should concern meeting the requirements of a FEMA no-rise certification and not just floodway revisions. Why weren't the bridge lengths required to span the floodway considered, as anything less will cause added flooding upstream?

4 Third sub-paragraph: In the previous paragraph it was stated that floodway revisions at the road crossings would be required; that sounds like a substantial impact. So the statement of "no substantial impacts are anticipated within the 100-year floodplains" is not an accurate statement. The statement "no increases to the extent and level of flood hazard risk would result from encroachments" will only be true if there is zero change in the 1% flood event elevation. Without a supporting study this is a meaningless statement. The above response applies to the last sentence in this paragraph also. Any fill material within the flood plain and floodway is an incompatible use of the flood plain; this applies to streams both studied and not studied.

5 Generally this section does not adequately address the FEMA requirement of not increasing the flooding. Just because the stream has not been studied does not mean that it does not have a significant flood plain and possible flooding problems that should be considered. If there are trade offs that will be required they should be stated in this discussion.

Any questions related to flood plains for this response may be directed to Mr. Ray Batchelor at (910) 251-4729.

6 Based on your preliminary information, there are waters and wetlands on the proposed work sites, as indicated by USACE jurisdictional determinations conducted between July 2003 and July 2005. Prior to beginning work, we strongly suggest you re-confirm the extent of Department of the Army jurisdiction and obtain the required permits for any adverse impacts to waters and wetlands. If there are questions related to jurisdictional waters or wetlands, please contact Mr. Andrew Williams of our Raleigh Regulatory Field Office at (919) 876-8441, extension 26.

Sincerely,

Noel Clay

Noel Clay, Chief
Planning Services Section

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Division of Highways

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Preconstruction
Project Development and
Environmental Analysis Branch

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726

October 11, 2007

Gregory J. Thorpe, Ph.D.
Project Development and Environmental Analysis
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Dear Dr. Thorpe:

This letter is in response to your October 8, 2007 letter which requested comments from the U.S. Fish and Wildlife Service (Service) on the Federal Draft Environmental Impact Statement (FDEIS) for the relocation of NC 119 from I-85/40 to south of SR 1918 (Mrs. White Lane), Alamance County, North Carolina (TIP No. U-3109). These comments are provided in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d) and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

According to the FDEIS, the North Carolina Department of Transportation proposes to relocate NC 119 by constructing a new location, multi-lane facility on the west side of Mebane. There are three detailed study alternatives – Alternatives 8, 9 and 10. Each alternative has the same beginning and ending point. All three alternatives have similar impacts to wetlands (~0.25 acres), streams (3,441 – 3,904 feet) and forest (179.5 – 181.5 acres). There are no federally listed threatened or endangered species listed for Alamance County.

1 The Service has been actively involved in the NEPA/Section 404 Merger 01 Process. Comments and recommendations from the Service have been incorporated into the development of this project. The Service does not have a preferred alternative at this time. We will defer that decision until Concurrence Point 3 in the Merger 01 Process.

2 Page S-27 and 4-97 refer to the authority under which the Service reviews and comments on Section 404 permits. In addition to the Endangered Species Act, the Service provides comments and recommendations to the U.S. Army Corps of Engineers in accordance with provisions of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667d).

3 Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*, requires federal agencies to take actions to implement the Migratory Bird Treaty Act (16 U.S.C. 703–711). In part, these actions require federal agencies to "ensure that environmental analyses of Federal actions required by the NEPA or other established environmental review processes

evaluate the effects of actions and agency plans on migratory birds, with emphasis on species of concern". This DFEIS fails to address migratory birds.

The Service appreciates the opportunity to review this project. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520, ext. 32.

Sincerely,

for Gary Jordan
Pete Benjamin
Field Supervisor

cc: Chris Militscher, USEPA, Raleigh, NC
Travis Wilson, NCWRC, Creedmoor, NC
Sue Homewood, NCDWQ, Winston-Salem, NC
Andy Williams, USACE, Raleigh, NC
John Sullivan, FHWA, Raleigh, NC

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

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Project Development and
Environmental Analysis Branch

December 3, 2007

Gregory J. Thorpe, Ph.D.
Environmental Management Director
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Subject: NC 119 Relocation, I-85/40 to South of SR 1918 (Mrs. White Street), Mebane, Alamance County
Draft EIS; TIP Project No.: U-3109
CEQ No.:20070430; FHW-E40818-NC

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency (EPA) Region 4 has reviewed the subject document and is commenting in accordance with Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). The North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) are proposing to construct a relocated NC 119 facility from Interstate 85/Interstate 40 to south of State Road (SR) 1918 (Mrs. White Lane) in Alamance County. The approximate 5.6-mile proposed facility varies in its typical design within the project study area. The typical design includes 6-lane curb and gutter sections with a 30-foot median, a 6-lane shoulder section with 30-foot median and transition to a 4-lane roadway with 30-foot median. The proposed new facility is expected to address traffic capacity deficiencies, a lack of connectivity within the local community and insufficient north-south routes through the town of Mebane.

The proposed project was placed in the NEPA/Section 404 Merger process and EPA has been an active participant in the team process. According to EPA's records, Purpose and Need (Concurrence point 1) was concurred upon on December 13, 2000, Detailed Study Alternatives (Concurrence point 2) was signed on June 13, 2002, and the Bridging Decisions and Alignment Review (Concurrence point 2A) was signed on March 16, 2006.

There are currently 3 detailed study alternatives under consideration including Alternatives 8, 9 and 10. The environmental impacts for these 3 alternatives are of similar magnitude and EPA's has not identified an environmentally preferred alternative

at this time. Based on EPA's review both Alternatives 8 and 9 have impacts to water supply critical areas. Specific environmental concerns are addressed in an attachment to this letter (See Attachment "A").

Based on EPA's review of the DEIS, Alternatives 8, 9 and 10 received an "EC-1" rating, meaning that some environmental concerns exist that need to be further addressed. Specifically, further information should be included in the FEIS regarding avoidance and minimization measures for streams and wetlands and mitigation plans and potential measures to minimize impacts to a historic property. In addition, the FHWA and NCDOT should also consider measures to minimize direct and indirect and cumulative impacts to water supply critical areas. Unavoidable noise impacts to residences and businesses should be reasonably mitigated and the noise abatement analysis should be reevaluated based upon current policy and guidelines. EPA has attached a copy of the DEIS rating descriptions (See Attachment "B").

EPA plans to continue its Merger process involvement in this proposed project including the Concurrence Point 3 "LEDPA" and Concurrence Point 4A avoidance and minimization decision points. EPA will also be involved through the hydraulic and permit review stages, including the detailed avoidance and minimization efforts for stormwater management and the use of Best Management Practices (BMPs). Ms. Kathy Matthews of EPA's Wetlands Section should also be contacted during these phases of the Merger 01 process. Should you have any questions about EPA's comments on the DEIS, please contact Mr. Christopher Militscher on my staff at (919) 856-4206 or by e-mail at: militscher.chris@epa.gov.

Sincerely,

Heinz Mueller
Chief, NEPA Program Office
Office of Policy and Management

Cc: K. Jolly, USACE Wilmington District
J. Sullivan, FHWA-NC
B. Wrenn, NCDENR-DWQ

ATTACHMENT A
NC 119 Relocation, Mebane, Alamance County
TIP# U-3109

SPECIFIC COMMENTS ON THE DEIS

Stream and Wetland Impacts

Detailed study alternatives #8, 9 and 10 impact 3,642 linear feet, 3,441 linear feet and 3,904 linear feet of jurisdictional streams, respectively. All three alternatives have the same estimated impact to jurisdictional wetlands: 0.249 acres. There are four primary perennial streams within the project study area and their associated un-named tributaries (UTs), including MoAdams Creek, Back Creek, Mill Creek and Haw Creek. All of the streams are classified as either Class C, Nutrient Sensitive Waters (NSW), Class Water Supply (WS)- II, High Quality Water (HQW), NSW, Class WS-V, NSW, or Class WS-II, HQW, NSW, Critical Area (CA). There are no Clean Water Act Section 303(d) listed impaired waters in the project study area.

1 EPA notes that the use of a bridge at the Mill Creek crossing should lower the stream impacts, although the DEIS does not clearly state the linear footage that would be minimized by the bridge. NCDOT and FHWA include in its "greensheet" environmental commitments a plan to investigate the use of a bottomless culvert at the crossing of Site 2 (UT14 to Mill Creek), which may also minimize impacts. These specific issues should be resolved prior to the next Merger 01 concurrence point meeting and documented in the FEIS. Based strictly on stream impacts, EPA would generally prefer Alternative 9 as it is currently estimated to have the least impact to jurisdictional streams (i.e., 3,441 linear feet). EPA made a general comparison of stream impacts per mile to the BASELINE analysis for other Eastern, N.C. projects and found that even Alternative 9 has a greater impact than the average new location facility (i.e., BASELINE = 473.0 linear feet per mile versus 614.0 linear feet per mile for NC 119 Relocation, Alternative 9).

2 EPA notes that the Natural Resources Technical Report (NRTR) and the 2006 NRTR Addendum for this project have been incorporated by reference. It would be helpful if copies of these reports were made available to EPA for further review as the project proceeds through the Merger 01 process.

3 There are no stream relocations proposed for the project. The DEIS indicates that there are opportunities for on-site stream mitigation although there are no specific details contained in the document. Based upon an earlier field review of the project alignments, EPA understands that there might be opportunities in the vicinity of Mill Creek and its tributaries. Several of the tributaries were noted to be previously impacted by agricultural activities, including the loss of vegetative buffers and livestock crossing stream beds.

It is also important for EPA to emphasis the new guidelines concerning jurisdictional determinations to waters of the U.S. and that NCDOT and FHWA should

4 confirm the jurisdictional determinations that were made for the impacted streams and wetlands. Ms. Kathy Matthews of EPA has previously forwarded the new jurisdictional form and instruction manual to NCDOT. Depending upon the time of permitting, NCDOT may be required to adhere to the new guidance and requirements by the U.S. Army Corps of Engineers.

Additional Avoidance and Minimization Measures and Mitigation for Streams and Wetlands

5 NCDOT and FHWA should consider additional avoidance and minimize measures for stream and wetland impacts beyond the proposal for one bridge crossing and one potential bottomless culvert at another location. Fill slopes should be reduced to the extent practicable. Retaining walls should also be considered in areas where there are significant fill slopes around streams. The proposed median has been reduced to 30 feet, but this reduced footprint has been off set by the proposed construction of a 6-lane facility. The proposed new location project has substantially greater stream impacts per mile than other Eastern, N.C. multi-lane improvement projects (e.g., 614 linear feet/mile vs. 473 linear feet/mile) and that FHWA and NCDOT should consider more progressive avoidance and minimization strategies. EPA believes that the development of a draft mitigation plan should also be developed prior to the FEIS. Please contact Ms. Kathy Matthews, EPA Wetlands Program, for any on-site mitigation field reviews or submittals of draft mitigation proposals.

Water Supply Critical and Protected Areas

Alternatives 8 and 9 impact a significant portion of Water Supply Watershed Critical Areas (WCA) of the Graham-Mebane Reservoir (Impoundment of Back Creek), while Alternative 10 does not. Parts of Mill Creek, MoAdams Creek, and Back Creek (and their tributaries) are classified as WS-II, High Quality Waters (HQW), Nutrient Sensitive Waters (NSW). A HQW designation is intended to protect waters with water quality higher than state water quality standards. Several of the perennial tributaries to Haw Creek are listed as WS-V, NSW. The rest of the streams along the project are listed as Class C, NSW. Table 3.17 of the DEIS includes the best usage classification for all of the streams and tributaries in the project study area and all have, at a minimum, a NSW designation.

6 The DEIS provides an estimate of the impact within the WCA as 1.0 miles for Alternative 8 and 0.7 miles for Alterative 9. However, the DEIS does not include an estimate of the amount of impervious surfaces that will be added for these lengths within the WCA. All three alternatives have impacts to the water supply protected areas (WPA), including an estimated 1.7 miles for Alternatives 8 and 9 and 2.5 miles for Alternative 10. EPA also has environmental concerns for the interchange proposed at SR 1921 (Mebane Rogers Road) for Alternatives 8 and 9, which appears to be mostly located within the WCA.

Environmental Justice Issues

A Community Impact Assessment was conducted according to the DEIS but it is unclear whether all conclusions and recommendations of that assessment are reflected in the NEPA document. EPA notes the extensive environmental justice (EJ) demographic information contained in the DEIS including the identification of EJ populations (Pages 4-15 to 4-17). EPA recognizes the early planning efforts to eliminate other preliminary alternatives that had significantly higher impacts to low-income and minority populations. Furthermore, EPA recognizes the efforts by NCDOT to engage the local public through the formation and use of the NC 119 Relocation Steering Committee (Pages 4-20 and 4-21, et al., of the DEIS).

7 Table S.2 of the DEIS details the Summary of Environmental Impacts, including the number of residential relocations (44 to 46), business relocations (5) and 1 church relocation under socioeconomic factors. However, the table does not provide a breakdown of the relocation impacts to low-income and minority populations as is described on Pages 4-18 and 4-19 of the DEIS. The West End community would experience 4 residential relocations and 1 relocation of a church. The White Level community will have 6 residential relocations. The DEIS states that Alternative 8 will have 8 residential relocations to low-income and minority homes and Alternatives 9 and 10 will have 10 relocations to low-income and minority homes within the Woodlawn community. The total low-income and minority residential relocations should be included in a revised summary table compared to the total relocations for each detailed study alternative. From EPA's general estimate of the demographic characteristics of the project study area and census block groups, the potential percentages of low-income and minority relocations do not appear to be disproportionate to the overall totals for each alternative. However, FHWA and NCDOT should clearly demonstrate this assumption in the FEIS and future impact summary tables.

Human Environmental (Relocations)

8 There are a substantial number of residential relocations for this new location facility. There are 44 to 46 residential relocations depending upon the alternative. Because there is little difference between the alternatives for this impact it does not appear to be a decisive factor in the future selection of a preferred alignment. EPA conducted a general analysis to other new location facilities in Eastern N.C. and found that based upon a per mile comparison, the proposed NC 119 Relocation project has a much greater impact than the BASELINE average (i.e., BASELINE = 3.1 residential relocations per mile versus approximately 7.9 residential relocations per mile; using 44 residential relocations and a 5.6 mile project). However, EPA recognizes that the proposed facility is a 6-lane, 30-foot median facility and the BASELINE is typically a 4-lane facility with various median widths. EPA investigated other comparable 6-lane projects in urban areas in Eastern, N.C. and found that the proposed R-2635, Western Wake Parkway in Wake County is a proposed 6-lane facility with a 78-foot median. This 12.6-mile new location facility has 48 residential relocations (i.e., 3.8 residential relocations per mile). The NC 119 Relocation project has approximately double the

number of residential relocations per mile of the typical roadway improvement. Based upon text in the DEIS, the Fieldstone and Woodlawn communities would experience the greatest impact with each having approximately 10 relocations. FHWA and NCDOT provide for direct compensation for relocations. However, EPA is concerned that the proximity of the new facility will have a substantial noise receptor impact for those community residential units that are not relocated.

Noise Receptor Impacts

9 The DEIS includes Tables 4.8 and 4.9 on traffic noise abatement criteria and traffic noise level increase summary, respectively. Twelve (12) receptors for Alternatives 8 and 10 approach or exceed noise abatement criteria including both Categories B and C. As stated in the DEIS, a 5-dBA change is more readily noticeable. From Table 4.9, there are 21 receptors that will exceed a 5-dBA increase for Alternative 8 and 9 and 22 receptors that will exceed the 5-dBA increases for Alternative 10. FHWA and NCDOT predict that 3 to 4 receptors will have a 'substantial' noise level increase and only 1 receptor will approach or exceed the FHWA's Noise Abatement Criteria (NAC). This information appears to conflict with the information presented in Table 4.8. The total number of receptors that will be impacted to some degree by increased traffic noise is 32 for Alternative 9 and 33 for Alternatives 8 and 10 (from Table 4.9).

10 On page 4-41 of the DEIS, EPA notes that an abatement threshold of $25,000 per benefited receptor is cited. This differs from the NCDOT's *2004 Noise Abatement Policy*, level of $35,000 per benefited receptor plus an incremental increase of $500 per dBA average increase in the predicted exterior noise levels of the impacted receptors (Page 5). NCDOT and FHWA should address this inconsistency in the Final EIS. EPA recommends that noise barriers be re-considered after the preferred alignment is selected and that FHWA and NCDOT consider noise abatement opportunities near established residential communities.

Historic Resources

11 The DEIS describes that there is a potential adverse effect to Cates Farm, a property listed on the National Register of Historic Places (NRHP) from the selection of Alternatives 9 or 10. There is a 'no effect' determination for this property for Alternative 8. However, Section 4.1.5.1 of the DEIS does not describe the 'intensity' or potential magnitude of the impact to the historic resource. EPA reviewed the coordination information between the State Historic Preservation Office (SHPO) and NCDOT in Appendix B and was unable to discern the 'extent' or magnitude of impact to Cates Farm from either Alternative 9 or 10. Alternative 8 represents the only 'avoidance' alternative to the historic property. However, Alternative 8 has the greatest impact to the WCA and to terrestrial forests.

The DEIS includes Figure 4.3, that depicts the detailed study alternatives (i.e., #8, 9 and 10) within the Cates Farm property. Both Alternatives 9 and 10 would have a substantial impact within the historic property boundaries. Alternative 10 would divide a

greater portion of the farm and be substantially closer to the buildings and other farm structures. Due to the shape of the property boundaries and the angle of the proposed facility alternatives, Alternatives 9 and 10 would appear to directly 'take' a similar amount of land for the required right of way.

Biotic Community Impacts

12 The DEIS provides several figures that depict the 3 alternatives and their relative slope stake (construction limits). Figure S.5 shows the 3 alternatives in the Cates Farm area. The construction width of the 3 alternatives vary in this figure as well as others included in the DEIS. In the pastureland through Cates Farm, the construction limits of the proposed project appear to widen to more than 250 feet for Alternative 10. For Alternative 9, the construction width through Cates Farm appears to be less than 250 feet. EPA has calculated the 'average' construction width of the 5.6-mile project compared to the estimated impacts to all community types. The 3 alternatives 'average' 180 acres. Based upon the DEIS numbers, the average construction 'footprint' is calculated to be 265.2 linear feet. The proposed facility includes a 'maximum' typical section of a 6-lane, 30-foot median facility with 4 to 8-foot paved shoulders (DEIS Table 2.1, Design Criteria). EPA calculates that the construction footprint using six 12-foot lanes, 8-foot paved shoulders on each side, 25-foot slope stakes on each side, 30-foot median, etc., should not be more than 194 feet. It is EPA's concern that impacts have either been substantially 'over-estimated' or that the construction limits for what is actually planned extend well beyond the limits of what is potentially needed to build the new roadway. Prior to the next Merger 01 meeting, NCDOT and FHWA should provide a rationale as to why the impacts to biotic communities do not match the 'typical design section impacts' depicted in the DEIS. EPA notes that terrestrial forest impacts for the 3 alternatives range between 59.8 and 67.6 acres, with Alternative 10 having an estimated 60.9 acres.

Indirect and Cumulative Effects

13 The Indirect and Cumulative Effects (ICE) section of the DEIS (i.e., Section 4.4) does not discuss potential environmental impacts, but instead appears to focus strictly on the potential for inducing or accelerating land use changes. Section 4.4.10.2 of the DEIS does provide some discussion on the potential for water quality impacts, but it only considered impacts to the WCA from induced development, and not to water resources in general, or to the wetlands or streams in the project area. The DEIS uses the WCA designation as a reason to state that there will be few changes to land use and therefore few ICE, because of the limits on development in that area. However, there is no detailed information in the DEIS that addresses state and local government imposed development restrictions within the WCA. There is no information in the DEIS that discusses the potential requirements for limitations on impervious surfaces within the WCA.

14 The DEIS does not include a detailed discussion concerning changes in stormwater runoff or nutrient loading in the project vicinity. As previously noted and as shown in Table 3.17 of the DEIS, all of the streams and tributaries in the project study area are classified as NSW. Furthermore, no other types of resources, such as air quality,

are mentioned with regards to ICE. The DEIS should include a detailed discussion of the potential for impacts to wetlands, streams, and other natural areas, particularly those resources which are located near the proposed interchanges. The ICE section refers to a 2006 "Final Indirect and Cumulative Effects" document, but EPA has not been provided a copy of this report. If the detailed discussion of impacts to the natural environment are included in the 2006 Final ICE report, they should have been summarized in the DEIS. EPA requests that the 2006 Final ICE report be provided for our review. The ICE issues identified in this letter and subsequent review comments need to be fully disclosed in the FEIS.

Air Quality and Mobile Source Air Toxics (MSATs)

15 The proposed project is located within the Triad Early Action Compact area. EPA has identified a possible incorrect standard in Table 3.12. On Page 3-26, the National Ambient Air Quality Standard (NAAQS) for the 24-hour $PM_{2.5}$ is now 35 micrograms per cubic meter (ug/m^3). This should be updated in the FEIS.

EPA acknowledges that the DEIS addresses MSATs in the form of FHWA's Interim Guidance (Pages 4-31 to 4-37). EPA has previously provided NCDOT and FHWA with detailed comments on other projects concerning this type of qualitative assessment that is being inserted into various NEPA documents. Without actual background data, it is not possible to predict what the adverse health effects of MSATs will have on any specific community within the project study area. EPA does not agree with this 'interim guidance approach' and there are several statements provided in the discussion concerning the summary of existing credible scientific evidence, health studies, modeling for MSATs, etc., that do not provide any technical or project specific information that would aid decision-makers in the selection of a preferred alternative.

16 The DEIS does identify that there may be localized areas where ambient concentrations of MSATs could be higher under the Alternatives compared to the "No-Build" scenario. Furthermore, the DEIS acknowledges that MSAT concentrations would likely be more pronounced along the roadway sections that would be built near the Fieldstone, West End and Woodlawn communities. FHWA and NCDOT assert that there are inherent deficiencies in the models for the quantitative estimate of MSAT concentrations. EPA also does not agree with the statement concerning the 'substantial regional reduction' in MSATs (Pages 4-36 and 4-37). Widely accepted scientific studies indicate that MSATs are a localized problem to nearby roadway receptors and are not a 'regional air pollution problem' as with priority air pollutants. There is a potential 'compounding or synergistic adverse effect' to sensitive receptors where a localized, near roadway population also has compromised air quality (e.g., Non-attainment areas for other air pollutants) and elevated MSAT exposure. FHWA and NCDOT have not identified any specific sensitive receptors (e.g., Nursing homes, child day care centers, hospitals, etc.) along the proposed alignments for Alternatives 8, 9 and 10.

ATTACHMENT B
NC 119 Relocation, Mebane, Alamance County
TIP# U-3109

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within

the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
National Geodetic Survey
Silver Spring, Maryland 20910-3282

November 27, 2007

Ms. Jennifer M. Fuller
NCDOT - PDEA
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Ms. Fuller,

We have provided comments on the DEIS regarding NC-119 Relocation Project, Transportation Improvement from the I-185/40 Interchange SW of Mebane to Existing NC-119 S of NC-1918 (Mrs. White Lane) Mebane, Right-of-Way Acquisition, Alamance Co, NC (20070430).

The DEIS has been reviewed within the areas of the National Oceanic and Atmospheric Administration, National Geodetic Survey's (NGS) geodetic responsibility, expertise, and in terms of the impact of the proposed actions on NGS activities and projects.

1 If there are any planned activities which will disturb or destroy geodetic control monuments, NGS requires notification not less than 90 days in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any required relocation(s).

2 All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the homepage of NGS at the following Internet address: http://www.ngs.noaa.gov. After entering this website, please access the topic "Products and Services" then "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS database for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

We hope our comments will assist you. Thank you for giving NGS the opportunity to review your DEIS.

Sincerely,

Christopher W. Harm

Christopher W. Harm
Program Analyst
NOAA's National Geodetic Survey
Office of the Director
1315 East-West Highway
SSMC3 8729, NOAA, N/NGS
Silver Spring, Maryland 20910

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North Carolina Department of Cultural Resources

State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

February 28, 2008

Andrew Williams
Raleigh Regulatory Field Office
Army Corps of Engineers
3331 Heritage Trade Drive, Suite 105
Wake Forest, NC 27587

RE: Relocation of NC 119 between the existing I-85-40 interchange and SR 1918, U-3109, Alamance County, ER944-8152

Dear Mr. Williams:

We have reviewed your February 15, 2008, Public Notice for the above referenced undertaking. While none of the alternatives will affect archaeological sites eligible for listing in the National Register of Historic Places, Alternatives 9 and 10 will adversely affect the Cates Farm, a National Register-listed property.

If either of these alternatives is selected, consultation under Section 106 of the National Historic Preservation Act and the regulations of the Advisory Council on Historic Preservation at 36 CFR 800 will be required.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Renee Gledhill-Earley

for Peter Sandbeck

cc: Greg Thorpe, NCDOT
Felix Davila, FHWA
Mary Pope Furr, NCOT
Matt Wilkerson, NCDOT

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Preconstruction
Project Development and
Environmental Analysis Branch

North Carolina
Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

November 13, 2007

Mr. Gregory Thorpe
N.C. Dept. of Transportation
Project Dev. & Env'l Analysis
1548 Mail Service Center
Raleigh,, NC 27699-1534

Dear Mr. Thorpe:

Re: SCH File # 08-E-4220-0115; DEIS; Proposal relocation of NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane in Alamance County. TIP #U-3109

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,
Chrys Baggett/SJC

Ms. Chrys Baggett
Environmental Policy Act Coordinator

Attachments

cc: Region G
Region K

Mailing Address:
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Raleigh, NC 27699-1301

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North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

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MEMORANDUM

TO: Chrys Baggett
State Clearinghouse

FROM: Melba McGee
Project Review Coordinator

RE: 08-0115 DEIS for the Relocation of NC 119 from the I-85/40 Interchange Southwest of Mebane to existing NC 119 in Alamance County

DATE: November 7, 2007

The Department of Environment and Natural Resources has reviewed the proposed project.

Several areas need further clarification as noted in the attached comments. We ask that the Department of Transportation continue to work with our resource agencies in order to adequately addressed project concerns prior to finalizing plans. Addressing these comments during the review process and/or during the NEPA Merger Process will avoid delays at the permit phase.

Thank you for the opportunity to comment on this project.

Attachments

1601 Mail Service Center, Raleigh, North Carolina 27699-1601
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North Carolina
Division of Forest Resources

Wib L. Owen, Director

November 2, 2007

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MEMORANDUM

TO: Melba McGee, Office of Legislative Affairs

FROM: Michael Mann, NC Division of Forest Resources

SUBJECT: Draft environmental impact statement for the proposed relocation of NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 north of Mebane in Alamance County.

PROJECT #: 08-0115

The North Carolina Division of Forest Resources has reviewed the referenced document and does not object to any of the proposed alternatives. Where woodlands will be impacted, NCDFR would like to see the following points addressed in the Environmental Assessment.

1. List, by timber type, the total forest land acreage that is removed or taken out of forest production as a result of the project. If no impacts will occur please state so in the document.

2. The provisions the contractor will take to utilize the merchantable timber removed during construction. Emphasis should be on selling all wood products. However, if the wood products cannot be sold then efforts should be made to haul off the material or turn it into mulch with a tub grinder. This practice will minimize the need for debris burning, and the risk of escaped fires and smoke management problems to residences, highways, schools, and towns.

3. The provisions that the contractor will take during the construction phase to prevent erosion, sedimentation and construction damage to forest land outside the right-of-way and construction limits.

4. If woodland burning is needed, the contractor must comply with the laws and regulations of open burning as covered under G.S. 113-60.21 through G.S. 113-60.31. Alamance County is classified as a non-high hazard county, and G.S. 113-60.24 requiring a regular burning permit applies.

We appreciate the opportunity to comment on the proposed project.

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North Carolina Wildlife Resources Commission

MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program

DATE: November 5, 2007

SUBJECT: North Carolina Department of Transportation (NCDOT) State Draft Environmental Impact Statement (DEIS) for the proposed NC 119 relocation from I-85/40 to south of SR 1918, Mebane, Alamance County, North Carolina. TIP No. U-3109 SCH Project No. 08-0115.

Staff biologists with the N. C. Wildlife Resources Commission have reviewed the subject DEIS and are familiar with habitat values in the project area. The purpose of this review was to assess project impacts to fish and wildlife resources. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

NCDOT proposes to relocate NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 north of Mebane. Three alternatives were studied in detail, with impacts ranging from 3,441 to 3,904 liner feet of jurisdictional streams and 0.249 acres of jurisdictional wetlands.

1 We have reviewed the data provided in the DEIS. This project is going through the 404/NEPA merger process. The DEIS reflects NCWRC comments from prior meetings and coordination. Additional natural resource minimization efforts will be assessed during concurrence point 4a once the Merger Team has selected a LEDPA. At this time we concur with the DEIS for this project. We will continue to assess the impacts associated with the remaining alternatives in preparation for the selection of the LEDPA. Thank you for the opportunity to comment. If we can be of any further assistance please call me at (919) 528-9886.

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • **Fax:** (919) 707-0028

cc: Gary Jordan, U.S. Fish and Wildlife Service, Raleigh
Sue Homewood, DWQ
John Thomas, USACE
Chris Militscher, EPA

Michael F. Easley, Governor
William G. Ross Jr., Secretary
North Carolina Department of Environment and Natural Resources

Coleen Sullins, Director
Division of Water Quality

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November 2, 2007

MEMORANDUM

To: Melba McGee, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: Brian Wrenn, Division of Water Quality, Transportation Permitting Unit BW

Subject: Comments on the Draft Environmental Impact Statement related to proposed Relocation of NC 119 from existing I-85/40 to south of existing SR 1918 in Alamance County, Federal Aid Project No. STP-119(1), State Project No. 8.1470901, TIP U-3109, State Clearinghouse Project No. 08-0115.

This office has reviewed the referenced document dated August 31, 2007. The Division of Water Quality (DWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. The DWQ offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team.

2. All of the streams in the project area have a supplemental NSW classification for waters of the State. DWQ is very concerned with sediment and erosion impacts that could result from this project. DWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to the streams in the project area. DWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*.

3. Review of the project reveals the presence of surface waters classified as Water Supply Critical Area (WS CA) in the project study area. Given the potential for impacts to these resources during the project implementation, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) throughout design and construction of the project. This would apply for any area that drains to streams having WS CA classifications.

   Because the project is proposed within the Critical Area of a Water Supply, the NCDOT will be required to design, construct, and maintain hazardous spill catch basins in the project area. The number of catch basins installed should be determined by the design of the bridge, so that runoff would enter said basin(s) rather than flowing directly into the stream, and in consultation with the DWQ.

Transportation Permitting Unit
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4. Review of the project reveals the presence of surface waters classified as High Quality Waters of the State in the project study area. This is one of the highest classifications for water quality. Given the potential for impacts to these resources during the project implementation, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) throughout design and construction of the project. Pursuant to 15A NCAC 2H .1006 and 15A NCAC 2B .0224, NC DOT will be required to obtain a State Stormwater Permit prior to construction.

5. It is unclear why NCDOT is proposing alternatives that will result in LOS E/F in several intersections for the design year. Although the proposed alternatives divert traffic away from the failing intersections, it appears that NCDOT will need to upgrade these intersections to provide an adequate transportation facility. DWQ feels that any impacts to the natural and human environment that would occur as a result of the intersection upgrades should be included in the impact analysis for the NC 119 Relocation.

6. Table 4.4 provides an assessment of the effects on Historic Resources for the three alternatives. Alternative 8 is listed as No Effect for the Cates Farm, and alternatives 9 and 10 are listed as Adverse Effects for the Cates Farm. However, it is DWQ's understanding from field visits and past meetings that the owners of the Cates Farm have stated that they are willing to provide right-of-way for the proposed alternatives, despite the fact that the property is a historic site. Alternatives 8 and 9 impact streams in the Graham-Mebane Reservoir CA watershed. In addition, as stated above these waters are classified a WS-II; NSW; HQW. DWQ has great concerns regarding any alternatives that would impact these waters.

7. No direct discharges of stormwater shall be allowed for the entire project corridor.

8. In section 4.3.3 Jurisdictional Issues on page 4-55 under Compensatory Mitigation, the document states that , "Currently, NCDWQ requires a minimum of 1:1 restoration for wetland and stream impacts." This statement is confusing. DWQ requires mitigation for streams at a 1:1 ratio. Stream mitigation can be provided by restoration, enhancement, or preservation. DWQ requires mitigation for wetlands at a 2:1 ratio. At least half of the required wetland mitigation must be provided through restoration.

General Comments:

9. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

10. Environmental assessment alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.

11. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.

12. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.

13. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.

14. DWQ is very concerned with sediment and erosion impacts that could result from this project. NC DOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.

15. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.

16. NC DOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.

17. Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, DOT should not install the bridge bents in the creek, to the maximum extent practicable.

18. Sediment and erosion control measures should not be placed in wetlands or streams.

19. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.

20. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.

21. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an individual permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

22. Bridge supports (bents) should not be placed in the stream when possible.

23. Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage and do not block navigation by canoeists and boaters.

24. Bridge deck drains should not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NC DWQ *Stormwater Best Management Practices.*

25. If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.

26. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

27. Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NC DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.

28. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet

or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.

29. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No. 6 for Survey Activities.

30. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250. .

31. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.

32. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.

33. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.

34. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.

35. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Brian Wrenn at 919-733-5715.

cc: John Thomas, US Army Corps of Engineers, Raleigh Field Office
Clarence Coleman, Federal Highway Administration
Chris Militscher, Environmental Protection Agency
Travis Wilson, NC Wildlife Resources Commission
Gary Jordan, US Fish and Wildlife Service
Sue Homewood, DWQ Winston-Salem Regional Office
File Copy

DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number
08-0115
County
Alamance

Project Name **NC 119 Relocation**

Type of Project **Proposal relocation of NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane in Alamance County. TIP# U-3109**

Comments provided by:

- ☐ Regional Program Person
- ☒ Regional Supervisor for Public Water Supply Section
- ☐ Central Office program person

10/16/07

Name **Lee Spencer-Winston-Salem RO** Date **10/11/2007**

Telephone number: 336-771-5070

RECEIVED
N.C. Dept. of ENR
OCT 15 2007
Winston-Salem
Regional Office

Program within Division of Environmental Health:

- ☑ Public Water Supply
- ☐ Other, Name of Program: _____

Response (check all applicable):

- ☐ No objection to project as proposed
- ☐ No comment
- ☐ Insufficient information to complete review
- ☐ Comments attached
- ☑ See comments below

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1 THE PORTION OF THIS PROJECT NORTH OF HWY. 70 WILL DRAIN INTO THE GRAHAM-MEBANE WATER SUPPLY RESERVOIR. THEREFORE, EXTREME CARE SHOULD BE TAKEN TO PROVIDE ADEQUATE SPILL PROTECTION AND EROSION CONTROL. PROPER CATCHMENT DESIGN + CONSTRUCTION IS CRITICAL.

Return to:
Public Water Supply Section
Environmental Review Coordinator for the
Division of Environmental Health

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DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number
08-0115
County
Alamance

Inter-Agency Project Review Response

Project Name **NC 119 Relocation** Type of Project **Proposal relocation of NC 119 from the I-85/40 interchange southwest of Mebane to existing NC 119 near SR 1918 (Mrs. White Lane) north of Mebane in Alamance County. TIP# U-3109**

☒ The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.

☐ This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.

☐ If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.

☐ The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised that prior to the removal or demolition of dilapidated structures, a extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.

☐ The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. sep.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2895.

☐ The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.

☒ If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.

☒ For Regional and Central Office comments, see the reverse side of this form.

Jim McRight	PWSS	10/11/07
Reviewer	Section/Branch	Date

State of North Carolina
Department of Environment and Natural Resources

Reviewing Office: _____

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number: 08-0115 Due Date: _____

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
X	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
☐	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
☐	Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
☐	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
☐	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950.		
☐	Complex Source Permit required under 15 A NCAC 2D.0800		
X	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of **$65** for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
☐	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
☐	Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any arc mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
☐	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction. certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required	30 days (60 days)

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
☐	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
☐	State Lakes Construction Permit	Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
☒	401 Water Quality Certification	N/A	60 days (130 days)
☐	CAMA Permit for MAJOR development	$250.00 fee must accompany application	55 days (150 days)
☐	CAMA Permit for MINOR development	$50.00 fee must accompany application	22 days (25 days)
☐	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611		
☒	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
☒	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☐	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
☐	Tar Pamlico or Neuse Riparian Buffer Rules required.		

* Other comments (attach additional pages as necessary, being certain to cite comment authority)

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REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ **Asheville Regional Office**
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

☐ **Fayetteville Regional Office**
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300

☐ **Mooresville Regional Office**
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

☐ **Raleigh Regional Office**
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200

☐ **Washington Regional Office**
943 Washington Square Mall
Washington, NC 27889
(252) 946-6481

☐ **Wilmington Regional Office**
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215

☒ **Winston-Salem Regional Office**
585 Waughtown Street
Winston-Salem, NC 27107
(336) 771-5000

Solid Waste Section
Hugh Jernigan, Waste Management Specialist
Jason Watkins, Waste Management Specialist
Anthony Foster, Waste Management Specialist

Superfund
HSB Section
Collin Day, Hydrogeologist
Bonnie Ware, Hydrogeologist

DSCA Section
Jack Kitchen

Division of Environmental Health
Public Water Supply Section
Lee Spencer, Environmental Regional Supv.
Blair Murray, Hydrogeologist I
Jeff Bryan, Environmental Engineer I
Lisa Edwards, Environmental Engineer I
Michael Gendy, Environmental Engineer I
Tammy Taylor, Environmental Engineer I
Wade MacDonald, Environmental Engineer II
David Reyes, Environmental Specialist
Tom Boyd. Water Treatment Plant Consultant
PWS staff work with the operators of public water systems to ensure that our water supply is safe to drink. This is accomplished by inspections and plans and specifications review, a routine review of water sample reports, training and consulting plant operators and owners with regard to proper construction and treatment, and investigating contamination complaints.

Dairy and Food Protection Branch
Joe Briscoe, Regional Environmental Health Specialist

Public Health Pest Management
Dr. Bruce Harrison, Medical Entomoligist
Parker Whitt, Environmental Engineer II

Natural Resources Divisions
Division of Soil and Water Conservation
Michelle Lovejoy, Area Coordinator
Daphne Cartner, Environmental Engineer I
Perry Wyatt, Regional Soil Scientist
This Division assists Soil and Water Conservation Districts with programs and planning. It also assists other local, state, and federal agencies with land use determination (including waste application recommendations), storm water control, wetland delineation, and educational programs, as well as interpretation of soil surveys.

Office of Conservation & Community Affairs
Jerry Dorsett, *Piedmont Field Office Manager*

Recreation Resource Service
Vacant, Regional Parks & Recreation Consultant

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Other DENR Regional Offices

Asheville RO
2090 US Hwy. 70
Swannanoa, NC 28778
VOICE: 828.296.4500
FAX: 828.299.7043

Fayetteville RO
225 Green St.
Fayetteville, NC 28301
VOICE: 910.433.3300
FAX: 910.486.0707

Mooresville RO
610 E. Center Ave., Suite 301
Mooresville, NC 28115
VOICE: 704.663.1699
FAX: 704.663.6040

Raleigh RO
3800 Barrett Drive
Raleigh, NC 27609
VOICE: 919.571-4700
FAX: 919.571.4718

Washington RO
943 Washington Sq. Mall
Washington, NC 27889
VOICE: 252.946.6481
FAX: 252.975.3716

Wilmington RO
127 Cardinal Dr. Ext.
Wilmington, NC 28405
VOICE: 910.796.7215
FAX: 910.350.2004

William G. Ross, Jr., Secretary
William G. Laxton, Chief Deputy Secretary

NCDENR

WINSTON-SALEM REGIONAL OFFICE STAFF DIRECTORY

585 Waughtown Street
Winston-Salem, NC 27107

Voice: 336-771-5000
Fax: 336-771-4631

enr.state.nc.us

September 2007

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The Winston-Salem Regional Office service area covers Alamance, Alleghany, Ashe, Caswell, Davidson, Davie, Forsyth, Guilford, Randolph, Rockingham, Stokes, Surry, Watauga, Wilkes, and Yadkin counties.

Administrative Divisions

Administrative Services Unit

Sandra Yeatts, Regional Administrative Office Manager
Lesa Hauser, Office Assistant IV (Lead Worker, Soil & Water Conservation)
Dee Clapp, Office Assistant III (Customer Service Representative)
Payge Jordan, Office Assistant III (Land Quality)
Shelia McIntosh, Office Assistant III (Land Quality, Recreation Resources)
Alice Lunsford, Office Assistant III (UST Section)
Stacie Mabe, Office Assistant III (Aquifer Protection, Public Water Supply, Public Health Pest Management)
Kristie Douglas, Office Assistant III (Surface Water Protection, Motor Fleet Coordinator)
Glenda Kiser, Office Assistant III (Air Quality)
This section provides a logistical and office support base to all program elements in the regional office.

Information Technology Services

Randy Oakley, Technology Support Specialist
ITS provides regional office staff with connectivity to both the LAN and WAN. This enables staff to share resources, software, databases, etc. to facilitate the completion of our mission - to help the people of North Carolina and to protect our environment.

Express Permitting

Scott Sink, Express Permit Coordinator, Land Quality

Environmental Divisions

Division of Water Quality

Surface Water Protection

Steve Tedder, Environmental Regional Supervisor
George Smith, Environmental Chemist II
Corey Basinger, Environmental Engineer II
Steve Mauney, Environmental Engineer II
Sue White, Environmental Engineer I
Marc Stokes, Waste Water Treatment Plant Consultant
Jennifer Carter, Environmental Specialist II
Sue Homewood, Environmental Specialist III
Mike Mickey, Environmental Specialist II
David Russell, Environmental Specialist II
Daryl Lamb, Environmental Specialist III
Dave Wanucha, Environmental Service Technician
Tom Yocum, Environmental Specialist II
John Iverson, Environmental Specialist I
Jenny Freeman, Environmental Specialist II
Rose Pruitt, Environmental Specialist II

The SWPS has regulatory authority to issue wastewater treatment permits, approve stormwater plans, and certify dredge and fill applications. Permitted plants are inspected for compliance and enforcement action may be taken if needed. The SWPS also conducts ambient water monitoring throughout the region, investigates fish kills, oil spills, and other water quality complaints. The SWPS is solely responsible for all aspects of NPDES permitting. Environmental initiatives affecting water quality are watershed protection, basin-wide studies and permitting, and aquatic toxicology.

Aquifer Protection Section

Sherri Knight, Env. Regional Supervisor
Chris Greene, Hydrogeologist Technician II
Shuying Wang, Hydrogeologist II
Derek Denard, Environmental Chemist I
Melissa Rosebrock, Environmental Specialist II
The APS has regulatory authority to assure proper well construction and protection of groundwater resources. Staff investigate groundwater contamination incidents from oil and chemical spills, permitted facilities, are responsible for all aspects of non-discharge permitting and associated compliance activities, and have regulatory oversight of animal waste activities. APS reviews and comments on applications for wastewater treatment systems, landfills, and hazardous waste sites. Environmental initiatives affecting groundwater are new well regulations and groundwater standards.

Division of Air Quality

Margaret Love, Environmental Regional Supervisor

Permitting Unit:
Jalal Adoli, Permits Coord. Enviro. Engineer II
Vacant, Environmental Engineer I
Jodi Howard, Environmental Engineer I
Anna Loyd, Environmental Engineer I
Ken Lumdsen, Environmental Engineer I (PT)
Vacant, Environmental Engineer I (PT)

Compliance Unit:
Brent Rockett, Compliance Supervisor
Ray Stewart, Environmental Engineer II
Eric Hudson, Environmental Engineer II
Steve Moser, Environmental Engineer II
Hilary King, Environmental Engineer I
Robert Barker, Environmental Engineer I
Chris Lewter, Environmental Engineer I
Jim Rogers, Environmental Specialist
Keith Mosteller, Environmental Specialist
John Patrone, Environmental Specialist
Vacant, Environmental Specialist
Kevin Fite, Senior Environmental Technician

Ambient Monitoring Unit:
Chengqing Xiao, Environmental Chemist
Blair Palmer, Environmental Specialist
Chris Bryant, Senior Environmental Technician
Mike Horton, Environmental Technician
Vacant, Environmental Technician
The DAQ has the regulatory responsibility to issue permits, inspect air pollutant emission sources, conduct ambient air monitoring within the region, and investigate complaints. Environmental initiatives affecting air quality are the adoption of air toxics regulations and the Title V permitting program.

Division of Land Resources

Land Quality Section

Matthew Gantt, Environmental Reg. Supervisor I
Shannon Leonard, Environmental Engineer I
Matthew Poling, Environmental Engineer I
Clif Whitfield, Environmental Engineer I
Tim Latham, Environmental Specialist
Brian Lambe, Environmental Specialist
Chuck Kirchner, Environmental Specialist
Matthew Osborne, Environmental Specialist
Vacant, Environmental Specialist
Vacant, Environmental Specialist
Land Quality staff administer the NC Sedimentation Pollution Control act of 1973, the Dam Safety Act of 1967, and the Mining Act of 1971. These rules are designed to protect the states streams and lands from degradation by soil eroding from mining and construction sites. Rules also address potential property damage and loss of life associated with dam failures. Staff review plans, conduct compliance inspections, investigate complaints, and initiate enforcement actions.

Division of Waste Management

Underground Storage Tank Section

Cindy Rintoul, Environmental Reg. Supervisor II
Michael Phelps, Environmental Supervisor II
Linda Estkowski, Hydrogeologist II
Mike Rogers, Hydrogeologist II
Vacant, Hydrogeologist I
Waddell Watters, Hydrogeologist II
Stephen Williams, Hydrogeologist II
Thomas Moore, Hydrogeologist II
Karen Hall, Hydrogeological Technician
The UST Section has the regulatory authority regarding UST installation and operation, investigation of leaking USTs, and cleanup of releases. Environmental initiatives affecting this section are the UST regulations, State Trust Fund regulations, and new groundwater standards. This Section also investigates and oversees clean-up of non-UST petroleum releases.

Appendix I – Part 2
Public Comments

JAN 29 2008
RECEIVED

TO: Mr. Ed Lewis
From: Jeanette W. McCracken
1220 South 5th St.
Mebane, N.C. 27302
Phone 919 563 6930
Subject NC 119 Relocation

The Comment Sheet is only asking for question + comments to Alternatives 8, 9, + 10 of Section B.
Is section A already a done deal?
"I Hope Not."

I will list my comments

I agree with the people opposing the bypass on the west side of Mebane.

I agree the bypass should be on the east side of Mebane.

I do not agree on building a super Highway just for people in one community.

I do not agree on building a super Highway for people to get to a golf course.

I feel golfers are like Hunters & fisherman If they want to play golf they will find a way.

If fisherman want to fish they will find a way.

If hunters want to hunt they will find a way.

They do not need a super Highway to help them find where they are going.

What other reason is the west side bypass for if not for Mill Creek and golfers?

The bypass goes no other place.

In checking the time + miles from I 85 + I 40 Exit 153 hwy. 119 to Mill Creek it is only 5 miles and take only 10 min.

This route is 5th St. to Stagecoach Rd. left on Stagecoach Rd. to 119 turn right at traffic light continue on to Mill Creek. "Only 10 min."

If the bypass is built I feel sure the distance + time will be greater than 10 min. + 5 miles.

If The mill Creek residence and golfers have a problem with The winding road from stagecoach Rd. To mill creek.

I feel The best Solution To keep Them happy would be To straighten 119 from stage Coach Rd To mill Creek.

This is only 1 mile and does Not involve any homes AT all.

I feel The by pass is NOT Needed.

I feel There Should be more studies made on Traffic flow because it has been stated The existing studies are very old and Need To be updated.

A New study would help relieve The questions on The Tax payers Minds.

If The DOT is bound + determind To go Through with The west side by pass. I feel it is NOT Nessary To shift 3rd street To intersect with The old Hwy 119.

This is just more expence That is NOT Nessary. The shifting of 3rd street would Take out more homes That is NOT Nessary.

Why NOT just widen The existing 119 where The bypass would intersect?

I feel sure The DOT can find another way without Taking out more homes.

The by pass is NOT Needed on The west side of Mebane.

I feel There are other places Needing improvement more Than This bypass is Needed.

"Please Listen To The Tax payers"

Please be kind enough To read The enclosed articles.

Thanks: Jeanette W. + Filbert McCracken
1220 South 5th street
Mebane, N.C. 27302
919 563 6930

Please Respond:

Taxpayer calls for Bypass on East, not West side

To the Editor:

I attended the meeting Tuesday night on the Bypass hearing, I would like to set the record straight. I spoke in support of a Bypass around Mebane, I just do not support the West side for the Bypass, and it's the wrong side of Mebane.

Twenty years or more, when the first study was made, there were two routes laid out around Mebane, one on the East side and one on the West side. At that time, however, the recommendation was that it should be put on the East side. I have spoken to many DOT personnel over the years and almost all of them have agreed that the East side is still the right side for the Bypass.

I spoke to two or three people at the Tuesday night meeting that were part of the team to present the program. I asked them for an updated traffic study report and was told that they were still using the old study. One of them agreed with me that it showed most of the traffic out of Mebane went East bound not West bound even on the old study. A new study would show even more traffic going East bound. Why do the responsible people still not give the taxpayer all the true information, which includes the East route information?

I think the taxpayers should see a new study with both an East and West route map along with the cost, environmental study, people displacement, houses lost and most important, a new updated traffic study made on several roads out of Mebane, both East and West.

Now with the city looking to the future to clear up some traffic congestion coming off the old Hillsborough Road, the Bypass should be put on the East side. Put off ramps on the Mattress Factory Road overpass; you will open a new exit from the Old Hillsborough Road to I-40/85. And if someone is still looking for a North/South route, the Mebane Oaks Road will take you further South than Hwy 119.

NOTE: I stated at the meeting that this Bypass will not affect my life one way or another because I'm retired and just do not have to get into the traffic mess, but as a taxpayer I want to see my money spent for the right reason.

John L. Robinson
Mebane, NC

OPEN FORUM: Mebane bypass

Mebane bypass should be located on east side

Thank you for your editorial, "It's time for the highway hijinks to be corrected" Jan. 20. I spoke at the Mebane Bypass meeting on Jan. 15 and mentioned the same thing about our road tax money being used for pork barrel projects leaving the Department of Transportation short of funds.

Now as a taxpayer, I support a bypass around Mebane, but not on the west side of Mebane because even the old traffic studies show that more of the traffic leaving and coming into Mebane is from the east side, not the west.

Why weren't the taxpayers shown two maps, two complete studies of cost, people displacement, environmental studies, houses lost and most important, a new traffic study made on several roads out of Mebane both east and west? Why, because there are certain people in Mebane who stand to profit by a bypass being put on the west side.

I spoke to people on the team presenting the program on Tuesday night and they agreed that the traffic study was not up-to-date. I have spoken to many DOT personnel over the years and many agree that the east side is the right place by a bypass around Mebane.

I still say that if and when this bypass is complete and is on the west side of Mebane that all the powers-to-be will be standing on the corner of Center and Fifth streets after it is opened up saying "Oh, we made a mistake; call the Times-News, the Mebane Enterprise, The Alamance News, The Orange County News, Channel 2, Channel 12 and set up a news conference so we can tell them that DOT made a big mistake because all the studies said put it on the east side. This is what is called passing the buck, making DOT the fall guy instead of telling you like it is."

Governor Kerr Scott got criticized for putting I-85 through the middle of his farm where he was born. But it turned out that he was right because he made sure that I-85 went near every major city north and south in North Carolina.

JOHN L. ROBINSON
Mebane

Serving the Mebane Community Since 1908

MEBANE ENTERPRISE

Volume 97, Number 106 | Wednesday, January 23, 2008 | www.mebaneenterprise.com | 50¢

Mebane talks, DOT listens at bypass hearing

By STEPHEN MILLS
Mebane Enterprise staff writer

Mebane residents spoke out in support and opposition of the proposed Highway 119 Bypass at a public hearing this past week. By 3:30 p.m. people began filing into the Mebane Arts Center Tuesday, Jan. 15, to meet with representatives of the North Carolina Department of Transportation (NCDOT). The latest details of the placement of the bypass corridor call for a loop west around Mebane from the exit 153, Interstate I 40/85 interchange to US 70 and then on to Mrs. White Lane at Highway 119 north of town.

With the corridor placement already set for the A-route, from Interstate 40/85 to just past Highway 70 at the current Craftique furniture company, the big issue of the public hearing was to take input regarding the three options considered for the final placement of the corridor from Highway 70 to Mrs. White Lane at Highway 119 just north of the Mill Creek development.

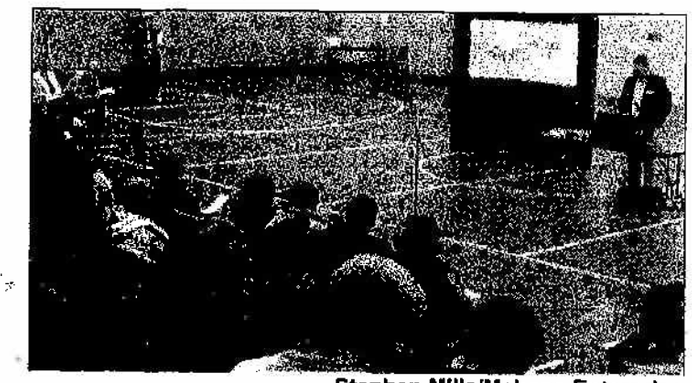
"This is a major state project and we brought a lot of our personnel here to begin that process of identifying affected property owners and providing them with information they will need as they enter the property acquisition phase of this project," said Ed Lewis a project manager and the facilitator of the public hearing.

"We are between a rock and a hard place," said Tony Houser, a project engineer. "The rock is the watershed (for the Graham-Mebane reservoir) and the hard place is the historical area of the Cates farm. Option eight is the route deepest into the watershed and furthest from the historic buildings; option ten is the route closest to the historic buildings near the center of the Cates farm. The middle route runs through both."

The formal hearing and public comment portion that followed the open house drew a large crowd and allowed public comment that carried on until 11:00 p.m.

Barry Nunemaker, speaking for the Mill Creek homeowners

See BYPASS, page 2A



Stephen Mills/Mebane Enterprise

Hearing participants fill the stands inside the Mebane Arts Center for the NCDOT Highway 119 Bypass hearing last Tuesday. Ed Lewis with the NCDOT facilitated the hearing.

Over Please →

BYPASS

from page 1A

association said, "If you can build that highway with the best watershed protection design you can create, then keep the route as far away from the historic property as possible."

John Jeffreys spoke representing his wife Mindy Jeffreys, one of the heirs to the Cate's estate, residents of the Cate's farm. Jeffreys asked for the protection of the historic property and a placement of the bypass as far from the historic buildings as possible. He also advised property owners to negotiate fair market value with the NCDOT rather than take the first offer based on a personal experience.

Mindy Jeffreys commented prior to the meeting, "I wish they would talk to us. We are the people living on the property who are participants in the plans for the future of the farm."

"You would think that they would want to know about those plans rather than just referring to the farm as 'the historic property.' We have plans for an artist's enclave and a bed and breakfast and a farming educational facility. These things could all be impacted," she said.

The NCDOT also heard from a number of persons affected by already placed part A of the project, the portion from Interstate 40/85 to Highway 70.

Marietta Okoli, 1211 S. 3rd Street now knows the future of her home. She is the third generation to live in the house.

"It was my great grandmother's property. There are not many people who have that history for their property. I will lose the property and most relocate. I just wish that part A of this project had as much public discussion as what is taking place now for part B. I was never contacted by the DOT and really knew nothing about this until just recently," Okoli said.

Michael Flynn, 525 Woodlawn Drive still waits to see which of the three alternate routes will be selected. That process will define how much of his home and business will be taken by the highway. "It is very frustrating. Just tell me. We've been dealing with this for years. We can't make plans for anything. Just tell me which it will be, one way or the other. We can't sell our property now. We can't make additions for more bedrooms for the family. We are just locked into nothing until this process is finished."

The affect on Flynn's property varies according to which of the optional routes into or around the Cate's farm is selected.

Flynn's neighbor, Polly Webster, who lives at 515 Woodlawn Drive, is in the direct path of the highway at the point it begins to diverge to the three alternatives.

Regardless of which of those is selected, Webster's house is one that will have to be acquired and Webster will have to relocate.

"I've lived there for about all of my 84 years," Webster said. "I'll make out. But, they can't tell me when things will happen. They say this part of the project isn't funded yet. So they don't know when they will actually have to take the property. I would be happy if they could just put it off another 10 years, you see."

"There are so many things you don't know what to do. If they buy my house then I have to reinvest the money quickly or it gets taxed heavy and I could lose a lot of it. What do I need with investing in new property? At my age that is foolish," said Webster.

Others from the Woodlawn area have been active in the opposition to the bypass from the early days.

John and Catherine Heafner whose property fronts on Mebane-Rogers Road have been vocal in opposition from the early 1990's.

"We started hearing about this highway a year after we bought it (residence) and moved in. This politician's highway has gone too far now to stop. I am convinced that this whole project is nothing more than a politician's promise to Mill Creek, to give them a road around downtown, to keep them off 5th Street," said John Heafner who continued to explain that there is really no other need for this road and it is a road that goes 'no where.'

Developer and builder Kevin Sasser who owns the Cambridge shopping center near 5th Street and Holmes Lane now knows the impact on his property tenants. Future hearings will set the actual foot-by-foot placement of the limited access road and will deal with alternate access for his property and other alternatives that might even include acquisition of the property.

As a developer though, Sasser looks at the overall impact. "I think this will open up many opportunities in the Mebane area we haven't seen in the past. Once this is all laid out we can then look at places where things can happen and where there is opportunity for development," Sasser said.

Asked if he thinks the process for defining the bypass was going according to normal time schedules and processes he has seen in other areas of the Interstate 40/85 corridor, Sasser commented, "It seems awfully slow to me. That may be because I am involved and have properties in the affected area and because I would like to know right now exactly how each will be affected.

"The hardest thing is that you feel somewhat like a hostage. We need to plan on what we are going to do to take care of our tenants' needs. We know there will be changes, but we probably won't be able to see until sometime next year what the final design will do to these business locations. That's really the hard thing, to be able to inform your tenants about what is going on."

Lewis explained to the gathered hearing participants that the results of the hearing would be settled, formalized, and reported on in about 45 days.

"That leads to a selection meeting that will choose one of these three alternatives. We will then prepare a final impact statement for the entire bypass route. Funding and final roadway placement and acquisition of property can then take place for the remainder of the project," explained Lewis.

The NCDOT will continue to take comments regarding the optional route selections. Those comments can be directed to Mr. Ed Lewis, NCDOT Human Environment Unit, 1583 Mail Service Center, Raleigh, NC 27699-1583, or by email to: elewis@dot.state.nc.us.

Stephen Mills/Mebane Enterprise

Tony Houser, center, a project engineer with the North Carolina Department of Transportation, explains map details of the Highway 119 Bypass project to two persons attending the public hearing for that project last Tuesday.

Audit: DOT wasting millions

Says department lacks understanding, relying on 'hunches'

By Mike Baker
The Associated Press

RALEIGH — The state Department of Transportation is wasting tens of millions of dollars in taxpayer money, operates on "hunches" and lacks a fundamental understanding of how to assess internal problems, state auditors said Thursday.

The agency spent $152.4 million in unnecessary construction costs on delayed highway projects during a three-year period ending in March 2007, according to the State Auditor's Office. The study reviewed 390 highway projects completed during the time span and found that 40 percent missed their start construction date by more than 12 months.

Those delays directly contributed to cost overruns through inflation, and the agency isn't fixing the problems because it "lacks a fundamental understanding of how to organize data and analyze a project's problems to make improvements," state auditors said in the report.

"DOT is a multibillion-dollar state

To: Mr. Ed. Lewis

IT is my Thinking. That if DOT builds The Mebane by-pass on The west side without checking deeper into The Traffic flow, DOT will be operating on more hunches!

The by-pass "if Needed" AT ALL should be on The East side of Mebane.

DOT should not waste The Tax Payer money.

Jeanette W. McCracken
1220 S. 5th ST.
Mebane, N.C. 27302

FEB 12 2008
RECEIVED

WASTING MILLIONS

Continued from Page A1

agency that appears to operate on hunches and intuition rather than hard data analysis," State Auditor Leslie Merritt said in a statement.

Merritt said that while it's reasonable to assume there will be problems with major construction projects, taxpayers expect the transportation department to learn from past projects.

Auditors said DOT management can't pinpoint its own inefficiencies because the agency doesn't have an easy way of reviewing its own performance data. In some cases, the necessary data is missing. The report also said the department doesn't have meaningful or reliable performance objectives.

In a lengthy response, Transportation Secretary Lyndo Tippett said he agreed with the data assessment and has established a team to examine the department's data use and expand efforts to develop performance objectives.

However, on other aspects of the audit, Tippett disagreed.

Tippett said it's extremely difficult to predict a project's start date in the early development stage because there are so many unknowns, including public involvement, project impacts and environmental reviews.

Tippett also said his agency has been working in past years to improve some inefficiencies identified by the audit, including problems in the permitting process and management oversight.

Other aspects were out of the agency's control, Tippett said, pointing to overruns caused by increases in asphalt and fuel prices, and delays due to lack of funding.

"I am confident that the improvement processes we have already developed and the work that is currently ongoing will continue to improve our delivery of transportation projects, programs and services to the taxpayers of North Carolina," Tippett wrote.

OPEN FORUM

Wednesday, January 30, 2008

Burlington, N.C., Times-News

N.C. 119 eastside alternatives should be studied in depth

Many concerned citizens raised questions at the Jan. 15 public meeting about why an eastside alternative was not considered for the Highway 119 bypass. The Draft Environmental Impact Study (DEIS) states that (2) eastside alternatives were considered, but "detailed surveys of the potential impacts of an Eastside Alternative were not conducted...". The DEIS can be found at www.ncdot.org/projects/nc119relocation/DEIS.html

Only two eastside alternatives were mentioned. Originally, there were 10 westside alternatives, which have since been narrowed down to three. All three have major impacts to the environment, community, and the safety of our children. It is very interesting to read the DEIS and compare the "possible" impacts of an eastside bypass to the "known" impacts of the proposed westside bypass (impact to historical property, encroachment into the watershed critical area, impact to the West End community, creating a dangerous intersection at Mebane Rogers Road for Eastern Alamance High and Woodlawn Middle school traffic, displacement of residences, businesses, and churches, etc.)

The DEIS states that "According to the Project Traffic Forecasts — N.C. 119 Relocation (Ko & Associates, 2003), both the eastside and westside alternatives of Mebane would be effective in reducing traffic on Fifth Street through Mebane. Both routes would serve traffic to and from development north of Mebane. The northwestern area of Mebane is currently more developed than the northeastern section (Orange County) and this development trend is estimated to continue."

With the recent developments regarding the Buckhorn Jockey Lot property, I wonder if they would still have the same opinion.

The NCDOT is preparing to spend over $105 million of our tax money to build this bypass. If it is necessary to build a bypass, detailed environmental impact studies should be performed on all possible eastside alternatives so an intelligent decision can be made.

JIMMY McCANN
Mebane

The by pass should be on The East side of Mebane.
Thanks for Taking Time To read these Comments:
DOT should NOT waste Tax Payers money.
Jeanette W. McCracken

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

JAN 29 2008 RECEIVED

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Lavin Byrd

ADDRESS: 1329 Miles Chapel Rd

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

they all stink. You should not even be thinking about putting a Bypass on the West Side of Mebane... all People I've talked to says most traffic goes East not West + now with a shopping center being talked about on Buckhorn Road with 40,000+ vehicles per Day. Don't Waste taxpayers money for a Bypass on the West Side

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Subject: **Re: Hwy 119 Bypass**
Date: Wed, 06 Feb 2008 19:11:57 -0500
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: Jill Auditori <jillauditori@yahoo.com>

Jill,

All NEPA documents are approved by Federal Highway Administration. DEIS stands for Draft Environmental Impact Statement, a NEPA document. The DEIS documents the need for and the purpose of the proposed transportation action along with an inventory of environmental (natural, human, and built) and what effects the action will have on the identified environmental inventory.

The purpose of our meetings with the public is to keep them informed and to let them provide feedback to us to help shape (not necessarily designate) the location and design of our tranportation projects.

Please let me know if I can be of further assistance.

Sincerely,
Ed Lewis

Jill Auditori wrote:

> Thank you for your response. I am not, however, familiar w/ NEPA. I would also like to know who approves the final decision document you made reference to, and who approves the ROD. Also, what does DEIS stand for? And where could I find a copy of their "compelling case"?
>
> As an aside, my intention was not to get everyone on the council worked up about this again, but rather to let them -- as well as you -- know where I still stand since I couldn't be at the meeting. Bob's comments (which I have since addressed w/ him directly) that I am the most prominent figure in the opposition to the bypass are flattering, yet untrue. Bringing up the fact that I was the only opposition to the incumbents in the council in the last two elections, and lost by 100 and 70 votes respectively (thus coming in last place), has little to do with this issue except that the large majority of the people affected by the project, and opposed to the project, live outside the city limits and therefore cannot vote.
>
> Was the intention of the meeting to disperse information or to gather opinions?
>
> Thank you for your time,
> Jill Auditori
>
> ----- Original Message ----
> From: Ed Lewis <elewis@dot.state.nc.us>
> To: Jill Auditori <jillauditori@yahoo.com>
> Cc: gstephenson@cityofmebane.com; pphilipps@cityofmebane.com; egreene@cityofmebane.com; tbradley@cityofmebane.com; ehooks@cityofmebane.com; bhupman@cityofmebane.com
> Sent: Monday, February 4, 2008 4:41:00 PM

Subject: Re: Hwy 119 Bypass

Jill (and everyone).

Thank you for writing with your concerns and comments. From a NEPA process perspective, the "No-build" alternative does not meet the purpose and need of the project (NC 119 Relocation). I refer you to Section 2.1 "No-Build Alternative" in the Draft EIS for a discussion of the "No-build" alternative.

Having said that, a final decision under NEPA has not, and can not be made until the final decision document has been approved. That final decision document, Record of Decision or ROD has not been approved. *In the draft EIS stage, all reasonable alternatives should be discussed at a comparable level of detail. There is no requirement at this stage to have a "preferred" alternative; however, if an official position has been taken on one of the alternatives, this should be so stated in the document. Of course, at this stage in the process, no final decision can be made* (please reference the FHWA web site at the link below for more on this):

http://environment.fhwa.dot.gov/projdev/tdmpdo.asp

So the Department's official position is that the "No-build" alternative does not meet the purpose and need for the Relocation of NC 119. At this point in time, since there is no ROD there is no final decision. However, please remember that the DEIS makes a compelling case for the Need for the project, and that this is a need that can not be addressed by the "No-build "alternative.

So, to answer your question the "No-build" alternative has not *formally* been eliminated under the NEPA process.

I hope I have fully addressed all concerns. If anyone has any questions, please let me know.

Sincerely,
Ed Lewis

Jill Auditori wrote:

> Mr. Lewis, I am writing to express my concern about the 119 Bypass. I have been active in the community's pursuit that this project be dismantled, and I was unable to attend the hearing on Jan. 15 due to a prior obligation. From speaking with a number of people and reading about it in the newspapers, I understand that there was an overwhelming amount of opposition to the project at this meeting. Every meeting/hearing I've attended and "consensus" committee that I've served on has indicated that the No Build option still exists. And at every one of these public gatherings, there is consistently overwhelming opposition to the project. Yet the project continues to move forward. I understand that the city officials, the TAC, the County Commissioners, and isolated communities are pushing hard for this project. Yet, hopefully from the Jan. 15th meeting that was held, you realize that their wishes -- wished motivated by outcomes undesirable to most -- are not those of the majority of the citizens of Mebane. Hopefully you will take this into serious consideration and consider a No Build option before proceeding. I would love to go into all the reasons I don't think that the Highway 119 Bypass should be built, but I trust that you are well educated on them all. Instead, I'll eagerly await your response to my concerns and straight-forward answer to the question, "Does a No-Build option still exist, for either the northern or southern portion?" Sincerely,Jill Auditorijillauditori@yahoo.com

2/5/08

DECLARATION
OPPOSING THE HWY 119 BYPASS PROJECT

Let it be known that the undersigned members of the NC 119 Relocation Project Steering Committee, having worked together under the guidance of the Wills Duncan Group contracted by the NC Department of Transportation, have come to the following consensus.

We oppose the construction of the proposed 119 Bypass project, which if built, will:

- Become a busy **TRUCK ROUTE** into Virginia.
- Degrade the **AIR QUALITY** throughout the Mebane area. Gasoline & diesel burning vehicles are a major source of air pollution associated with adverse respiratory & cardiovascular damage. It is not only unhealthy to breathe but also dangerous to plants & crops. The American Lung Assoc. 2004 State of the Air Report's ranks our air the 16th dirtiest in the nation. Additional pollution will impair economic growth.
- Have a negative long-term impact on the quality of Graham Mebane Lake's **CRITICAL WATER SUPPLY** for citizens of Mebane, Graham, Green Level and Swepsonville, as well as effecting residents downstream who use the Haw River.
- Create a **SAFETY HAZARD** for Eastern High and Woodlawn Middle School students and staff as well as the residents of Woodlawn Community by encouraging large truck & car traffic heading south on NC 49 toward I-85 and I-40 to take the shorter route by using Mebane Rogers Road instead of traveling though Green Level and Haw River.
- Cause **FINANCIAL LOSS** by drawing businesses and customers away from downtown Mebane.
- Cause **DETERIORATION OF THE QUALITY OF LIFE** in three very old **HISTORIC & FAMILY-ORIENTED COMMUNITITES** of West End, White Level and Woodlawn (first rural incorporated NC community).
- Increase **URBAN SPRAWL** requiring more city and county services and thereby **DRIVE UP TAXES** for all Alamance County residents.
- Become a probable route for a future **LANDFILL** up 119 N (Pleasant Grove area), making Mebane and the watershed a garbage truck route. This site is also across from the planned Occaneechee Tribal Center Complex.
- Promote **DRUG TRAFFIC & CRIME** in Mebane area, requiring additional expense to monitor and resulting in increased financial & health expenses for damages to the persons and property affected.

West End

Rev. Rory Garrison

Sterling Holt, Jr.

Donald L. Tate

Gail Thompson

White Level

Rev. Jesse T. Alston

Evon P. Connally

Michael Jackson

Mary M. Love

Woodlawn Community

Patricia B. Brewer

Pat Brewer

Steve Cole

Ted Johnson

Melvin King

Mebane Residents and Downtown Businesses

Janice Copeland, Third Street

Bruce Middleton, Third Street

Anna Waddall, Fifth Street

David C. Wilson, Fifth Street

Jill Auditori, Business Association

Lacy Bennett, Business Association

Roger Parker, Mill Creek

Ed Purdy, Mill Creek

COMMENT SHEET

JAN 29 2008

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: SHIRLEY A. ARNOLD

ADDRESS: 304 Sam Snead Dr. Mebane

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I live in the Highlands section of Mill Creek. My home is backed by Hwy 119. The noise + dirt generated by Hwy 119 is irritating. I hoped that the by-pass would alleviate a considerable amount of this nuisance.

It looks to me that the proposed by-pass (all 3 plans) is going to commence nearly behind my home. Needless to say I am very concerned about my property value being negatively affected by this, to say nothing of added noise.

Best, Shirley Arnold

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

JAN 28 2008
RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME:
United Development Corp.(Sonic Drive In,Mebane)
Delbert Warren

ADDRESS:
12704 S E Goodin Road, Lawton, OK. 73501

COMMENTS AND/OR QUESTIONS:

I am responding to the referenced highway design of Highway 119 (Main street Mebane N C). The Sonic Drive In located on the corner of 119 and Holmes road lies directly in the path of this project as you are aware of. We have operated this store for almost 3 years and look forward to many more years of business at this location. I understand that expantion for the future is necessary and in no way will we impede progress, however I believe we must be treated fairly and have reasonable access. If and when this project becomes a reality with the amount of property that the project will require off the frontage of our location I believe we will be damaged to the point that we will need to relocate.I have only the drawing which was enclosed with with this mailing to make this observation. Please keep me advise on the progress of this project.

Delbert Warren

Subject: **NCDOT Project U-3109 - NC 119 Relocation, Mebane**
Date: Thu, 24 Jan 2008 10:18:17 -0500
From: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: DWA7168307@aol.com
CC: Ed Lewis <elewis@dot.state.nc.us>

Good Morning Mr. Warren,

I am writing to you on behalf of Mr. Ed Lewis, NCDOT, Public Involvement / Community Studies Supervisor. I am attaching a copy of the Handout that was prepared for the Public Hearing for this project that took place the evening of January 15, 2008. Also attached are 2 enlarged views of the intersection of NC 119 and SR 1980 (Holmes Road) where the property you are concerned with is located.

Based on these preliminary plans, the Sonic Restaurant property (WCL ONE LLC) appears to lie partially within the proposed right of way, and NCDOT will require control of access (C/A symbol in red) due to the close proximity of the property to the I-85 / I-40 interchange.

Please follow the following link (U-3109(Alt.8 Sheet 1)) to download the Corridor / Design Public Hearing Map that was presented at the Hearing:

http://www.ncdot.org/doh/preconstruct/highway/roadway/hearingmaps_by_county/

Should you have further questions or concerns, please do not hesitate to contact us at (919) 715-1500. Thank you.

Eileen Fuchs, Public Involvement Officer
NCDOT, Human Environment Unit

Sonic-U-3109.doc	**Name:** Sonic-U-3109.doc **Type:** Microsoft Word Document (application/msword) **Encoding:** base64 **Download Status:** Not downloaded with message

U-3109 CPH Handout.doc	**Name:** U-3109 CPH Handout.doc **Type:** Microsoft Word Document (application/msword) **Encoding:** base64 **Download Status:** Not downloaded with message

COMMENT SHEET

NC 119 Relocation

Page 1 of 3

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Willie B. Davis, Jr. + Joan C. Davis

ADDRESS: (P.O. Box 1114, Mebane, NC 27302)
205 Edgewood Church Rd. Mebane, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We would like to request our home and remaining land except for a corner where our son has a home to be taken during right of way acquisitions. Based on an environmental study done when a cell tower was installed on our land, it is our understanding there is only 4% usage left of the land due to the watershed.
We do not wish to live with a bypass right of way a few feet or a bypass approximately 100 feet from our back porch. According to the information from the 01/15/08 meeting our carport and barn are in the right of way but our home is less than 15 feet from it. We cannot imagine living so close to a 4 lane road. (continued)

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Willie B. Davis, Jr. + Joan C. Davis

Our dreams and aspirations have been shattered due to this project. We purchased the land to also provide land for our sons to build homes. We built on one hill and each son was going to build on the two remaining hills. When we learned the by pass was scheduled to come thru our property our sons changed their plans and all our landscaping projects were canceled.
We built our home in 1996 at which time we were not aware of this project. In 1997 we attended a public meeting and were told the project would not affect us. In 1999 we received a letter specifically inviting us to a meeting concerning the project that was only for property owners that would be affected since the project had been moved farther west. FHWA, NCDOT, and Nelvare officials were at this meeting. A FHWA representative told us to show him on a map where our property was located. He told us our home would be taken and right of way acquisition would begin in October 1999 and then we would have 3 months to evacuate the property. We were told not to add additions or upgrades to our home. Only do things to protect our investment such as a new roof. We partically began looking for a new home - eight years later we are still here now with the news from the 01/15/08 meeting our home will not be taken. With the right of way so close to our home we cannot add the garage we had in our plans for the very near future.
(continued)

Willie B. Davis, Jr + Joan C. Davis

The time line has changed so much over the years after speaking with a project hot line representative we added a patio to our home a couple of years ago. We were told if an offer had not been made on our property we could do what we wanted to.
We allowed this project to control our lives for quite a few years. We have experienced a great deal of stress due to this project.

We would greatly appreciate your consideration of our request.

01/21/08

2/5/08

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Twila Buffington

ADDRESS: 1255 Woodhaven Dr. Mebane NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

2/3/8

Please see Attached letter

Twila J Buffington

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

2/5/08

February 3, 2008

FEB - 5 2008
RECEIVED

Mr. Ed Lewis, NCDOT Human Environment Unit
1583 Mail Service Center, Raleigh, NC 27699

Re: TIP U-3109 Alamance County WBS No 34900.1.1 (119 Relocation)

Dear Mr. Lewis,
Please consider this as a Comment Sheet regarding the NC 119 Relocation Corridor Public Hearing. I attended this meeting on January 15, 2008 and feel it necessary to comment on the 119 Relocation. I attended the afternoon period and studied the maps and talked with your representatives and other interested Mebane residents.

I have lived in Mebane for over 30 years and this road will not impact my property. However, as a resident of Alamance County and a member of the Mebane Planning Board I feel it important that some issues be raised regarding this project that began as long ago as 1990. Mebane's area of growth has changed in the last few years. Most development has occurred on the East and South side of Mebane. Most of the commuters drive to the East to work, to Durham, RTP, Chapel Hill and Raleigh. Yet the proposed 119 Relocation is on the West side of Mebane. Just simply looking at the maps drew attention to the fact this road is being misplaced. Is this locked in stone? Shouldn't a traffic study be done NOW, on both the East and West side of Mebane, rather then using outdated data collected years ago before Mebane's growth pattern changed? <u>It appears obvious the 119 Relocation for Section A should be on the East side of Mebane.</u>

There have be numerous comments that there are political reasons for the placement of the 119 Relocation. While sitting at the Public Hearing it became apparent that there will be very limited access to the 119 Relocation road. It appeared that those living along this road will not have direct access, but roads will need to be built to connect to side roads. I did not see those type of roads even addressed on the various maps. It appeared those living along the new road, might as well find another route. As I sat there, I thought, "my gosh, this road goes to nowhere." Then the man who represented the Mill Creek development spoke, and it became obvious, NOWHERE was Mill Creek. Years ago Mill Creek was the only big development in Mebane, that is not true now. This road needs to serve the majority of Mebane area residents, not just one development that might have been promised this road years ago.

I realize the 119 Relocation Public Hearing was planned to determine which Alternative Route would be used under Section B. It is very important that it NOT be in the Critical Watershed. It would appear if the entire 119 Relocation project were moved to the East side of Mebane, it would miss the Critical Watershed and the Historic Property.

I would appreciate a response to my letter regarding the 119 Relocation project.

Twila J. Buffington, 1255 Woodhaven Drive, Mebane, NC 27302

Twila J Buffington

2/5/08

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Evon Connally

ADDRESS: 1549 Rutledge Trail

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

The end of the project was my major concern. At Mrs White Lane we would like to request a stop light/signal. The proposed draft concerning closing the existing 119 at Mill Creek to White Level Road is a major concern for me. I would like to request a meeting with whom ever will be able to address this issue

(919) 563-5283

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

JAN 22 2008 RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: ROBERT OWENS

ADDRESS: 501 HILL LANE, MEBANE, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

OVERALL PLAN LOOKS GOOD & IS NECESSARY FOR THE CONTINUED GROWTH OF MEBANE & EASTERN ALAMANCE COUNTY.

I PREFER ALT #10 SINCE IT DOES NOT IMPACT THE WATERSHED AREA

NICE JOB ON THE OPEN HOUSE!

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

HUMAN ENVIRONMENT UNIT
JAN 22 2008
RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Stephen B. Petty

ADDRESS: 2024 Stone St. Ext.
Mebane, N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I am totally not in favor of this alternative because it puts our property at 1214 S. Fifth St into a Cul De Sac. I was planning on selling this property as commercial property. The way you have placed the Road there is no way we will be able to sell as commercial or business property. I think this Road will only benefit the Mill Creek Residents and I am not in favor of it being built.

Stephen B. Petty
Nellie D. Petty

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Subject: RE: Tip Project No.U-3109
Date: Wed, 16 Jan 2008 21:51:00 -0500
From: "Karen Oldham" <koldham@mebtel.net>
To: "'Ed Lewis'" <elewis@dot.state.nc.us>

Ed, thanks for your response. I look forward to our next meeting.

I apologize. I did see the majority of the Council Members there however some did not remain for the entire meeting. Alice Bordsen, N.C. House of Representatives was there as well.

It is unfortunate the Mayor had a trip planned and missed the meeting and unfortunate that the Counties of Orange and Alamance did not attend since the growth recent growth impacts both.

I hope you will obtain a copy of the City Council's minutes from their last meeting or a copy of the Mebane Enterprise published on January 3rd and read with interest what the Council is now saying about the need for a long range plan vs.quick fixes to the problem with traffic, etc.

This should have occurred years ago and is an on-going project for any City. This is not an issue that is one time fix!

Thanks again,

Karen

From: Ed Lewis [mailto:elewis@dot.state.nc.us]
Sent: Wednesday, January 16, 2008 5:59 PM
To: Karen Oldham
Subject: Re: Tip Project No.U-3109

Karen,

Thanks for writing. I heard similar comments from your fellow citizens. I will forward these comments to the appropriate people within NCDOT. Your comments, along with everyone else's, will be discussed at the post hearing meeting in Raleigh. Minutes of this meeting will be made available to the public. The Department will notify the public of any decisions. Also, we did have four of the five council members in attendance, and one presented a resolution on behaf of the council.

In closing, I appreciate the picture you painted of your childhood in Mebane and for letting us know how important Mebane is to you. Please let me know if I can be of further assistance.

Sincerely,
Ed Lewis

Karen Oldham wrote:

Comments from the Public Hearing regarding the relocation of Highway 119 in Mebane, N.C.

I had mixed feelings regarding speaking to the attendees last evening and elected not to speak since so many of the concerns were the same as mine.

The property that my sister and I own is located at 1206 S.Fifth Street and this property is our Homeplace. Our parents build this house in 1937.

Last evening it was apparent that a number of the persons that spoke were new to the area and thought they were migrating into a sleepy little town that was never going to change. I have worked in banking for 33 years and I know that things are going to change and if you can not accept change then you really live in a sheltered world.

Geographic's change, businesses change, cities change, etc.

I am not opposed to change since a lot of good things come from change and some not so good things come from change.

One just has to weigh the positives and the negatives of both.

I could have gotten up and given them some real history since I remember when Third Street was a dirt road. I also remember when the traffic was so light on Fifth Street that I could ride my bicycle to the local community store for a loaf of bread without worrying about traffic or being picked up by a pedophile. I also remember sitting on the front porch and not hearing any traffic since the Interstate had not been built. I was around to see all of this change and I am not opposed to change.

Prior to last night my main concern was that the state was going to take the property that we own which is my home place. My mother just passed away in November at Thanksgiving. She was 97 years old and we were very blessed and lucky that she maintained her keen presence of mind until 3 weeks before she passed away. The one thing she said to my sister and I just a few weeks before she passed away was "I am sorry I do not have anymore to leave you than the property". My sister and I had known about the possibility of the property being taken by the DOT for a little over a year and I prayed that Mother would not ever know about this as this would have disheartened her so badly. As it came to be, Mother became very ill in October and passed away before he notices were published in the newspapers. She was an avid reader of the local paper since not only did she retain her keen memory but her vision remained with her as well and she didn't miss anything!

She did not physically live at the residence since she was in an auto accident 8 years ago and had to be moved to the Presbyterian Home of Hawfields which was about 3 miles from her actual residence. Still the home place was there and she always thought that at least she was giving something to her two surviving children as her legacy. Thank heavens she never knew any different!!!

With all of this being said, my sister and I entered the meeting last night focused primarily on our piece of property as naturally one would when they have something like this facing them. I have even more of a vested interest in the overall scope of the project since I reside in Mebane. My sister does not live in Mebane thus her interest was only on our property.

We were successful in getting all of our questions answered relevant to our property **for the time being** and for this we thank you for the hearing and for the representatives that were in attendance from the DOT.

I was all for the project but had some questions prior to the meeting as to why this particular route was chosen so long ago and as to why it had taken so long to implement any of the proposals. I came away from the meeting last night with even more questions as to whether in fact this project is the right path to take. I have to agree that since this was proposed so long ago, Mebane has changed faster than anyone would have expected and the needs of the traffic flow have changed quickly over the last couple of years and are going to change even more with the recent expansion on the Eastern side of the town.

I am of the opinion now that this entire project needs to be revisited.

If one really thinks about how long this has been on the drawing board and how much the needs have changed in this period of time, it only makes since to go back to the drawing board and revisit the immediate need as well as the long range plans for the City of Mebane. Especially given the amount of time this project is slated to begin and end. **The needs are now** and it is obvious that either the City Council, the County, and the DOT have a real challenge in this area of the City and the County.

I was also disheartened to see that all of the members of the City Council were not in attendance, the Mayor was not in attendance, nor were representatives from the County. Perhaps this is why we are in the situation that we are in..

I can not understand for example....an area such as SouthPointShopping Center in Durham was not even a consideration when the Hwy. 119 project was already on the drawing board. South Point has already been built and all of the roads in and around in have been altered to accommodate it and Hwy 119 is still being tossed around and has been for years. I just don't understand why some areas of the State can make a decision and move on it.

Again, with all of this being said, I would have to say that I am no longer in favor of Tip Project No.U-3109 and this has nothing to do with my property involvement.

I am all for change however I feel this proposal is no longer the "route" to take.

I know this is not what the DOT wants to hear and I know a lot of time and expense has gone into this however I think now is the time to revisit the needs before any further time and expense is allocated to this.

Sincerely,

Karen S. Oldham

2940 Governors Court

Mebane, N.C.

Phone # 919-304-6375

Properly owner of:

1206 S.Fifth Street

Mebane, N.C.27302

Parcel ID # 9814456967

Subject: **TIP #U-3109**
Date: Tue, 15 Jan 2008 18:08:27 -0800 (PST)
From: Michael R Hoffman <mhof805221@yahoo.com>
To: elewis@dot.state.nc.us

What is the number of the interstate that is planned for this "bypass"?

Never miss a thing. Make Yahoo your homepage.

Subject: Fwd: attendance at Mebane 119 meeting?
Date: Wed, 16 Jan 2008 13:22:56 -0500
From: "Aileen Mayhew" <Amayhew@mbakercorp.com>
To: "Kimberly Drew Hinton" <khinton@dot.state.nc.us>
CC: "Ed Lewis" <elewis@dot.state.nc.us>, "Jan Anderson" <jan.anderson@rsandh.com>

Hi,

Thank you for your email regarding the NC 119 Relocation project. I am forwarding your request to Kimberly Hinton - NCDOT Public Involvement. She has all the sign-in sheets and can give you an accurate attendance count for yesterday's meetings.

Let me know if you have any additional questions.
Thanks.
Aileen

>>> Shelley Harrison-dAlmada <shelleyhda@yahoo.com> 1/16/2008 11:27 AM >>>
Hi,
I write for the Alamance News, and would like to get the number of people who attended the open house and formal hearing last night in Mebane for my stories today.
Thank you,
Shelley Harrison-d'Almada
Freelance for The Alamance News

Looking for last minute shopping deals?
Find them fast with Yahoo! Search.
http://tools.search.yahoo.com/newsearch/category.php?category=shopping

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

HUMAN ENVIRONMENT UNIT
JAN 31 2008
RECEIVED

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: William Paul Burnsgarner 1-30-2008

ADDRESS: 1317 S. 3rd St. Mebane N.C.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I'm not concerned about the alternate Plans.
My worries are about Plan A. I have lived here on the corner of Holmes Rd. & 3rd St Ext. for 35 years. Could have sold to Food Lion. Offered what I thought was a fantastic price until I went looking for a similar place. A 7 room brick house on 4 acres. I soon found that the price they offered me wasn't so great. I'm 83 years old my wife 82 - and we are a nervous wreck just thinking about giving up our home of 35 years. We thought if we worked hard and had for a house we could live a few care free years. but it looks as though the State thinks differently.

Comments may be mailed by February 15, 2008 to: Sincerely

William & Peggy Burnsgarner

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB - 7 2008

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Dr. Steven E. Troutman

ADDRESS: 4763 Forest Lake Dr., Mebane 27302
(Home)

COMMENTS AND/OR QUESTIONS:

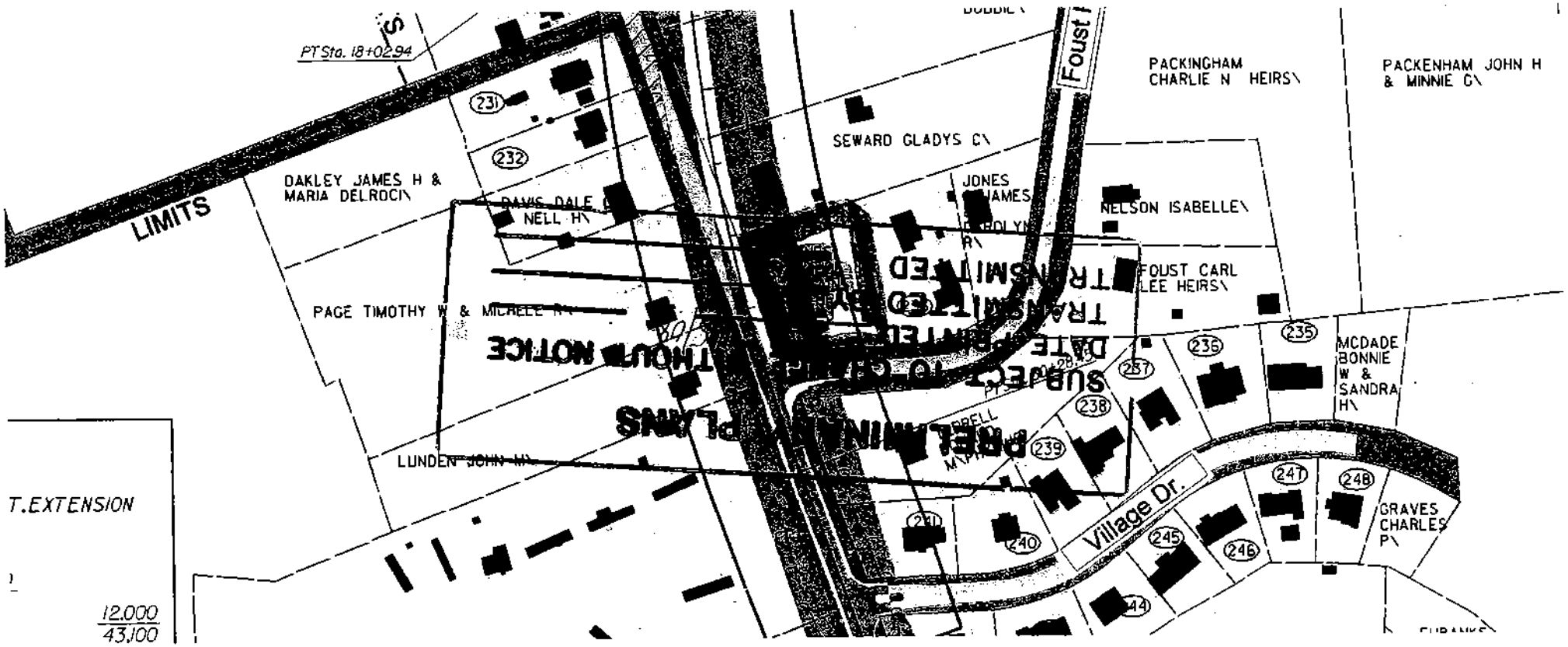
++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I own the lot at the intersection of Faust Road and 119. On the DOT map this lot is listed as Jones' property. This property is currently under construction with a new dental office, Troutman Family Dentistry. All necessary engineering and approval with the City of Mebane and the DOT was accomplished. This new business cannot give up any parking spaces that have been approved. I am concerned because the map at the Public Hearing shows this property being affected by the Fifth St./119 relocation. This relocation appears to affect a lot of property owners. The lot/new dental office would not be involved if the beginning of the relocation was moved south of the property.

Thank you.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us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LIMITS
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HUMAN ENVIRO
FEB -1 200
RECEIVED

Cherry Causey, Executrix
Eloise Cates Estate
1202 Green Acres
Anderson, SC 29621
864-226-1457

January 28, 2008

Re: TIP Project # U-3109

As the Executrix for the Eloise Cates estate, I am representing 64 heirs who have waited since her death in 1997 for a resolution to the estate. The by-pass has been a stumbling block in our efforts to sell the property. Similarly, the George Cates estate, involving the same property, is also directly affected. We have had five contracts. The last in 2006 was for $22,000 an acre for 235 acres. The contract dissolved because the developers were unable to negotiate with DOT for a right of way. This was a significant loss for the estates. We have had to lower our asking price as a result of this and do not expect to be able to proceed without a clear designation of the corridor for the by-pass.

At the NC 119 Relocation meeting on January 15, I was shocked by the enormity of the proposed by-pass and the affect it would have on the community of Mebane and on the Cates farm. It was not until this meeting and seeing the plans that I truly realized just how big this project would be. It seems so out of scale for a town the size of Mebane. It will truly be like putting an interstate through the town and countryside, with questionable need for a project this large. Comments made about the alternative east-bound route were sensible, especially when a map is consulted. The east-bound route is much shorter from the interstate to Hwy 70, is less congested with homes and businesses, is less intrusive to the neighborhoods and downtown of Mebane, does not have a negative impact to 3rd and 5th streets, would be as accessible to Hwy 119 N, is closer to higher impact business development, and is closer to probable commuting patterns of future community members.

I, like others, question the evaluation of future needs regarding traffic flow and wonder about the best way to meet those needs. Most times there is very little traffic on Hwy 119. When there is more, where is it coming from and why? Most residents know and use the options already there when commuting – Trollingwood and Buckhorn. And where is the expected growth in Mebane -- to the south or the north? Right now it is the south, not to the north where the proposed by-pass would run. Access to the interstate for the Industrial Park could be arranged without destroying the community, especially since it sits so close to the Interstate.

All three proposed routes from Mebane Rogers Road to Hwy 119 North diminish the value of the estate property. They divide the property into sections that leave some areas unusable without proper access to the bypass and other areas land-locked. There are other possible alternatives which are not being considered for reasons similar to those affecting the use of the Cates property. If these concerns can be overlooked for the Cates

property, why not for others? It is more sensible to use existing roadways such as Woodlawn Rd to Cooks Mill Rd and White Level Rd – which result in accessing 119 N from Hwy 70. This route would seem to be less intrusive, easier to develop, and much less expensive for the taxpayer. Also, crossing Mill Creek where proposed in the three alternatives would be prohibitively expensive because of the geographical components of the property. The crossing on Cooks Mill Rd would be much less expensive and much less difficult.

If the by-pass coming through the Cates property becomes a reality, the Eloise Cates estate goes on record as strongly asking for Alternative 8. This will be less intrusive to the property. We also request that matters proceed as quickly as possible regarding a designated corridor. Your efforts in this matter will help us be able to move more quickly in our duties to sell and close the estate.

Sincerely,

Cherry Causey

Cherry Causey, Executrix
Eloise Cates Estate

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Gary + Sharon Weaver

ADDRESS: 4432 Melvane Rogers Rd

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We Think the whole A+B project should be looked at very closely or even ~~[illegible]~~ given up. from what we heard last night its already out of date since all the new business + Building going on in Melvane, I think Mr Robertson was right a road to nowhere it don't make any sense of sending traffic west of town to go east which is a longer distance for the Traffic + They won't use it if you build it. We like our small town + Community

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Gary Weaver

Sharon Weaver

Comments on TIP U-3109 (Mebane Bypass)
By
Mill Creek Homeowner's Association
January 15, 2008

Ladies and Gentlemen:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and the proposed alternates for the Mebane Bypass. My name is Barry Nunemaker and I live at 313 Pebble Beach Drive, Mebane, North Carolina. I live in the Mill Creek community that is at the northern terminus of the Mebane Bypass. Mill Creek is a golf course community established on over 600 acres of land most of which is in Alamance County but approximately 15 percent is in adjacent Orange County. The community is established as a planned unit development (PUD) with the Mill Creek Homeowner's Association as the governing body. The Association is headed by a five member Board of Directors of which I am one of the Directors.

The Mill Creek community, which is only half complete at this time, consists of approximately 400 homes and a public championship golf course. The golf course makes our community also a trip destination with approximately 20,000 rounds of golf played annually by visitors that are from outside the Mill Creek community. Along with the Mill Creek residents all of the visiting golfers must use route 119 to access the surrounding areas of the county and the Interstate. The lack of quick and easy access to the areas employment centers, health care facilities, entertainment venues, and upper level educational facilities is very evident from Mill Creek and must be true for other sections that are north of the center of Mebane.

Compounding the need for access to other parts of the county is the fact that the only viable routes that exist now go thru the heart of downtown Mebane. This means that traffic that has the downtown as its destination must compete with traffic that must travel thru downtown Mebane to reach destinations outside of Mebane. The importance of a Mebane Bypass cannot be over emphasized in the effect it will have in relieving downtown congestion by removing those vehicles that otherwise must pass through the downtown. In addition, current planning has approved the changes to the White Furniture building in downtown Mebane to include numerous shops, business and office space, and residential units that will bring additional traffic to the downtown. The current traffic volume on Fifth Street is approaching 20,000 vehicles per day and Third Street is approaching 10,000 vehicles per day even though these streets, designed and intended to serve as residential streets, now serve as thoroughfares. Both streets must cope with heavy trucks, and there are no shoulders for emergency pull off to allow police and fire vehicles to pass.

Adding to the congestion in the downtown is the presence of the North Carolina Rail Road tracks that nearly divide the town in half. These tracks provide service to 21 trains daily, four of which are Amtrak passenger trains that have approved operating speeds to 79 mph. At present all rail crossings are at grade which closes five Mebane crossing

points or all north-south means of access when a train is present. The Mebane Bypass with its proposed railroad overpass will improve safety at the downtown rail crossings as well as eliminate the need to all north-south traffic flow to come to a complete stop when trains are approaching.

Transportation options in the Mebane area overwhelmingly favor the personal automobile. Public transportation is virtually non existent except for Alamance County Social Services for the elderly and/or disabled. The projected reduction of 67 percent of the traffic volume through Mebane's Central Business District compared to the "no build" option represents a significant improvement of the circulation capability within the downtown area. This improvement undoubtedly will make the downtown area and businesses more attractive to the local residents plus enhancing the community spirit that is derived from such public functions as the Mebane Dogwood Festival, Christmas Parade, Celebration Downtown, and Friday Night After Work events that are held on the downtown city streets.

The EIS for the Mebane Bypass stresses that full consideration was given to major local community factors, such as churches, schools, and parks. Also local historical and architectural sites were identified and the alternates chosen for review mitigate any serious impact to these sites. Certainly of most importance to the widest group of citizens is the impact the three alternates will have on the Mebane-Graham reservoir water shed. This impact can and should receive the highest priority by applying design techniques that will minimize the runoff of pollutants. In addition the use of "limited access" for this route will ensure that the Bypass will not become another highway clogged by numerous driveways. The highway's design should include truck offtracking calculations due to the large number of tractor trailer trucks that are drawn to the Mebane Business Park.

Although funding is currently budgeted for section A of the Mebane Bypass the project must be considered in its entirety. Minimal benefit will accrue to the Mebane area if Section B of this project fades from the scene. No efficient North-South route will be established, capacity deficiencies will still exist in the downtown, and local connectivity will be haphazard at best.

In summary, it is the opinion of the Board of Directors of the Mill Creek Homeowners Association, representing its 400 members, that the full and complete Mebane Bypass beginning at the Interstate 40/85 interchange with NC Route119 and proceeding around the west side of Mebane to Mrs. White's Lane is an essential and critical element of the transportation network for the City of Mebane and Alamance County. The completion of both Sections A and B will serve the economic growth of the surrounding area, reduce the traffic congestion in downtown Mebane, provide smooth and efficient access to the local communities, improve the truck access from the Interstate to the Mebane business park, and establish a direct access route from the Interstate to northern Alamance County. When the site planning and design for the second phase of the Mebane Bypass becomes active, we look forward to working closely with the State DOT on that part of the project. Again, thank you for this opportunity to present these comments.

FEB 14 2008
RECEIVED

Mill Creek Homeowners Association
Mebane, North Carolina
February 13, 2008

Mr. Ed Lewis
NCDOT – Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Lewis:

Reference: TIP No. U-3109 Alamance County

This letter is a follow-up to the presentation made at the January 15, 2008 Corridor Public Hearing and statement submitted for the record. The Mill Creek Homeowners Association (MCHOA) is very concerned about the proposed design for access to and from the proposed bypass and our community in the vicinity of Saint Andrews Drive near the North terminus of the subject project.

The attached drawing shows an alternate design for connecting the bypass back to existing Route 119 that we feel is more functional, and enhances the access of the Mill Creek residents to the City of Mebane and the local services it provides. This alternate design would result in the need for less right-of-way acquisition, fewer changes to utilities, reduced construction costs, no need to obliterate a section of existing Route 119, and quicker response time for Mebane Police, Fire, and Ambulance personnel to the Mill Creek Community of 400 homes than the NC DOT proposed design. If the alternate design is not possible, the MCHOA would like to know why so we can report the information to our members.

In the event that the alternate design is discarded, the MCHOA wants to know what will happen with the right-of-way where hundreds of feet of existing Route 119 will be obliterated. The MCHOA has a significant investment in landscaping and irrigation along the East side of Route 119 that beautifies the section of the highway that borders our community. If a portion of the existing Route119 is obliterated will it be left to grow up in weeds and scrub brush, turned into an area for highway maintenance storage, be graded and landscaped to blend with the existing Mill Creek landscaping, turned over to the City for their use and upkeep, or could it deeded over to the MCHOA as an extension of the existing landscaping. Please get back to me on the issues raised in this letter.

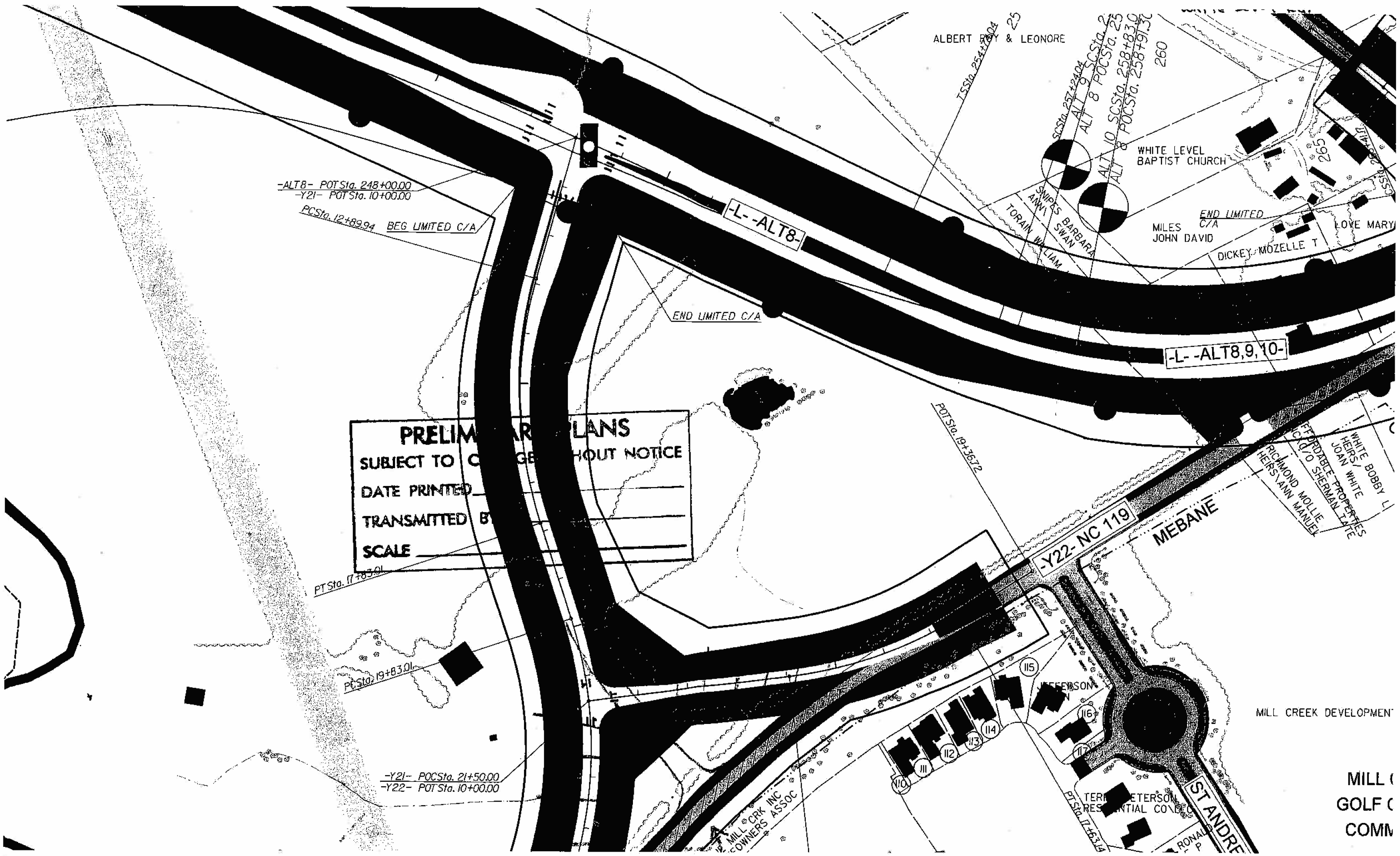
The MCHOA looks forward to working closely with the NC DOT as the Mebane Bypass proceeds toward design completion.

Sincerely,

Barry Nunemaker, Director
Mill Creek Homeowners Association
313 Pebble Beach Drive
Mebane, NC 27302

Phone: 919-563-1191

cc: John F. Sullivan III
Federal Highway Administration


ALBERT ROY & LEONORE
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-Y21- POC Sta. 21+50.00
-Y22- POT Sta. 10+00.00
POT Sta. 19+36.72
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MEBANE
WHITE BOBBY L HEIRS/ JOAN WHITE
FFRDABLE PROPERTIES C/O SHERMAN LATE
RICHMOND MOLLIE HEIRS\ANN MANUEL
MILL CREEK DEVELOPMENT
MILL CRK INC HOMEOWNERS ASSOC
ST ANDRE
PT Sta. 17+63.14
MILL C
GOLF C
COMM

To Whom It May Concern:

My plea to you is a simple one; please just pick a route and proceed. This has been delayed and fought over way too long. In the meantime, the amount of traffic combined with the average speed of cars traveling on South and North Street has evolved from a nuisance to a downright scary and dangerous situation. The traffic is terrible, especially during peak commuter times. Please act quickly and decisively so that the process can move forward. Someone will no doubt be displeased with whatever is chosen, but that should not be allowed to result in any more delays.

Thank you for the opportunity to give input.

Sincerely,

Ruby Moffitt
125 Overland Dr.
Mebane, NC 27302
(919) 563-0822

Date: 2/18/08
Voicemail Message From: Ruby Moffitt
(919) 563-0822

Comments On: U-3109

1) attended the Public Hearing on January 15, 2008

2) believes there is a definate need for the bypass to relieve traffic on N. 5th Street

3) is attempting to obtain a petition from the City Council that was signed 2 years ago stating / acknowleding the heavy traffic on N. 5th Street

4) left phone number, but does not need to be contacted; she just wanted to let us know that she is in favor of the bypass

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Robert Gill

ADDRESS: 404 Sam Snead Rd - Mebane

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I'm satisfied with the current plans and any alternative is fine with me.

Can't you start sooner?

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Linda Gill

ADDRESS: 404 Sam Snead Dr. Mebane

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Satisfied with the current plans — any of the 3 is acceptable to me, since our area will not be affected

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Robert Skenes

ADDRESS: 404 Beverly Pl Greensboro NC 27403

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

The area in the immediate vicinity of the Brookhollow Plaza Shopping Center (North of the Holmes Road intersection) should be a partial control access to allow a right-in right-out entrance to the center.

Please send a written response to the comment.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Sandra Crawford

ADDRESS: 360 Canterwood –

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I have no alternative!

The East Route would be better –

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: STEVE MOORE

ADDRESS: 2216 BORDEAUX DR. MEBANE NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I believe you should Re-consider the southern start point. (Alt. 1) would be start in the vicinity of the intersection of 119 & Kimrey Road, traverse toward the intersection of I-85/Trollingwood. Redesign that interchange & continue to US 70.
(Alt. 2) Begin 119 at the intersection of NC54 & Cherry Lane. Improve Cherry lane, utilize existing overpass & convert to interchange, then continue through to US 70
All existing Alternatives do not address the tremendous amount of growth south of I-85.
We need preventative medicine, not a band-aid.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Marsha Ann Ritchie

ADDRESS: 4870 Mebane Rogers Rd. Mebane

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

With NC continuing to lose its farms it seems ashame to impact the Cates Farm which is not only a historical property but an intergenerational property (four generations of Cates decendants have and are residing on that property). Alternative #10 is NOT an option.

I vote for alternative #8

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: CATHY & JOHN HEAFNER

ADDRESS: 4661 MEBANE ROGERS RD

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We strongly prefer alternative 9 or 10 to 8. Route 8 takes part of our property and ~~leaves~~ diminishes its value. Routes 9 & 10 take the entire property.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: TED & KATE SCHMIDT

ADDRESS: 511 WOODLAWN RD.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

PLEASE USE RTE 9 OR 10

OPTION 8 VERY UNDESIRABLE DUE TO PROXIMITY TO ROAD

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: VASANT SETHAR

ADDRESS: P.O. BOX 3035 BURLINGTON, N.C. 27215

COMMENTS AND/OR QUESTIONS: (336) 260-8082

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Need left turn entry from Y5A ON TO THE PROPOSED 119.

AND Right from Y5 TO L (PROPOSED 119)

(FOR SAFETY REASON 3rd Street can be closed off from Holmes Rd.

FOR FUTURE DEV. ON I-40 CORRIDOR.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Felicia Marietta Ekwueme-Okoli

ADDRESS: 1211 S. 3rd St., Mebane, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

It is very interesting that the 3rd S. Ext. route of Part A has not been advertised. There are ten residences affected. I am one of them. I do not think that rerouting Third St. will ease congestion in downtown but I do believe that it will increase traffic. Also I do believe that as the road is routed that it takes advantage of homeowners who do not have much road frontage to force them to sell their property. I oppose Part A of the construction as it takes my property along with my mother's property. This property was first owned by my great grandmother and has much value to my entire family.

*Please contact me in writing.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Marietta Ekwueme-Okoli

ADDRESS: 1211 S. 3rd St., Mebane

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

My name is not on the map. My property is adjacent to Mildred Godfrey. My name is Felicia M. Ekwueme-Okoli and my husband is Tagbo C. Ekwueme-Okoli. Please find our parcel and indicate it on the map.

*Please respond to me by mail.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: B. Byrd

ADDRESS: 363 Canterwood Dr

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Please Stop the Road expansion

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Joseph Holloway

ADDRESS: 4620 Mill Creek Rd

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Since the state has 6 other major cities that have approved bypasses and they are behind. How is there money to fund Hwy 119 bypass

Also there is not as ~~a~~ overflow of traffic to need a bypass

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
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Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Lynne M Davis

ADDRESS: 740 Cooks Mill Rd, Mebane, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

10 looks best to me: it is further away from the lake (watershed)

Please consider sensors on the traffic lights so we don't have long waits when there is a small amount of ~~light~~ traffic (especially from the access to the post office)

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: TALMAGE JOHNSON

ADDRESS: 1064 MILLSTONE LN MEBANE NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I WOULD THINK IT SHOULD BE ALT #10 W/O QUESTION...
#8 & #9 ARE IN THE WATERSHED AND SHOULD NOT BE ACCESSED...
THE EXCUSE IS #10 WOULD BE THRU THE CAMES FARM WHICH IS ON THE NATIONAL REGISTER...
BUT, THE FARM IS FOR SALE AND CAN BE REMOVED FROM THE REGISTER BY THE OWNER... AND BUILD WHATEVER THEY WANT...
THEREFORE,
IT APPEARS ONE CONTRADICTS THE OTHER AND NO REASON TO NOT BUILD ALT #10..

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: JEANNE JOHNSON

ADDRESS: 1064 MILL STONE LANE, MEBANE, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I BELIEVE ALTERNATE ROUTE # 10 SHOULD BE SELECTED. THE ROAD SHOULD NOT COME INTO THE CRITICAL WATERSHED AREA. I UNDERSTAND THAT GOING THROUGH AN HISTORIC PROPERTY IS A PROBLEM, BUT THE WATERSHED AFFECTS MORE CITIZENS IN THE COMMUNITY THAN TAKING A SMALL PORTION OF AN HISTORIC PROPERTY THAT IS PRESENTLY FOR SALE.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Susan H. Aycock

ADDRESS: 838 Hawfield Falls Rd, Mebane, N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I'm in favor of Alternative 10. I'm not in favor of middle or high schools being on a fast traffic, heavily traveled road otherwise. (many teen age drivers are not cautious/careful drivers yet.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: MEL PETERSEN

ADDRESS: 505 REDWOOD CT MEBANE

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

MY CHOICE IS ALT #10
(LESS WATERSHED INVOLVEMENT THAN 8 OR 9)

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Wilton + Shelby Benson

ADDRESS: 1237 S. 5TH St. Mebane N.C.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We do not Like the new routh of 119. We have 18 Acres zoned B2. The road is going to close in front of our property, with no value at all. We are not pleased at all. It has been valued and sold at the price we Asked in 2007. We request excess off N.C. 119 to our property. This could be done as a one way ramp. We would Like to meet with you to discuss.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Lisa Wicker (919) 304-3696

ADDRESS: 1212 Skyview Dr Mebane

COMMENTS AND/OR QUESTIONS: wickerscottlisa@yahoo.com

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

1. Will our property value decrease due to new coridor? Plus proposed right of way taking our land.

2. Why wasn't I notified of this project affecting our neighborhood and our home? I would like to be notified in the future.

3. I would like a summary of the post hearing meeting.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME:

ADDRESS: South Fifth Street

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

- Any alternative would be fine -
- Unhappy right now with the backup of traffic at holmes rd. + 119. It's impossible to turn out onto 119 left off of Holmes. A stoplight is beyond necessary.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: MENDY JERREYS

ADDRESS: 4870 Mebane ROGERS RD.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

WHO IS THE INDIVIDUAL THAT DETERMINED THE IMPACT ON AGRICULTURAL USE CONCERNING THE BYPASS?

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: MENDY JEFFREYS

ADDRESS: 4870 MEBANE ROGERS RD.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

WHO IS D.O.T'S CONTACT PERSON AT THE NATIONAL REGISTRY OF HISTORIC PLACES CONCERNING THE BYPASS?

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: BRIAN HALL - SAMET CORPORATION - NCIC

ADDRESS: 309 Gallimore Dairy Rd Suite 102 Greensboro, NC 27409

COMMENTS AND/OR QUESTIONS: 336-544-2600

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I would like to thank Jennifer, Aileen + Glenda for taking the time to meet with us to keep us updated on the project throughout the process and answer any questions at our request. We are very much in favor of Alternative 8 + the over all plan as it has been presented. NCIC has an approved Master Plan which shows connectivity to the future 119 project. With the exception of the Smith Drive intersection being located further south than desired, we welcome the new project and the many positive things we believe it will bring to the area. Our request for improvement would be to locate the Smith Drive intersection on the North side of the Duke Power easement. We feel this would better serve the surrounding acreage of NCIC. However an access point on the Northern side of NCIC is imperative. Thanks again for your cooperation + communication with us in the planning of this project. We are in favor of Alternative 8 + we are excited to see the project progressing!

Thank you!

B. HALL

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Connie G. Johnson

ADDRESS: 114 St. Luke Church Rd. P.O. Box 626

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I have no control over the Alternatives. I understand from the maps you will be coming very very close to my property because of this situation I would like very much for you to take my property just pay me the value and to relocate I am 87 years old I can not go out and get a job. I have to have a decent place to live because I am a decent person. Please call me at 919 563-9072.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Recommend to buy this one
R/W
DIV 7

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: Willie & Evelyn Hunter

ADDRESS: 4695 White level Rd.

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We think it a great idea. It will improve the city of Mebane. And we also need to realize that the State of North Carolina is growing rapidly.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Willie Hunter + Evelyn Hunter

ADDRESS: 1464 Hwy 119 N Mebane N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

We think that it's A great Idea If for the growth of Mebane N.C. We do not have any problems with the plans.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Richie Burke

ADDRESS: 1321 St. Andrews Drive

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Information I would like to see presented at the next hearing: ① Traffic studies of the main arteries coming off of Highway 119 from 85/40 to Downtown Mebane

② A timeline given regarding all meetings/discussions which have led to the current plan/suggestion

③ Address why there was not an East side of Mebane option connecting 85/40 to Highway 119

If these items need further definition or detail please E-mail your questions to RBurke5@triad.rr.com.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Tracie Gerringer (919)363-0651

ADDRESS: 1204 Skyview Drive

COMMENTS AND/OR QUESTIONS: tracie_gerringer@abss.kiwi.nc.us

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

1. As a homeowner being affected by the corridor, why wasn't I notified or given any literature showing this affected my house? Please send any additional information

2. When is the anticipated purchase date for houses? Would they buy earlier? ... The market might change by 2010.

3. I would like a copy of the summary of the minutes

Comments may be mailed by February 15, 2008 to: over →

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

A new sidewalk was just added to sections of Third Street. Why was this just completed if you're planning to tear this up?

August 6, 2001

I lived on a cut-through for 13 years.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEBANE
URGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO EXPEDITE THE PLANNING
AND CONSTRUCTION OF THE N.C. 119 CONNECTOR
IN THE CITY OF MEBANE, ALAMANCE COUNTY, NORTH CAROLINA

WHEREAS, the North Carolina Department of Transportation and the Transportation Improvement Program of Alamance County, North Carolina both include proposed construction of a relocated N.C. 119 Connector beginning at I40/85 and extending across U.S. Highway 70 to a point North of the City Limits, of the City of Mebane; and

WHEREAS, said project has been in the planning stages for a number of years and has been the subject of numerous public meetings and public hearings; and

WHEREAS, the City Council of the City of Mebane has concluded that it is in the best interest of the City and of its citizens that such highway improvement be undertaken as quickly as possible; and

WHEREAS, the City of Mebane is severed by the North Carolina railroad which operates a number of freight and passenger trains through the community on a daily basis; and

WHEREAS, the closest non-grade crossing for said rail structure is located more than four miles from the Mebane downtown area; and

WHEREAS, the City of Mebane has the responsibility for fire protection for significant populations lying both North and South of the North Carolina railroad tracks and to that end has constructed a modern fire station within the City ~~at a cost in excess of $1.5 million~~; and

~~WHEREAS, in the event of an emergency~~ requiring a rapid response of either fire or police personnel, such response could be materially hampered by traffic on the North Carolina railroad line blocking crossing access; and

WHEREAS, one ~~of the key features of the proposed highway improvement~~ is the construction of an overpass across the North Carolina railroad which said overpass structure under the alignments being contemplated by the North Carolina Department of Transportation are within one mile of the headquarters of the fire station facility of the City of Mebane and it is imperative that the public safety of the citizens of Mebane be protected and enhanced as rapidly as possible by the construction of the overpass feature of the N.C. 119 Connector; and

WHEREAS, the construction of said N.C. 119 Connector will materially benefit industrial and commercial development in those areas of the City of Mebane and its environs which lie south of U.S. Highway 70; and

WHEREAS, the City Council recognizes that the proposed alignments of N.C. 119 that are north of U.S. Highway 70 pass within environmentally sensitive areas and that construction of roadway improvements should not be designed in such a way as to promote environmentally unwise development in those portions of the community lying north of U.S. Highway 70;

NOW, THEREFORE, be it resolved by the City Council of the City of Mebane, North Carolina that:

1. The City Council urges the North Carolina Department of Transportation and such other agencies of the State as shall be involved in the planning and construction of the N.C. 119 Connector to expedite the planning, design and construction of said connector in order to promote the safety of lives and property lying north and south of the North Carolina railroad tracks in this area.

FURTHER RESOLVED that the City Council of the City of Mebane urges the North Carolina Department of Transportation to conclude the planning stages of said project as expeditiously as possible and to that end the City Council would encourage the North Carolina Department of Transportation to, insofar as practicable, ensure that the N.C. 119 Connector does not intrude into the water quality critical area of the City of Graham/Mebane water supply and to that end urges the North Carolina Department of Transportation or such other agency as shall be appropriate to seek such waivers as shall be necessary or desirable to facilitate said highway construction in the proximity of the proposed Cates Farm Historical site in such a manner as to not unduly intrude or distract from the historical significance of said site.

FURTHER RESOLVED that the City Council goes on record as supporting a site in the general vicinity of those currently planned by the North Carolina Department of Transportation, it being the consensus of the City Council that an overpass structure located to the east of the City area would not allow sufficient response time for emergency vehicles and would in fact impede the safety of the persons and property within the City of Mebane and its environs.

FURTHER RESOLVED that the City Council goes on record by stating its policy that the City will not encourage development along N.C. 119 North of U.S. Highway 70 and will institute such zoning and subdivision protection as shall be reasonably required to protect the environmental resources of the community as shall be consistent with North Carolina and Federal law.

FURTHER RESOLVED that the City Council policy, as expressed herein, shall be to discourage those developments which will require new points of access to N.C. 119 North of U.S. 70 other than those areas of access deemed to be necessary in the planning stages for the service of existing communities and institutions.

The foregoing resolution was adopted by the City Council at its regular meeting held on August 6, 2001, Mebane, North Carolina.

Glendel Stephenson

Glendel Stephenson, Mayor

ATTEST:

Elaine J. Hicks

Elaine J. Hicks, City Clerk

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEBANE
URGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO EXPEDITE THE PLANNING
AND CONSTRUCTION OF THE N.C. 119 CONNECTOR
IN THE CITY OF MEBANE, ALAMANCE COUNTY, NORTH CAROLINA

WHEREAS, the North Carolina Department of Transportation and the Transportation Improvement Program of Alamance County, North Carolina both include proposed construction of a relocated N.C. 119 Connector beginning at I40/85 and extending across U.S. Highway 70 to a point North of the City Limits, of the City of Mebane; and

WHEREAS, said project has been in the planning stages for a number of years and has been the subject of numerous public meetings and public hearings; and

WHEREAS, the City Council of the City of Mebane has concluded that it is in the best interest of the City and of its citizens that such highway improvement be undertaken as quickly as possible; and

WHEREAS, the City of Mebane is severed by the North Carolina railroad which operates a number of freight and passenger trains through the community on a daily basis; and

WHEREAS, the closest non-grade crossing for said rail structure is located more than four miles from the Mebane downtown area; and

WHEREAS, the City of Mebane has the responsibility for fire protection for significant populations lying both North and South of the North Carolina railroad tracks and to that end has constructed a modern fire station within the City at a cost in excess of $1.5 million; and

WHEREAS, in the event of an emergency requiring a rapid response of either fire or police personnel, such response could be materially hampered by traffic on the North Carolina railroad line blocking crossing access; and

WHEREAS, one of the key features of the proposed highway improvement is the construction of an overpass across the North Carolina railroad which said overpass structure under the alignments being contemplated by the North Carolina Department of Transportation are within one mile of the headquarters of the fire station facility of the City of Mebane and it is imperative that the public safety of the citizens of Mebane be protected and enhanced as rapidly as possible by the construction of the overpass feature of the N.C. 119 Connector; and

WHEREAS, the construction of said N.C. 119 Connector will materially benefit industrial and commercial development in those areas of the City of Mebane and its environs which lie south of U.S. Highway 70; and

WHEREAS, the City Council recognizes that the proposed alignments of N.C. 119 that are north of U.S. Highway 70 pass within environmentally sensitive areas and that construction of roadway improvements should not be designed in such a way as to promote environmentally unwise development in those portions of the community lying north of U.S. Highway 70;

NOW, THEREFORE, be it resolved by the City Council of the City of Mebane, North Carolina that:

1. The City Council urges the North Carolina Department of Transportation and such other agencies of the State as shall be involved in the planning and construction of the N.C. 119 Connector to expedite the planning, design and construction of said connector in order to promote the safety of lives and property lying north and south of the North Carolina railroad tracks in this area.

FURTHER RESOLVED that the City Council of the City of Mebane urges the North Carolina Department of Transportation to conclude the planning stages of said project as expeditiously as possible and to that end the City Council would encourage the North Carolina Department of Transportation to, insofar as practicable, ensure that the N.C. 119 Connector does not intrude into the water quality critical area of the City of Graham/Mebane water supply and to that end urges the North Carolina Department of Transportation or such other agency as shall be appropriate to seek such waivers as shall be necessary or desirable to facilitate said highway construction in the proximity of the proposed Cates Farm Historical site in such a manner as to not unduly intrude or distract from the historical significance of said site.

FURTHER RESOLVED that the City Council goes on record as supporting a site in the general vicinity of those currently planned by the North Carolina Department of Transportation, it being the consensus of the City Council that an overpass structure located to the east of the City area would not allow sufficient response time for emergency vehicles and would in fact impede the safety of the persons and property within the City of Mebane and its environs.

FURTHER RESOLVED that the City Council goes on record by stating its policy that the City will not encourage development along N.C. 119 North of U.S. Highway 70 and will institute such zoning and subdivision protection as shall be reasonably required to protect the environmental resources of the community as shall be consistent with North Carolina and Federal law.

FURTHER RESOLVED that the City Council policy, as expressed herein, shall be to discourage those developments which will require new points of access to N.C. 119 North of U.S. 70 other than those areas of access deemed to be necessary in the planning stages for the service of existing communities and institutions.

The foregoing resolution was adopted by the City Council at its regular meeting held on August 6, 2001, Mebane, North Carolina.

Glendel Stephenson

Glendel Stephenson, Mayor

ATTEST:

Elaine J. Hicks

Elaine J. Hicks, City Clerk

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Dr Shirley Conyard

ADDRESS: 4444 Landi Lane Mebane NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I would like to make several comments about your needs Analysis. Problem with access: You are moving it from one area to another section of 119. If this newly propose highway is a truck route it will create environmental damage + health problem. Why create something that you will have to correct later. From looking at the poorly developed maps I do not see any more connections to communities than you already have. Will there be off + on ramps. Mebane is presently having problems with developing infrastructure for citizen of Mebane, such as, sewers, sidewalks, maintaining local roads and roadside cleanup. Who is going to maintain this new by pass? Any one of the alternativies will do, because with predicted heavy volume traffic the water that you are concern about will become polluted. Make sure you plan for this and other environmental problems

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 20 2008 RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Jacqueline P. Moffitt

ADDRESS: 511 North 5th Street Mebane N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

In regard to the bypass I have no idea which is the best one but at least those neighbors have a voice about it. That is more than the people on North 5th have had. The city opened up our street to Stagecoach Rd. We didn't get a notice on anything about it. Stagecoach then turns to the left to 119 North which a lot of that traffic takes our street for a shortcut to the Interstate & Highway 70. I am having a hard time just getting in & out of my driveway & when people park on the side of the street that just makes it a lot worse. North 5th street was not built to take this kind of traffic & I hope something can be done about it.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

FEB 1 8 2008

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Jimmy Jobe

ADDRESS: 719 S. 5th St. - Mebane, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I support the decision that NCDOT makes for the highly needed bypass. At times I wait 10 minutes to get out of my driveway into Hwy 119.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 18 2008

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Charles Bateman

ADDRESS: 220 Wexford Burlington NC

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

Either alternate is acceptable so long as steps are taken to minimize impact on water shed. Project is badly needed & should be expedited

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 14 2008
RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME:

ADDRESS:

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

See attached.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Mebane Fire Department
Bob Louis
Chief

405 North First Street
Mebane, North Carolina 27302
(919) 563-5718 • Fax (919) 304-6193

Mr. Lewis,

On behalf of the Mebane Fire Department and East Alamance Fire District, I would like to take a few minutes of your valuable time to express some thoughts and concerns from an emergency service stand point in reference to the NCDOT 119 By-Pass. It has become almost impossible for the fire department to respond to fire and medical emergencies south of the two fire departments due to an increase in growth which produces significant traffic issues. In the mid to late ninety's and early 2000, the fire department made policy changes because of traffic concerns on Hwy 119 which required us to travel south on Third street to avoid heavy traffic on Hwy 119 where there is very little space for emergency apparatus to pass in a safe manner. Now we are faced with the same traffic concerns on Third as well as Hwy 119 which is causing delays in response times for fire and medical emergencies. Though we will not have great access to the new 119 By-Pass for emergency response, we think that it will decrease traffic congestion along Hwy 70, Hwy 119 and South Third street, enabling us to continue providing a high standard of fire and medical emergency care, to prevent the loss of lives and property to the City of Mebane and the State of North Carolina. The Mebane Fire Department would like to ask NCDOT to aggressively move forward with the 119 By-Pass. Thank you for your time and cooperation in this matter.

Bob Louis

Fire Chief Bob Louis

FEB 14 2008

RECEIVED

Mr. Ed Lewis
NCDOT- Human Environmental Unit
1583 Mail Service Center
Raleigh, N.C. 27633-1583

February 13, 2008

Mr. Lewis:

This is a request from the residents of White Level Community in Mebane concerning project U-3109. First we would like to thank Jennifer Fuller, Kimberly Hinton and the rest of your staff that came to Kimes Chapel Baptist Church on February 5, 2008 to meet with us. We really appreciate that. We are enclosing the petition which opposes the building of this project. This list covers the residents that live in the community, White Level Road, Fuller Road, Mrs. White's Lane, Virginia Pine, Rutledge Trail, Landi Lane and Hwy 119. Some of the other signatures are from Ray's Food Mart customers and Kimes Chapel members.

We also request that you consider this petition as you decide on which alternate. We care about the watershed and how the highway will affect it.

Attached you will find the list of recommendation we have and also a list of complaints.

We look forward to hearing from you.

Sincerely,
Mr. Michael Jackson
Co-Chairperson 119 Relocation Steering Committee
206 West Clay Street
Mebane, NC 27302
(919)563-2032

COMPLAINTS / OPPOSITION

1) **With proposed relocation, timing is added to response time for Public Safety, EMS, Fire Dept. causing life or death emergency delays.**
2) **Access to entrance of Ray's Community Store, The Alston's and White's property.**
3) **Safety and Access: South bound turns would be dangerous, North bound turns compromised or impossible.**
4) **Access to old 119 not accessible, it will take longer with the proposed change-with older citizens it could be distracting and confusing causing more accidents and/or deaths.**
5) **Increase in large trucks which would compromise air quality... smog, air pollution, and noise pollution, etc.**
6) **Decrease in property value.**
7) **Health impact, increase in stress for decision making.**
8) **Mrs. White Lane need traffic signal now! poor visibility, long wait during peak hours, especially with Mill Creek residents using this road also.**
9) **Dead end roads would allow more drug trafficking, loitering and home invasions.**
10) **Runoff from new 119 would cause more drainage into the watershed.**
11) **Major spills on the new 119 would cause the community's water supply to be contaminated.**
12) **Why not show end of this project on maps that has been presented instead of stopping it at Mrs. White Lane, from I-40 – Danville, VA?**

13) **Waste of money because people are not traveling thru as much now that we have lottery in the state.**

RECOMMENDATIONS:

1) Offer existing 119 to continue with a service road connected to Mrs. White Lane behind Rotha Miles and Henderson property to keep a safer route open for the community to the city for emergency access.

2) Use more of historic property and bring by pass to front of Mill Creek and taper to 2 lanes, keeping 119 as is with no island from White Level to Mrs.White Ln.

3) Stop light at Mrs. White Lane.

4) Keep 119 (old) as business route down to Kimes Chapel Church.

5) Sewer service to alleviate drainage issue.

6) Bypass should be an overpass.

PETITION OPPOSING THE HWY 119 BYPASS

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
[illegible]	6482 Allisonville	Bradshaw J	JB - Cary
Mary Royster	5301 Byrd Rd	Mary Charino	
[illegible]	HWY 49-119 PO 123 Mebane	ELMA RAE Greene	PRAESSIS @ yahoo
[illegible]	5181 Va Pine Tr	Joel Poole	332-260-2498
Sharon Carter	6156 N. NC Hwy 49	Sharon Carter	336-578-6869
[illegible]	5137 Virginia Pine Trail	Sylvia Williams	
Paul Bullock	1737 Allen Jarrett	Paulin Bullch	919-304-5247
Leon Ruffin	4407 Laurel Lane	LEON RUFFIN	563-4480
Damin Allred	2239 N. NC 119	Damin Allred	304-3002
Tammy Allred	2239 North NC119	Tammy Allred	304 3002
Martin Foust	822 Knollwood Falls	Martin Foust	336-516-6942
Robert Tapp Jr	5801 Crimson Ct	Robert Tapp Jr	304-0577
[illegible]	1737 Allen-Jarrett Rd	Matthew Womble	304-5247
George Ivey	1609 Hwy 119N	George Ivey	563-1609
Bernard Jones	1858 - N-119	Bernard Jones	563-9798
Crystal Crisp	1008 Cooks Mill Rd	Crystal Crisp	919-304-9087
Hurley Crisp	1008 Cook Mill Rd	Hurley Crisp	919-304-9087
Carmen Jackson	1537 Virginia Pine	Carmen Jackson	304-6145
Elizabeth Roman	1537 Virginia Pine Trail	Elizabeth Roman	304-6145
Christine Nadel	8100 Fuller Rd	Christine M Nadel Mebane	563-8428

PETITION OPPOSING THE HWY 119 BYPASS

2

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
Elvinia Ruffin	Mebane N.C. 5008 Hwy US 70	Elvinia Ruffin	919/563-0300
Linwood Ruffin	MEBANE N.C. 5008 HWY-70	Linwood Ruffin	919 240-8749
John Lawson	4320		
John W. Paylor	4416 Landi Lane Mebane, NC 27302	John W. Paylor	(919)563-2238
Lydia M. Paylor	4416 Landi Lane Mebane, N.C. 27302	Lydia M. Paylor	(919)563-2238
Shirley Lawson	4309 Landi Ln	Shirley Lawson	563-5825
Thelma Terrell	4305 Landi Lane	Thelma Terrell	563-3025
Traval Harrelson	5008 US Hwy 70	Traval Harrelson	563-0300
Bruce Evans	4272 Landi		563-3363
D. Winchamber	4346 Landi Ln		
Bernice Sturgues	422 Lancaster Rd		304-3915
Ava'Shemma Raly	422 Lancaster Rd		304-3915
Edison Sturges	422 Lancaster Rd		304-3915
Michael Chambers	4345 Landi Ln		563-1729
Peggy Hall	4359 Landi Lane	563-2732	
Jim White	4338 Landi Lane	Jim White	304-4361
Clara Crisp	4338 Landi Lane	Clara Crisp	304-4361
Michael Turner	4337 Landi Lane	Michael Turner	304-0987
Charlotte Turner	4337 Landi Lane	Charlotte Turner	304-0987
Deontrais Terrell	336-269-4630		

3

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
Margaret P. Long	2003 N. NC 119	Margaret Long	919 563 4730
Janet Brooks	4949 Mrs. White Ln	Janet Brooks	919-563-2731
Janie Thompson	4949 Mrs. White Ln	Janie Thompson	919-563-2731
Bobby W. Brooks	4949 Mrs. White Ln	Bobby W. Brooks	919 563-2731
Genice Atkins	5044 Mrs White Ln	Genice Atkins	919 304-4581
Prakash V. Ray	1525 Hwy 119 N.	PRAKASH RAY	919-563-9676
Leon Ruffin	4407 Lamb Lane	Leon Ruffin	563-4480
Curtis Bryant	4356 Land Lane	Curtis Bryant	563-5469
Rotha J. Miles	4625 Mrs White Lane	ROTHA J. MILES	563-1526
Dellaphine Ivey	1609 Hwy 119N	Dellaphine Ivey	563-6046
George L. Ivey	1609 Hwy 119N	George L. Ivey	563-1609
Michael Jackson	5021 Mrs White Ln	Michael Jackson	563-5829
Kron Connally	1549 Rutledge Trail	Kron Connally	563-5283
Marilyn Snipes	416 Tate Ave,		563-2927
Patricia Tolar	605 Alpha Street		563-5039
CHATARSHA Garner	246 FIRST DRIVE	Chatarsha Garner	563 6425
Lee Johnson Jr	126 Allen Blayne		563.6887
Natasha Bypass	200 South 11th Street	Natasha Bypass	212-2245
Rachel Hester	311 Fitch Dr		
Anika Watson	1309 Fidelity Dr Durham NC	Anika Watson	anikaofori@gmail.com
Omega Wilson	206 Moore Road Mebane, N.C. 27302	OMEGA WILSON	(919) 321-1296

PETITION OPPOSING THE HWY 119 BYPASS
TO BE ADDED TO 2002 SIGNATURES

4

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
Jane Mayhee	5156 Fellaw Rd	JANE MAYBEE	563-3260
Annette Bradshaw	1447 N RIC 119	Annette Bradshaw	263-3697
Gloria S Garcia	5038 Mrs. Whitel.	Gloria S Garcia	304-9790
Berry L McAuley	4946 Mrs White Lane	Berry McAuley	304-3047
BOB Alfred D. Thompson	5193 Virginia Pine tr.	Alfred D. Thompson	563-1346
Edna Yellock	5155 Virginia Pine Trl	Edna Yellock	563-9164
Michael Yellock	5155 Virginia Pine Trl	Michael Yellock	563-9164
Carolyn Thompson	5201 Virginia Pine Trail	Carolyn Thompson	304-3581
Percy Johnson	5201 Virginia Pine Trail	Percy Johnson	304-3581
Judy Williams	5198 Virginia Pine Tr	Judy Williams	563-4881
Josephine H Smith	5014 Mrs White Lane	Josephine H Smith	563-4672
Katie Wise	1417 Rutledge Trail	Katie Wise	266-0881
Jay Tufts	1405 Rutledge Trail	Jay Tufts	336-693-8040
William Lucas	1405 Rutledge Trail	William Lucas	336-870-5113
Ross Chapman	1477 Rutledge Trail	Ross Chapman	
Robert Thompson	1531 Rutledge Trail	Robert Thompson	304-5350
[illegible]	Mills Chapel Rd		578-5030

PETITION OPPOSING THE HWY 119 BYPASS
TO BE ADDED TO 2002 SIGNATURES

5

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
[illegible]	4922 Mrs. White Ln	Howard Hester J	919-563-0386
Rosa Hester	4922 Mrs. White Ln	Rosa Hester	919-563-0386
Vialee Nichols	4778 - Mrs. White Ln	Vialee Nichols	919 563 5229
Frances C. McMahan	1432 Rutledge Trail	Frances C. McMahan	919-304-6178
Joan White	4632 White Level Rd	Joan White	

PETITION OPPOSING THE HWY 119 BYPASS

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Store 6 Store

Signature	Address	Printed Name	Phone/email(opt)
Mary M. Lore	1224 Lynch Store Rd	Mary M. Lore	
Rickey Connally	1549 Ruth Ledge Trail	Rickey Connally	
Edgar F Vincent	5113 MRS WHITE LN	EDGAR F VINCENT	
[illegible]	1211 Skinner DR		
Elwood Jones	1858 - NC 119	Elwood Jones	563-9718
[illegible]	945 [illegible]	[illegible]	
Wendy Bradsher	5220 Lynch St Rd	Wendy Bradsher	
Mary Chavious	5301 Byrd Rd	Mary Chavious	
J.B. Williamson	8205 Yanceyville	JAMES WILLIAMSON	
William D. Richard	Ray Food Mart	William D. Richard	
[illegible]	5101 Mrs White Ln	Daniel Beaucklund	563-4458
Pete Crisp	4275 Landi Lane		
Toni Snavely	6417 NC 49	Toni Snavely	

PETITION OPPOSING THE HWY 119 BYPASS

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
Dr. Shirley Conyard	4444 Sandi Lane Mebane NC	Dr. Shirley Conyard	919 304-3416 SConyard@triad-nc
Virginia Corbett	1463 N. 119 27302 Mebane NC	Virginia Corbett	919-563-1055
Barbara Trollinger	1919 n NC Hwy 119 Mebane NC		
Kermit Trollinger	1919 n NC Hwy 119 Mebane NC 27302		
Christine Currie	1922 NC 119 N Mebane NC 27302	Christine Currie	919 563-6633 Peace4912@mebtel.net
Bettie F. Currie	1945 NC 119 N Mebane NC 27302	Bettie F. Currie	919 563-3204
Alexander Dove	1875 NC 119 N Mebane NC 27302	[illegible]	919-563-9414 336-219-1895
Carolyn Dove	1875 NC 119 N Mebane	Carolyn Dove	c 1956-39414 336-2131859

TO BE ADDED TO 2002 SIGNATURES

The Undersigned are opposed to construction of the proposed Hwy. 119 Bypass

Signature	Address	Printed Name	Phone/email(opt)
Lewson Fuller Jr	MEBANE, N.C 4702 MRS WHITE LN	WILSON FULLER JR.	919-563-1310
Deronce McCauley	4746 Mrs White Ln	Deronce McCauley	919-304-3047
Joseph Thompson	4770 Mrs White Ln	Joseph Thompson	919-564-1558
Pauline Thompson	" "	" "	" "
McCoy Eson	4770 MRS WHITE LN	McCoy Eson	578-1516
Willard C Godfrey Jr	5202 MRS White Lane	Willard C Godfrey, Jr	919-563-9216
Stacey Jackson	5021 Mrs. White Ln	Stacey Jackson	
Steven A Harrelson	5150 Virginia Pine	STEVEN A. HARRELSON	919-563-0764
Paul W Nichols	4778 mrs White Lane	PAUL W NICHOLS	919-563-5227
Michael Perriford	4918 Mrs White Ln	Michael Perriford	919 923 3577
Larry Evans	1730 Oklahoma	Larry Evans	336-227-6946
Inez Evans	5007 Mrs White Ln		
Bonnie Mize	5146 Mrs. White	Bonnie Mize	(919) 304-6885

COMMENT SHEET

FEB 14 2008

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Winnie Mathews

ADDRESS: 705 N. 5th St. Mebane, N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

In regards to NC 119 Relocation:
Get the By PASS going, and get the traffic off North Fifth St. Ever since N. 5th St. was opened, traffic has been awful. The current speed limit (30 MPH) is broken all the time. When I am driving the speed limit, cars will pass me. It doesn't matter whether I am going up or down N. 5th St. The thought of traffic on N. 5th St. continuing at the present rate, or getting worse is a nightmare.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Montrena W. Hadley

ADDRESS: 106 E. Washington St., Mebane, NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I think Alternatives 8, 9, and 10 are unique in their own way. Each Alternative appears to meet the objectives of the overall project. I support, agree, and trust the decision of NCDOT on whichever Alternative is decided upon.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 13 2008 RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Gary W + Donna Burnsamm

ADDRESS: 1315 S. 3rd St Mebane NC 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

See attached letters

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

To Mr. Ed Lewis; Ref: TIP No. 3109

Being the former Chief of Police for the city of Mebane I am well aware of the traffic problems in our community. When I retired I was also aware of the possibility of the 119 by-pass coming beside of my residence, Although not very thrilled about that I felt I could adjust and live with it. Also this might increase my property value and then if I chose to move I could possibly sell. This would be my choice.

Now I find that a new 119 location project has been added that takes away any choice that I may have had. I am not interested in selling or moving and I feel that any offer that I may receive from the state will not be sufficient to replace what I now have and have worked to upgrade since 1971.

Also this project puts my parents in the same situation and they are not interested in selling. They are in their 80's and I believe that it will be devastating on them to try and start over at this point in their lives.

I have several questions concerning the 119 relocation. After it connects to 3rd st. at Holmes road and goes to Gibson Road what then? Will the people living on the south side of the interstate on 119 have to travel the by-pass to get to Mebane? I see them hitting the by-pass then turning on the new portion of 119 then hit the old 119 or even travel down Foust Road, Skyview and or Brookhollow to get to McClures funeral home, Mebane tire co or the U S Post office. That would appear to be the shortest route and that is the way people go. Consider the people who will travel this route to and from home going to work.

At the last meeting there were some comments made I would like to address. The gentlemen from Mill Creek stated that the course brought in 20,000 golfers last year. How many of them were from outside of Alamance County? How many were from north of Mebane , south , east and west. This by-pass will not help all of them.

I have been in the club house at Mill Creek and I have heard the employees give directions. Coming from Raleigh/ Durham area it was always turn off I85/40 at the Buckhorn Road exit the turn left of US 70 go to Mebane and follow 119N signs. I never heard anyone say go to Mebane Oaks Rd. or to highway 119 exit 153.

The proposed bridge that will cross the railway tracks and highway 70 This would have been a much better reason 20 years ago when there was only one fire station and trains switched tracks in the middle of downtown Mebane. Now they switch tracks when necessary on the outskirts of town and this does cause problems but not like in the past. Also trains are

traveling through at much greater speeds 50 to 70 mph. We now have 2 fire stations and I'm sure there will be other substations built on both sides of the tracks.

As for the 3 routes in section B of this project it seems simple to me. If done stay away from the water shed. The last time I went by the historical Cates farm there were reality signs posted stating that property was available?

Gary W. Bumgarner

Gary W. Bumgarner
1315 S. 3rd. st.
Mebane, N.C. 27302

What upsets me the most is the fact that this "by pass" has gone from a four lane road to a six lane Interstate road without any public notification what so ever.

Having been born and raised in Mebane, I really have a hard time understanding the need for a six lane road that will turn into a four lane and eventually into the original two lanes. I also have a hard time understanding why this project is being planned and built in two phases. If phase one is completed and it takes months to years, as we know it will, before phase two is even started then you have a phase one road to NO WHERE. So that makes me feel like that the "Powers to be", my city leaders and my government are making my family and my husbands family give up everything that we hold dear so that another monument can be built in their honor.

At the last meeting, no one associated with DOT could tell me why we are being displaced instead of utilizing the Walter Kidda location that is going to be empty and the building for sale...which it is already. To take everything from two families to make a road "flow" better rather than use the land where an empty building is should be against the law. But we know who makes the laws and it is not people who would be impacted by these types of changes.

When the "by pass" was first suggested, my husband and I were supporters. But as time has gone on, with all of the changes, no information and no choices, I have completely changed my views. No, I would not have liked the idea of a four lane road beside my home hut at least then I would have been left with a choice as whether to live here or sell. DOT and the city have now taken that choice from us.

My family and my husband's family have lived beside each other for 38 years. That has been by choice and because we have a strong sense of family values. My in-laws are in their mid 80's, and are at the age where my husband feels he should remain close due to their needs. There is absolutely no other location in this area that we can have everything that we have worked so hard for all these years.

Since the conception of the idea of this "by pass", Gary and I have reconciled to the fact that some things would change for us. Such as losing some of the peace and tranquility that our home provides for us. But we also knew that we could adapt to whatever changes were necessary. Little did we know what sacrifices we were actually going to be forced to make.

This road is completely destroying what we have worked the past 38 years to build. It should be against the law for this to happen. I

guess if we were a minority group, ex.-West End; instead of two families then we might have a chance to make a change. That section of this first phase was changed for West End because as a group they could afford the lawyer fees to challenge the state. That is just not an option for us because we will need any and all funds to re-locate.

Please look again at the options for this first phase....our entire way of life depends on you!!!!

Sincerely,

Donna Bumgarner

Donna Bumgarner
1315 South Third Street
Mebane, NC 27302

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 13 2008

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME:

MEBANE CITY COUNCIL

ADDRESS:

106 EAST WASHINGTON STREET, MEBANE, N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

THE MEBANE CITY COUNCIL HAS NO PREFERENCE TO ANYONE OF THE ALTERNATIVES. THE CITY HAS ALL THE TRUST IN D.O.T ENGINEERING STAFF TO SELECT THE RIGHT ALTERNATIVE. THERE ARE THREE CONCERNS THE COUNCIL WOULD LIKE TO SHARE WITH D.O.T., 1) DO NOT DEAD-END WOODLAWN ROAD (SR 1951). GIVE THE PROPERTY OWNERS AND OTHERS A NEW RIGHT-OF-WAY FROM WOODLAWN ROAD (SR 1951) OVER TO MEBANE ROGERS ROAD (SR 1121) 2) CONSIDER A RIGHT IN, RIGHT OUT TO PROPERTY OWNERS AT NEW LOCATION OF HWY 119 SOUTH, BEING PROPERTY OWNERS OF BROOKHOLLOW PLAZA SHOPPING CENTER AND PROPERTY OWNERS OF CAMBRIDGE CENTER LLC. 3) WHEN MAKING TATE STREET (SR 1973) CONNECTION TO CORRIGIDOR (SR 1997) PLACE STREET CLAMPERS DURING CONTRUCTION PHASE.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 13 2008 RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME:
ROBERT LEE WILSON

ADDRESS:
375 CANTERWOOD DRIVE, MEBANE, N.C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

FIRST I WOULD LIKE TO SAY THANKS TO THE STAFF OF D.O.T AND THE ENGINEER STAFF THAT WAS PRESENT AT THIS MEETING. D.O.T STAFF AND THE ENGINEER STAFF ADDRESSED QUESTION DURING MEETING IN A VERY PROFESSIONAL MANNER. THE PUBLIC HEARING PART OF THE MEETING WAS DONE VERY PROFESSIONAL AND MR LEWIS SHOWED EACH PERSON WISHING TO SPEAK A GREAT DEAL OF RESPECT.

I ATTENDED THE WHOLE MEETING AND AT NO TIME did I HEAR ANY STATEMENT MADE BY THE GENERAL PUBLIC THAT I THOUGHT WOULD OR SHOULD STOP THIS PROJECT FROM MOVING FORWARD. IN THESE PROJECTS YOU WILL NEVER HAVE OR GIVE THE PUBLIC ENOUGH INFORMATION. THERE'S ALWAYS SOMEONE WHO WILL SAY "PLACE IT SOMEWHERE ELSE" OR "GIVE US MORE STUDIES", as if 15 YEAR'S of Study isn't enough. THIS PROJECT SHOULD AND MUST GO FORWARD.

THANK YOU!

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

ENVIRONMENT UNIT
FEB 13 2008
RECEIVED

RE: Brookhollow Plaza Shopping Center
NC 119 and Holmes Rd (NCSR 1980)
Realignment of NC 119

We are requesting a change from "Controlled Access" to "Partially Restricted Access" into the Brookhollow Plaza Shopping Center; the access will be parallel to the property line of Fidelity Bank and will replace the existing full access being taken by the relocation of NC 119.

The second request is for "Full Access" at the rear of Brookhollow Plaza Shopping Center on South Third Street extension. This access would allow rear entry for trucks servicing Food Lion and other tenants, it is our understanding that the access would be directly in alignment with the access for Kiddie Fire Extinguisher Building and at the end of the median divider.

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

FEB 13 2008

TIP No. U-3109 | Alamance County | WBS No. 34900.1.1

NAME: HAROLD S WILLIAMS

ADDRESS: 924 COOKS MILL ROAD/Mebane NC

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I Support The By PASS. Either alternative will Be OK

Harold Williams

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

COMMENT SHEET

NC 119 Relocation

Corridor Public Hearing

HUMAN ENVIRONMENT UNIT
FEB 13 2008
RECEIVED

TIP No. U-3109 Alamance County WBS No. 34900.1.1

NAME: Betty F. Tate

ADDRESS: 262 Gurny St. Mebane, N. C. 27302

COMMENTS AND/OR QUESTIONS:

++ Please tell us what you think about Alternatives 8, 9, and 10. ++

I think the DOT should use proven data to justify why the west side was chosen instead of the East side. I know that the eastside is more suitable for the Bypass. I have lived in the West side of Mebane for almost 50 yrs. I travel 5th St. & down-town almost every day. I can assure you there is no heavy traffic problem. Why do you think dumping all the traffic to Mr. White's Lane for years to come? Is a Golf tournament once a yr. justified to disrupted so many lives when they knew this before they put to Golf course there. What about the 2 schools Water lead pollution to our children for years to come.

Comments may be mailed by February 15, 2008 to:

Mr. Ed Lewis
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Phone: (919) 715-1593 FAX: (919) 715-1501
Email: elewis@dot.state.nc.us

Why do the well to do citizens always get special consideration + leave out the poor + working class citizens. All the alternatives all bad. I would a a response for the comments.

February 10, 2008

FEB 12 2008

James Piper
4710 Mebane Rogers Rd.
Mebane, NC 27302

Mr. Ed Lewis
NCDOT- Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-158

Dear Mr. Ed Lewis and others whom it may concern:

My wife, Linda and I had the genuine pleasure of speaking at length with Mr. Ed Lewis with the NC DOT at the meeting January 15, 2008 at the Mebane Arts Center about the 119 Bypass, and after careful deliberations and considerations I offer in all honesty my humble opinion on this subject. The following is a written effort to save my home from destruction by this road. With the greatest sincerity, I will explain why I so strongly oppose this road being built through the town of Mebane and especially through the Woodlawn Community and through my home.

My first opinion would be a "NO BUILD" option, that is do not build a bypass at all. The new development that appears to be coming to the former Buckhorn Jockey Lot will require a considerable amount of road building development and would be a very good place to start a bypass around Mebane. The proposed 119 bypass actually goes through the town, and will soon, if it is built, divide the town, The word bypass means go around, not through.

My second opinion, if the bypass is built as planned, the Alternative #8 is the only one that will leave my home intact. Both of the other Alternatives (9 and 10) will completely wipe me out.

Our home is the original Hillery (Hill) Payne house. Mr. Payne purchased (20 acres) of land from the Cook Brothers who owned Cooks Mill around cir. 1918. Mr. Payne was a Miller at the Cooks Mill. He got married in 1914 and built this house in 1922, moved in May 2, 1922.

We purchased this house and four acres of land in 1978 and moved in August 1978. We immediately started to restore this house like it was originally and have left the outside virtually untouched, but have upgraded the inside to comply with current building codes and more comfortable living. We have been working on this restoration while living here for 30 years this August, and are almost done.

Just as we are about to complete our Dream, we now stand to lose it.

My wife and I are a son and daughter of the "soil" of the Great State of North Carolina. Our ancestors go back many hundreds of years here in this state. All of my brothers and myself have served honorably in our Nations Military. My Father's home place was originally a plat of land granted to my ancestors by the King of England in the early 1600's and quite a lot of that land is still in the hands of the Piper's to this day.

We are not wanderers. We plant roots where we are. We did not buy this place to restore it in hopes to sell it to another person, and certainly not to the DOT to bulldoze down into a pile of rubble and haul away.

Our children were 4 years old when we moved here. This is the only home they know. My grandchildren call this home for Grandpa and Grandma and we expect to pass this home down to one or the other of our descendants when our lives are over.

If the road must come our way, there is another route not far from here that it could take with very minimal destruction. That is where the Cooks Mill Road comes out to Mebane Rogers Road. Just approximately 50 plus feet to the North across Mebane Rogers Road is a wooded section that comes out between houses a good distance from either house, where it would not destroy either house and this wooded section goes from Mebane Rogers Road all the way to the back side of Craftique Furniture and would disturb almost nothing. This route should certainly be looked at and considered.

Also in the video that we watched before the meeting on January 15th, it showed a route that had once been considered that was abandoned because it went through Mebane Lumber Company from Mattress Factory Road, or Buckhorn Road. Well that Lumber Company is no longer there so that option should be looked at again. This is a route on the East side of Mebane and in the opinion of many including myself is the only route that makes sense because almost all traffic from North of Mebane is going East or North when they get on Interstate anyway.

Well in closing, I want to extend my heartfelt thanks and appreciation to all of you who have been kind enough and patient, and took the time to read this lengthy letter, and I hope and pray that somehow someone in the NC DOT will see and understand that we have and are building our dream here at Mebane Rogers and refrain from destroying our life's work. How can money from the North Carolina Treasury pay for a dream destroyed. It can replace this house with another, but it will never be the same. We

probably don't have enough years left to start over on another dream. Please hear our cries, our pleas, don't destroy us. Show us a study on the Eastern route that was once proposed. Things have changed since it was first considered. Show us the proposed route, and number of homes disrupted, etc.

Thanks you again in advance. May God Bless.

I remain sincerely yours,

James L. Piper
4710 Mebane Rogers Road
Mebane, NC 27302

Enclosed please find pictures of our home and clipping from local newspapers regarding the Bypass project 119. Also I have marked a map showing the route from just across from Cook's Mill Road through the wooded section to the back of Craftique Furniture.

Alternative

See Below

Legend

- Hydro -Water Bodies (100k)
- Water Supply Watershed Critical Area

Detailed Study Alternatives

- Common
- Alternative 8
- Alternative 9
- Alternative 10

End Project

House "K" (Eligible for National Register)

White Level Community

Mrs. White Ln (SR 1918)

Tate Farm (Eligible for National Register)

White Level Rd (SR 1917)

Mill Creek Community

Mill Creek

Cooks Mill (Eligible for National Register)

ALT 8

ALT 9

ALT 10

Woodlawn Community

119

Alamance County

Orange County

Mebane Rogers Rd (SR 1921)

Cates Farm (Listed on National Register)

East Stagecoach Rd (SR 1996)

Graham-Mebane Reservoir

Forest Lake

Woodlawn Rd (SR 1951)

Allen Baynes Rd (SR 1950)

Proposed Bridge

Route thru woods

Craftique Furniture Company

MEBANE

First St

Graham St

70

NCRR

I spoke of this Route in Letter

Lake Latham Rd (SR 1976)

Holt St (SR 1963)

Tate Ave (SR 1973)

West End Community

Second St

Gibson Rd (SR 1940)

MoAdams Creek

City of Mebane Wastewater Treatment Plant

Corrigidor Rd (SR 1997)

Third St Ext (SR 1962)

Fifth St

North Carolina Industrial Center

Mebane Arts and Community Center

Fieldstone Community

119

Third St Ext (SR 1962)

Begin Project

40

85

North Carolina Department of Transportation
Project Development & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

0 0.25 0.5 1 Miles

N

Detailed Study Alternatives

OPEN FORUM

blocking Main Street. Somebody please think outside the box! Or should I say, outside the boxcar?

RUSSELL COMPTON
Graham

N.C. 119 eastside alternatives should be studied in depth

Many concerned citizens raised questions at the Jan. 15 public meeting about why an eastside alternative was not considered for the Highway 119 bypass. The Draft Environmental Impact Study (DEIS) states that (2) eastside alternatives were considered, but "detailed surveys of the potential impacts of an Eastside Alternative were not conducted..." The DEIS can be found at www.ncdot.org/projects/nc119relocation/DEIS.html

Only two eastside alternatives were mentioned. Originally, there were 10 westside alternatives, which have since been narrowed down to three. All three have major impacts to the environment, community and the safety of our children. It is very interesting to read the DEIS and compare the "possible" impacts of an eastside bypass to the "known" impacts of the proposed westside bypass (impact to historical property, encroachment into the watershed critical area, impact to the West End community, creating a dangerous intersection at Mebane Rogers Road for Eastern Alamance High and Woodlawn Middle school traffic, displacement of residences, businesses, and churches, etc.).

The DEIS states that "According to the Project Traffic Forecasts — N.C. 119 Relocation (Ko & Associates, 2003), both the eastside and westside alternatives of Mebane would be effective in reducing traffic on Fifth Street through Mebane ... Both routes would serve traffic to and from development north of Mebane ... The northwestern area of Mebane is currently more developed than the northeastern section (Orange County) and this development trend is estimated to continue."

With the recent developments regarding the Buckhorn Jockey Lot property, I wonder if they would still have the same opinion.

The NCDOT is preparing to spend over $105 million of our tax money to build this bypass. If it is necessary to build a bypass, detailed environmental impact studies should be performed on all possible eastside alternatives so an intelligent decision can be made.

JIMMY McCANN
Mebane

OPEN FORUM: Mebane bypass

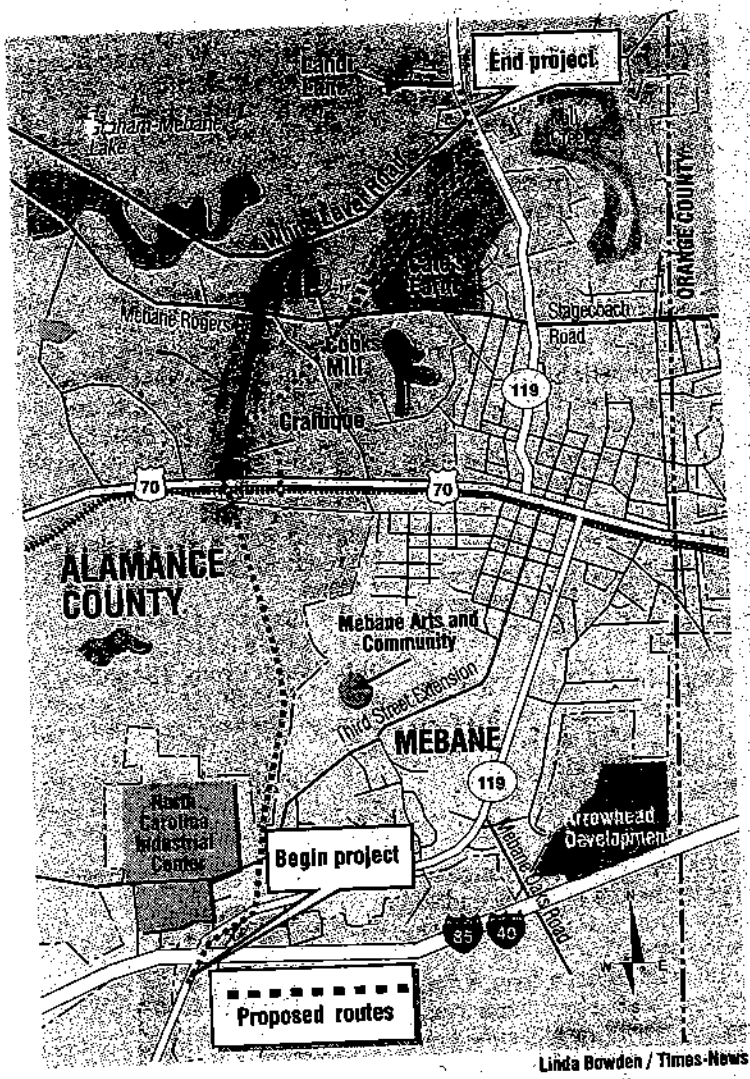
Mebane bypass should be located on east side

East and west? Why bother there are certain people in Mebane who stand to profit by a bypass being on the west side.

I spoke to people on the team preserving the program on Tuesday night and they agreed that the first study was not up-to-date. I have spoken to many DOT personnel over the years and many agree that the east side is the right place by a bypass around Mebane.

I still say that if and when this bypass is complete and is on the west side of Mebane that all the powers-to-be will be standing on the corner of Center and Fifth streets after it is opened up saying "Oh, we made a mistake, call the Times-News, the Mebane Enterprise, The Alamance News, The Orange County News, Channel 2, Channel 12 and set up a news conference so we can tell them that DOT made a big mistake because all the studies said put it on the east side. This is what is

JOHN L. ROBINSON
Mebane



Linda Bowden / Times-News

Hundreds turn out for Mebane public hearing

By Isaac Groves
Times-News
isaac_groves@link.freedom.com

MEBANE — Probably more than 200 people came out to Tuesday's public hearing on the N.C. 119 Bypass and some of them have been doing this for 13 years.

"I've worked on this issue since 1993 and back then I thought if I was quiet, it would pass me by," said Pat Brewer, who lives in the Woodlawn neighborhood west of Mebane where the proposed bypass would be built over nine or 10 houses.

"Then I realized it would impact my neighbors ... then I realized it would impact my community, the Woodlawn community, and I love my community ... and I realized it would impact all of Mebane."

The meeting started with an open house in the Mebane Arts and Community Center so people could find out the latest details of the plan for a road looping west around Mebane from Interstate 85/40 to U.S. 70 and on to Mrs. White Lane north of town. The second part was for the state Department of Transportation to take public comments for highway engineers to consider before finalizing plan for the road.

e first two hours of the hearing, there wew positive comments about the road. Sd speakers, including Brewer, suggest- ege was something sinister in the con- c of the road.

t individual or individuals benefit?" a Mike Holland, who spoke as a repre- sve of local environmental group f "That's a question I can't answer as ist, it's a political question."

er suggested that several city council s had personal or financial reasons orting the bypass.

nd said a four-lane road running uth around Mebane would bring air n that would be carried by winds east and west to Mebane and to Mebane Lake, which provides water of eastern Alamance County.

rly speaker in favor of the project ry Nunemaker, a member of the the Mill Creek homeowners associ- e Bypass would be a direct connec- Mill Creek, a 600-acre subdivision nd a golf course, to I-85/40.

See PUBLIC HEARING/Page A2

Times-News
Burlington, North Carolina
www.TheTimesNews.com
THURSDAY, January 24, 2008

original exterior of House

Home of James + Linda Piper

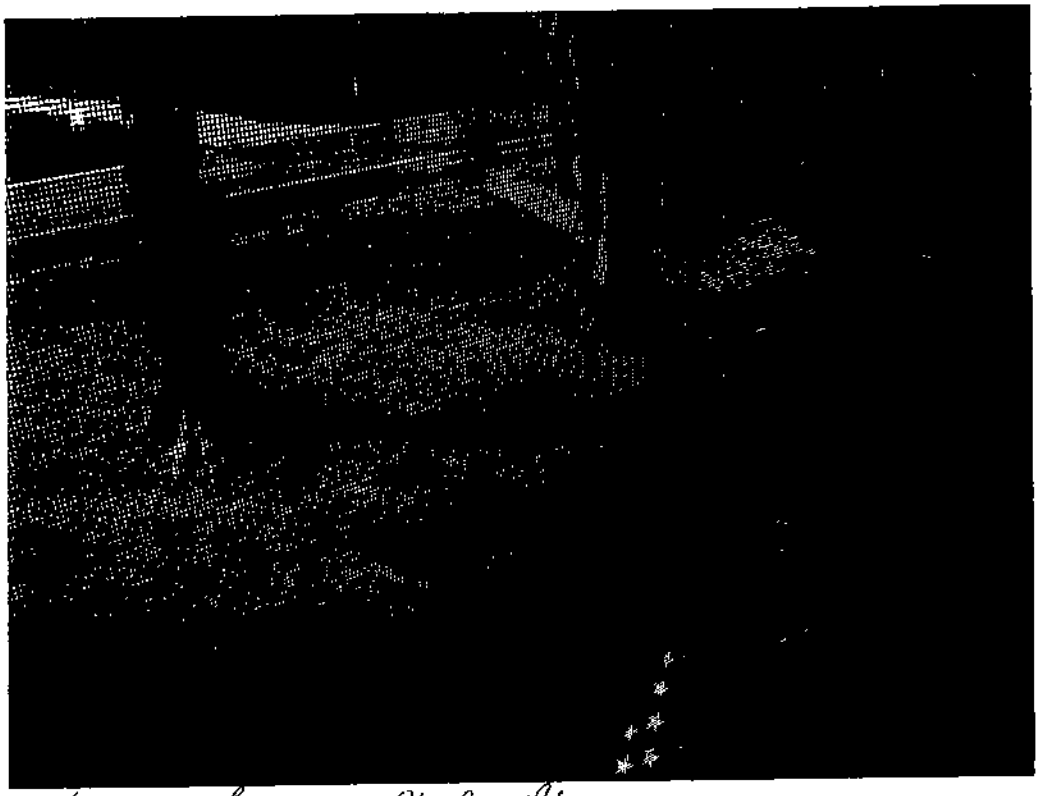
4710 Mebane-Rogers Rd

original exterior of House

Home of James + Linda Piper

4710 Mebane-Rogers Rd

Original walkway made of Duke Stone



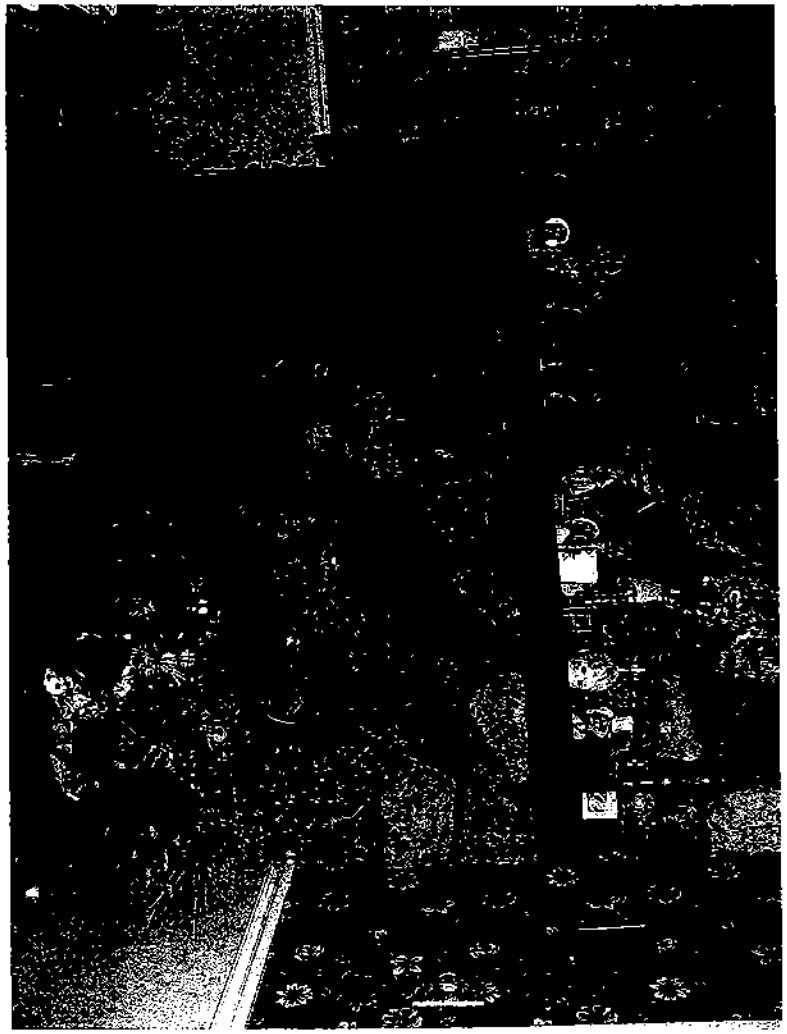
Home of James + Linda Piper
4710 Mebane-Rogers Rd.

Original walkway made of Duke Stone

Home of James + Linda Piper
4710 Mebane-Rogers Rd.

original mantel and fireplace in living Room

Home of James + Linda Piper
4710 Malone-Rogers Rd.



Restored Fireplace with Stone from Lovell's Creek Stone Quarry in M.C.

Home of James + Linda Piper
4710 Malone-Rogers Rd.

3/19/08

HUMAN ENVIRONMENT
FEB - 7 2008
RECEIVED

DOGWOOD PROPERTIES & DEV. CORP.
3120 Timberlyne Dr.
Mebane, N C 27302

February 5, 2008

NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, N C 27699-1583

Re: Hwy 119 Relocations

Att: Mr. Ed Lewis

Dear Mr. Lewis:

We attended the Corridor Public Hearing in Mebane on January 15, 2008, and received a lot of information pertaining to the planning for the Hwy 119 Relocations.

We have just learned that the So. Fifth Street that runs in front of our properties will be re-routed to the back of our property and that So Fifth will be closed off somewhere just passed the front of our properties. This is rather disturbing to us in the fact that as we see it on the proposed map of the new street behind us will have a concrete divider in the middle. We need to have access to this street in the back of our lots with a left turn and right turn out. I have enclosed a map of our property for your convenience.

We spoke with a lady that was in charge of the right-a-ways at this meeting and she suggest to us that this would not be a problem.

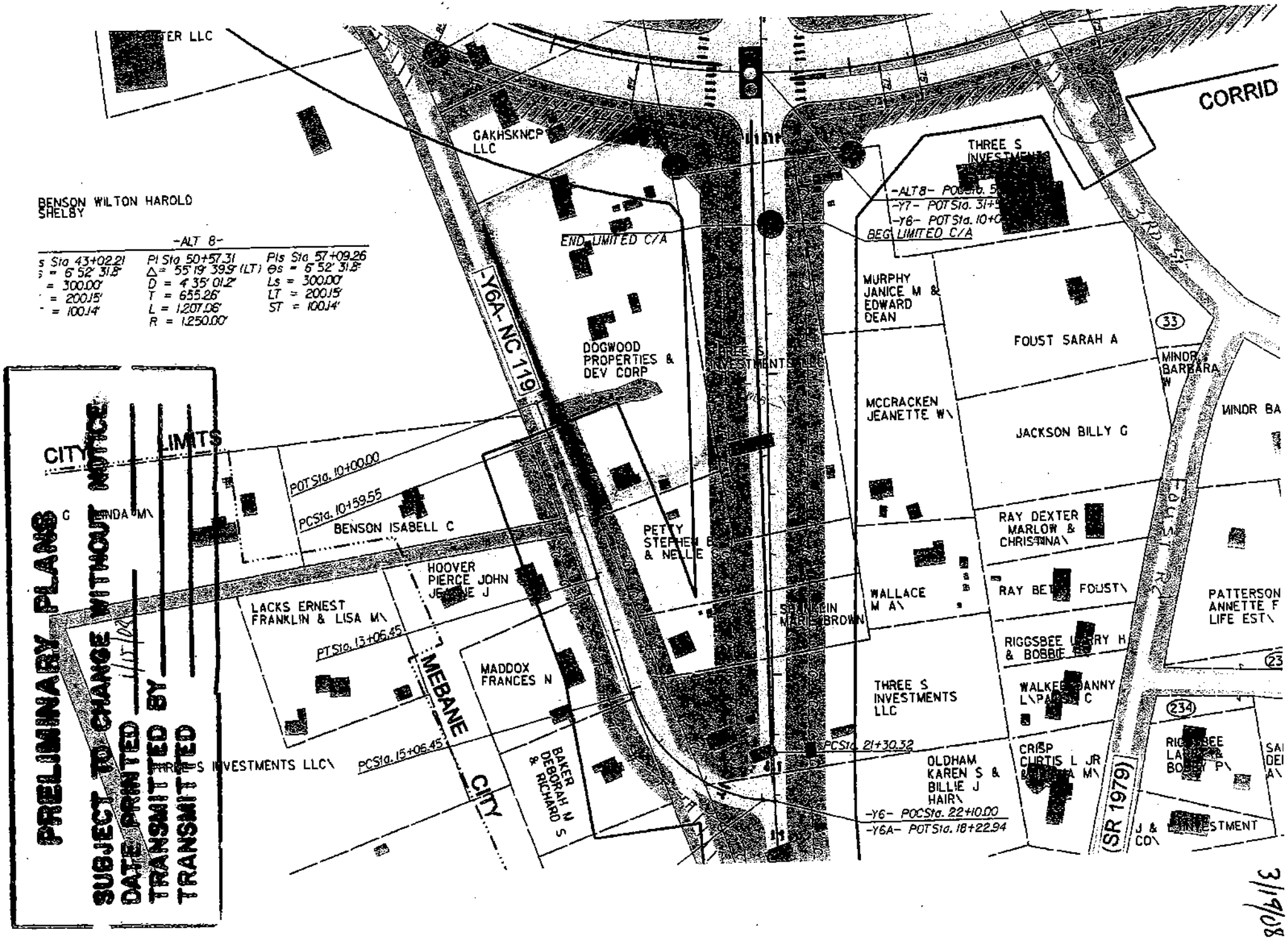
We just attended the Mebane Council meeting last night and a Fifth Street Highway Corridor Overlay District was put into effect. These rules and regulation, this Fifth Street being relocated is very disturbing to us since we have had our properties on the market for some time. We have owned this property for ten years and had offers on it but no one can see a future in it until this is all cleared up.

Please help us in making sure that we have this access to the back of our property. We would appreciate hearing from you on this matter. Thank you very much, I remain,

Sincerely,

William F. Tate, Jr.

William F. Tate, Jr. Pres.
Dogwood Properties & Dev. Corp.
Tel. Number 919-563-2734 Enclosure


PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE
DATE PRINTED
TRANSMITTED BY
TRANSMITTED
CITY LIMITS
BENSON WILTON HAROLD SHELBY
-ALT 8-
s Sta 43+02.21
= 6° 52' 31.8"
= 300.00'
= 200.15'
= 100.14'
PI Sta 50+57.31
Δ = 55° 19' 39.9" (LT)
D = 4° 35' 01.2"
T = 655.26'
L = 1,207.06'
R = 1,250.00'
PIs Sta 57+09.26
θs = 6° 52' 31.8"
Ls = 300.00'
LT = 200.15'
ST = 100.14'
END LIMITED C/A
BEG LIMITED C/A
-ALT 8- POCSta. 5
-Y7- POTSta. 31+9
-Y6- POTSta. 10+0
-Y6- POCSta. 22+10.00
-Y6A- POTSta. 18+22.94
PCSta. 21+30.32
-Y6A- NC 119
CORRID
GAKHSKNCP LLC
THREE S INVESTMENTS LLC
DOGWOOD PROPERTIES & DEV CORP
MURPHY JANICE M & EDWARD DEAN
FOUST SARAH A
MCCRACKEN JEANETTE W\
JACKSON BILLY G
RAY DEXTER MARLOW & CHRISTINA\
WALLACE M A\
RAY BETTY FOUST\
RIGGSBEE LARRY H & BOBBIE
WALKER DANNY L\PAMELA C
THREE S INVESTMENTS LLC
CRISP CURTIS L JR & PAMELA M\
OLDHAM KAREN S & BILLIE J HAIR\
PATTERSON ANNETTE F LIFE EST\
MINOR BARBARA W
MINOR BA
(SR 1979)
(33)
(234)
POTSta. 10+00.00
PCSta. 10+59.55
BENSON ISABELL C
PETTY STEPHEN E & NELLIE
HOOVER PIERCE JOHN
LACKS ERNEST FRANKLIN & LISA M\
PTSta. 13+06.45
PCSta. 15+06.45
MADDOX FRANCES N
BAKER DEBORAH N & RICHARD S
MEBANE CITY
THREE S INVESTMENTS LLC\
FRANKLIN MARIE BROWN
3/19/08

FEB 12 2008

DOGWOOD PROPERTIES & DEV. CORP.
3120 Timberlyne Dr.
Mebane, N C 27302

February 9, 2008

NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, N C 27699-1583

Re: Hwy 119 Relocation
(Replacing So Fifth Street)
Addition to my letter 2-5-2008

Att: Mr. Ed Lewis

Dear Mr. Lewis:

In reference to our letter of the 9th concerning us talking to the NCDOT representative about a request for an entrance from the back of our properties on to the new Fifth Street location, we have another concern that has been brought to our attention.

The NCDOT culvert under the present NC 119 is undersized and creating a backwater condition on to our property. This is not in your current project scope. The additional stormwater that will generated by the new NC 119 will only make matters worse. This must become a part of the TIP PROJECT NO. U-3109.

We appreciate hearing from you and if you have any questions, please call 919-563-2734.

Sincerely,

William F. Tate, Jr.

William F. Tate, Jr., President
Dogwood Properties & Dev. Corp.

Enclosure: Copy of 2-5-08 Letter

FEB 12 2008
RECEIVED

February 10, 2008

Ref. NC 119 Relocation

Mr. Ed Lewis
NCDOT – Human Environment Unit
1583 Mail Service Center
Raleigh, N. C. 27699-1583

NCDOT,

This letter and comments have nothing to do with alternatives 8, 9, or 10, for they do not effect me or my property. These comments are about the 119 connector in section A. I certainly agree that the town of Mebane needs a more direct north-south route for better continuity from one side of town to the other and to interstate 85/40 but, the route you propose is not the correct one. I as well as everyone else I talk to in town just can not understand why the east side of Mebane is not even being considered. It would have less human and environmental impact and keep the noise and pollution out of our neighborhoods. For a long time we have needed ramps at Mattress Factory Rd. so trucks can service the businesses along this road and aid in the development of this area. Looks like a great place to connect a bypass to the interstate. I guess common sense does not apply to highway design. Please tell us WHY?

I have been thinking long and hard about all this ever since I found out in the January 15, 2008 meeting that I was going to lose my home and property because of this stupid 4 lane 119 connector. It was quite a shock especially when I found out that there were supposedly a news letter sent out in June of 2006 about this. I never got one! If I had known this I would have never put a brand new home here. According to the stakes I seen behind my property I was going to be O.K. but, I guess some highly educated engineer changed their mind. Why would you have Fifth St., a 2 lane highway dump into a 4 lane highway just to go about a ½ mile to an intersection of the new 6 lane 119 highway and dead end the existing Fifth St.? I ask this because with the bypass in place according to your plans you have now at least 85% of the traffic on Fifth St. will be using the new 119. I back this up with your own study of traffic on Fifth St. We asked for a stop light at the intersection of Holmes Rd. and Fifth St. but, according to your study of the traffic on Fifth St. and Holmes Rd. the volume was not enough to warrant a traffic light here. That's interesting. I guess common sense does not apply to highway design.

Now concerning the relocation of 119, no the rebuilding of 119. Mebane, N. C. does not need a 6 lane highway through or around it. A 4 lane would be more than enough especially since to the north it will just lead to a rural part of the community. Truck traffic does not exist. I drive a truck over the road for a living and a town of 8000 does not need 6 lanes. I drive through 2 major cities weekly, Atlanta, GA. and Houston, TX and their bypasses only have 4 lanes in either direction, more at major intersections around them with an estimated population of 4 million people. Come on NCDOT this is Mebane, N.C. Let me repeat a statement made at the January 15, 2008 meeting Mill Creek does not need a driveway to the interstate. When they bought or built out there they knew how far and indirect they were from the interstate and as far as their guests wanting to get back to the interstate after a round of golf and wanting to get a

good meal I could care less. I've lived around here for 50 years and know that once they reach the restaurant they are going to wait for a table anyway. What the residences and guests of Mill Creek need to do is fire up their grills. If we do this for them we need to build an 8 lane highway for the residences and their guests at Shamrock and some how tie in Southwick also because they have been around a lot longer than Mill Creek. I guess common sense does not apply to highway design.

My wife sat down and made a list of over 38 different species of wild birds that visit our backyard to feed and water and raise their young every day. We have all kinds of wildlife that visit our backyard daily to feed, squirrels, opossums, turkeys, groundhog, flying squirrels, racoons, chipmunks, foxes and even white tail deer. She is really up set about losing all this and to think it's all right here in the middle of Mebane, N.C. I told her what we needed to do is to go and find on our property a red-headed, yellow-bellied endangered frog. I know endangered species will stop a project like this dead in it's tracks, but the only endangered species that I can find on my little piece of the American dream is my wife and myself. How would you feel if they wanted to put a unnecessary highway through your property. I guess common sense does not apply to highway design.

You all have been looking and planning this for 20 years and still do not have a good design because you will not listen to the community that it effects. I totally agree with another statement made at the January 15, 2008 meeting, there is a hidden agenda somewhere in this. O. K., let's say you all buy my property but, do not need it all for the corridor limits, do you sell it off at a profit to commercial interest? What happens to the property you take but, do not use it all? Where do we stand in all this mess? What are our options? I wish you all would consider the suggestions on another route and answer the questions and concerns my wife and I have. I don't think there would be nearly as much opposition to this bypass or relocation of 119 as you call it, if it even came close to making sense for all those it will effect. Could you send me a copy of the right of way and relocation procedures that were not available at the January 15, 2008 meeting?

I GUESS COMMON SENSE DOES NOT APPLY TO HIGHWAY DESIGN !!!

Very Unsettled,

Edward D. & Janice M. Murphy
1222 S. Fifth St.
Mebane, N. C. 27302
(919) 563-6923

Subject: Re: Hwy 119 relocation
Date: Mon, 11 Feb 2008 19:02:02 -0500
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: Howard Hawks <hhawks@naipt.com>

Mr. Hawks,

Thank you for writing. I am forwarding your concerns to members of our planning and design team for this project for their review and consideration. Your comments and the comments of others will be reviewed and addressed. We will provide a response back to you. Thank you again for writing.

SIncerely,
Ed Lewis

Howard Hawks wrote:

> February 10, 2008
>
> Mr. Ed Lewis
>
> NCDOT – Human Environment Unit
>
> 1583 MailServiceCenter
>
> Raleigh, NC27699-1583
>
> Dear Mr. Lewis,
>
> I am writing you on behalf of my father, William A. Hawks, owner of parcel numbers 9814246695 & 9814245764 located along the east side of NC Highway 119 between Burger King/Exxon and the Fox Run Condominiums. Per your maps, the property is in the name of Fox Run Investments Partnership. This has been changed due to a death of a partner.
>
> I attended the open house presentation on January 15th and received some materials regarding the current set of plans for the NC 119 relocation. My biggest concern is the median portrayed in front of the property I represent resulting in only the right in/right out situation. I am dead set against this proposal due to the hardship it would create for my property as well as all current businesses located on this stretch of road.
>
> I currently have this property listed for sale and this entire process of not knowing what the outcome of this multi-year process of determining where and if this road will be has severely limited my prospects of completely eliminated others. Part of the appeal of my property (not to mention the existing businesses) is the access to and from the major transportation artery, I85/I40. Placing the median where proposed will not only devalue property but also probably force closures of establishments that feed off highway traffic.
>
> I respectfully request that you reconsider the lengthy median that is currently planned and consider alternatives that allow businesses in this corridor to continue to serve the traveling

customer without creating difficulties in returning to their journey. I thank you for your time and consideration.

Sincerely,

Howard W. Hawks

Howard W. Hawks

1714 Westbrook Avenue

Burlington, N.C. 27215

336-358-3241 – Direct

336-516-2458 – Cell

336-395-0022 – Fax

hhawks@naipt.com

NAI Piedmont Triad

Commercial Real Estate Services, Worldwide.

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.516 / Virus Database: 269.20.2/1270 - Release Date: 2/10/2008 12:21 PM

NAI Piedmont Triad
Commercial Real Estate Services, Worldwide.

tel 336 358 3241
fax 336 395 0022
www.naipt.com
hhawks@naipt.com

1714 Westbrook Avenue
Burlington, NC 27215

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February 10, 2008

Mr. Ed Lewis
NCDOT – Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583

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I currently have this property listed for sale and this entire process of not knowing what the outcome of this multi-year process of determining where and if this road will be has severely limited my prospects of completely eliminated others. Part of the appeal of my property (not to mention the existing businesses) is the access to and from the major transportation artery, I85/I40. Placing the median where proposed will not only devalue property but also probably force closures of establishments that feed off highway traffic.

I respectfully request that you reconsider the lengthy median that is currently planned and consider alternatives that allow businesses in this corridor to continue to serve the traveling customer without creating difficulties in returning to their journey. I thank you for your time and consideration.

Sincerely,

Howard W. Hawks

Subject: [Fwd: 119 Opposition]
Date: Thu, 07 Feb 2008 15:58:46 -0500
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us>

Please add to distribution.

Thanks,
Ed

Subject: 119 Opposition
Date: Thu, 7 Feb 2008 13:49:35 -0500
From: "Joy Albright" <claystreetprinting@mebtel.net>
To: <elewis@dot.state.nc.us>

Hi Mr. Lewis!

Basic Opposition:
• Cuts through critical watershed area (water is a very serious commodity that is struggling to keep up with rampant growth due to erratic unsubstantiated rezoning)
• Cuts through pristine historical district
• Bypasses a historical downtown district which is vigorously working on revitalization & competition with big box stores & interstate commercial zoning
• Cuts through the entry to the middle & high school school zone
• Millions of tax dollars needed to maintain & repair the many miles of roads NC already has (second only to Texas)

Opposition of the unethical way the bypass project came to be:

The Mebane Business Association was invited to meeting at Mebtel (in the early 1990's), owned at the time, by Bob Hupman, city councilman. Guest, Sam Hunt of the DOT spoke along with Mr. Hupman and city manager, Robert Wilson. Mr. Hupman and Mr. Wilson gave a testimony that a city of Mebane representative had either contacted the DOT in person or by phone for once a week regarding the solicitation of a bypass for over a year. None of us in attendance knew what they were talking about, thus our questions were a little sketchy. Opposition immediately arose from Mebane citizens and of course, from the Woodlawn Community (which it will destroy). Thus the city officials denied having anthything to do with the project - claiming it was deemed to happen by the DOT. This went on for a very long time. Finally, the adamant support of the city officials was made known regardless of the overwhelming opposition. Residents on Fifth Street are for it with hopes of lightening the traffic down that street which wil NOT happen with the commercial zoning that feed to that particular street. People who have vested interest in the area who hope for commercial developement are for it. New residents (Mill Creek subdivision) are for it in hopes of saving 5 minutes getting to the interstate while spending millions of hard earned tax dollars.

Please consider cancelling this project completely.

Sincerely,

Joy Albright

3/19/08

Jim
Forwarded
to
Tony Houser

Subject: [Fwd: Opposition to the 119]
Date: Thu, 13 Mar 2008 18:04:15 -0400
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us> ,
"James A. Speer PE" <jspeer@dot.state.nc.us> ,
"Jennifer M. Fuller" <jmfuller@dot.state.nc.us>

FYI

Subject: Opposition to the 119
Date: Fri, 15 Feb 2008 11:42:34 -0500
From: "Joy Albright" <claystreetprinting@mebtel.net>
To: <elewis@dot.state.nc.us>

"Resurfacing projects are essential to strengthening our roads and improving the mobility of motorists," said Doug Galyon of Greensboro who represents Highway Div. 7, which includes Alamance and Orange Counties.

Yes! We need to maintain roads and shoulders, slightly widen some roads, but we do not need to add more roads in Alamance or in NC for that matter as we have more roads than every state in the US except for Texas. Hard earned tax dollars do not need to be spent on a financially and environmentally unsound bypass routed to cut through a critical water shed area, a school zone, a historical district and the most beautiful section of the ETJ of Mebane. (We are currently on water restrictions, let's protect our water source at least!) To bypass the downtown business district which includes nearly 100 tax paying businesses struggling to compete with interstate development is so very very unethical.

Please consider other use for the DOT budget.

Sincerely,
Joy Albright

3/19/08

Subject: [Fwd: Mebane Loop]
Date: Thu, 13 Mar 2008 18:05:12 -0400
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us> ,
"James A. Speer PE" <jspeer@dot.state.nc.us> ,
"Jennifer M. Fuller" <jmfuller@dot.state.nc.us>

FYI

Subject: Mebane Loop
Date: Fri, 8 Feb 2008 19:53:41 -0500
From: robinsonjl2@juno.com
To: elewis@dot.state.nc.us

Mr. Ed Lewis
NCDOT Human Environment Unit

Mr Lewis
The tax payers of Mebane need a better reason for putting the Mebane Loop on the West side of Mabane rather than on the East side.
The East side proposed loop is shorter, cost less and will carry more traffic out of down town Mebane, by letting all east bound traffic use High Rock Road, Lebanon Road, High Way 70 and Washington Street along with 5th Street but the east loop would remove most of the traffic off 5th street.
The Mebane City Council is already complaining about the Mebane Oaks road up to I-40-85 being over loaded with traffic coming from the housing developments located South of Mebane on the old Hillsboro Road, Well the east loop would take care of this problem by putting exit an on ramps at the Mattress Factory Road letting that traffic use the Mebane Oaks exchange, the new Mattress Factory Road exchange plus the Buckhorn Road exchange.
I know many people in the DOT and have a lot of respect for them because I believe under the current conditions they do the best job they can.
But I just read an article in the paper where is says " AUDIT " DOT WASTING MILLIONS, if DOT puts this loop on the west side of Mebane without letting the tax payers see a complete traffic an cost study some one should be procured for wasting the states money and it will be wasted because the west loop will not relieve the current traffic problem

John L Robinson
2316 Tanya Drive
Mebane, NC 27302
918-304-6659

3/19/08

HUMAN ENVIRONMENT UNIT
FEB -7 2008
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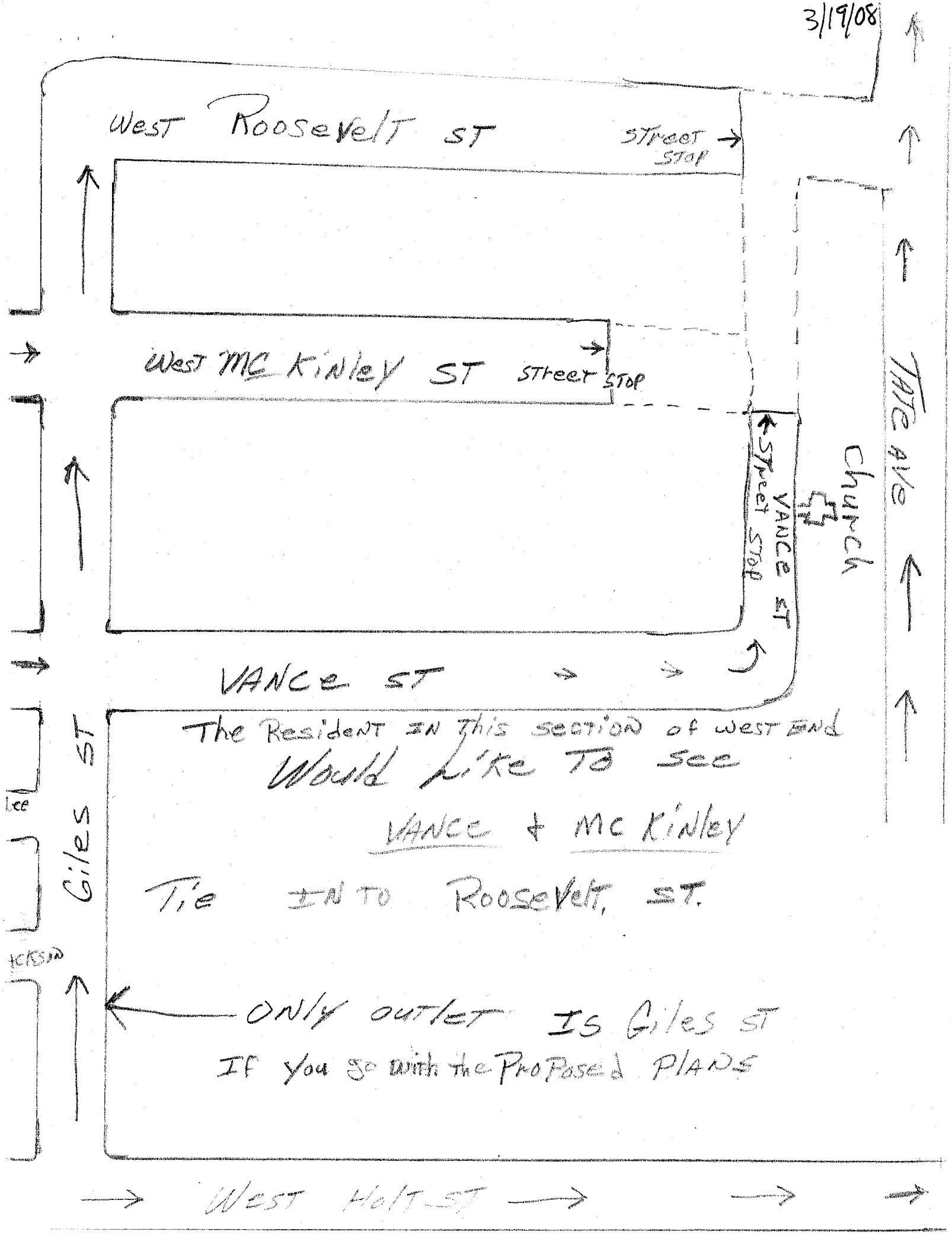
ONe of The questions THAT I would like To KNOW Is The Roosevelt street Project To TATE Ave.

Is It depending on whether the 119 BYPASS PROJECT OCCUR or NOT

Donald L. Tate

DONALD L Tate
P.O. Box 275
262 CURRY ST
MEBANE, N.C. 27302

3/19/08



The Resident in this section of West End
Would like to see
VANCE + MC Kinley
Tie in to Roosevelt, ST.

ONLY outlet is Giles ST
If you go with the Proposed PLANS

Subject: I have Carbon Copied you on this ContactUs message
Date: Mon, 31 Mar 2008 08:16:37 -0400
From: jmfuller@dot.state.nc.us
To: khinton@dot.state.nc.us, jmfuller@dot.state.nc.us

Comment History
Tracking Number: 39OK981VCQ
Unit Name:
NC 119 Relocation

Sent By: Terry M. Whitted **Date/Time:** 3/29/2008 6:14:33 PM
Comment:
My husband, Winfred Whitted and I live at 1215 S. Third St Ext., Mebane, NC. Since I commute to Henderson to work and my husband works second shift, we were unaware that most of our front yard will be taken away and the right of way will be located near the corner of our house. This is definitely not acceptable and will effect the value of our property. Since it appears that several properties on our street will be purchase for this relocation project, would it be possible to include our home. We have lived in Mebane for 14 yrs and we plan to do some renovation to our home, however, since we recently became aware of these proposed actions, those plans will be put on hold until we hear from you. Thank you for your consideration.

Sent By: Contact Us Administrator **Date/Time:** 3/31/2008 8:16:22 AM
Comment:
H Mrs. Whitted,

I am going to forward your comment to the public involvement group so that they can include it in the discussion at the U-3109 post hearing meeting. If you have already submitted a comment, then rest assured it will be addressed at this upcoming meeting and documented in the Final Environmental Impact Assessment. If this email is your first comment, we will add it to the others to be discussed.

A right of way engineer is going to need to look at your specific situation before we can provide you with an answer to your question, but we will try to let you know something soon.

Please feel free to contact me directly at jmfuller@dot.state.nc.us with further questions.

Thanks again.

--
Jennifer M. Fuller, P.E.
Project Planning Engineer

N.C. Department of Transportation
Project Development and Environmental Analysis Branch (PDEA)
1548 Mail Service Center
Raleigh, NC 27699-1548

919.733.7844 extension 244
919.733.9794 (fax)

Subject: I have Carbon Copied you on this ContactUs message
Date: Mon, 31 Mar 2008 08:09:06 -0400
From: jmfuller@dot.state.nc.us
To: jmfuller@dot.state.nc.us, khinton@dot.state.nc.us

Comment History
Tracking Number: PIT19LYN7O
Unit Name:
NC 119 Relocation

Sent By: James Adkins **Date/Time:** 3/29/2008 2:29:48 PM

Comment:
The corridor review public forum held in Jan. allowed numerous perspectives to be voiced from the local community. I would like to know which, if any, of the ideas addressed will be considered.

As a business owner along 5th St. your actions will affect my future growth plans and have caused me to delay one expansion to date.

When will we, as business owners, have a concrete decision to work with so that we can move forward and develop our investments.

Please advise me as soon as possible.

Thank you

James Adkins

Sent By: Contact Us Administrator **Date/Time:** 3/31/2008 8:08:41 AM

Comment:
Hello Mr. Adkins,

Thank you for your email.

We will address every comment that we have received from the public hearing. We will discuss them initially at the "post hearing meeting", an internal DOT meeting where we have engineers from all areas to address the comments with specific expertise. This meeting will be held in April.

Our public involvement group will issue a response to each comment individually, after the post hearing meeting, and the comments and responses will be documented in the Final Environmental Impact Statement.

We will also have another public hearing before detailed design begins, so there will be another chance to comment.

Additionally, you may continue working with the design engineers to provide solutions to the problems the project may cause to your property throught the detailed design work. Hopefully we can find a solution to your concern quickly and easily, but if not, there are still many opportunities to continue coordination with the designers until you are satisfied we have done all we can to help you.

Thanks again for contacting us and feel free to contact me directly at jmfuller@dot.state.nc.us with further questions.

--
Jennifer M. Fuller, P.E.
Project Planning Engineer

N.C. Department of Transportation
Project Development and Environmental Analysis Branch (PDEA)
1548 Mail Service Center
Raleigh, NC 27699-1548

919.733.7844 extension 244
919.733.9794 (fax)

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: James Godfrey

PHONE NUMBER: 336-221-9385

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Mildred Godfrey

PHONE NUMBER: 919-563-2474

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Willard Godfrey, Jr.

PHONE NUMBER: 919-563-9216

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext.

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Sandra Crawford

PHONE NUMBER: 919-563-4895

OWNER NAME AS PRINTED ON HEARING MAP: Bailey John

STREET NAME: Canterwood Dr

ALTERNATIVE (PLEASE CHECK): _____ 8 _____ 9 _____ 10

no project

include Water Shed

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: John Ridge

PHONE NUMBER: 919 563 3714

OWNER NAME AS PRINTED ON HEARING MAP: Holt, W.A. Sr Heirs / John C Ridge

STREET NAME: Woodlawn Rd.

ALTERNATIVE (PLEASE CHECK): _____ 8 _____ 9 _____ 10

NONE !

OPEN FORUM

blocking Main Street. Somebody please think outside the box! Or should I say, outside the boxcar?

RUSSELL COMPTON
Graham

N.C. 119 eastside alternatives should be studied in depth

Many concerned citizens raised questions at the Jan. 15 public meeting about why an eastside alternative was not considered for the Highway 119 bypass. The Draft Environmental Impact Study (DEIS) states that (2) eastside alternatives were considered, but "detailed surveys of the potential impacts of an Eastside Alternative were not conducted..." The DEIS can be found at www.ncdot.org/projects/nc119relocation/DEIS.html

Only two eastside alternatives were mentioned. Originally, there were 10 westside alternatives, which have since been narrowed down to three. All three have major impacts to the environment, community and the safety of our children. It is very interesting to read the DEIS and compare the "possible" impacts of an eastside bypass to the "known" impacts of the proposed westside bypass (impact to historical property, encroachment into the watershed critical area, impact to the West End community, creating a dangerous intersection at Mebane Rogers Road for Eastern Alamance High and Woodlawn Middle school traffic, displacement of residences, businesses, and churches, etc.).

The DEIS states that "According to the Project Traffic Forecasts — N.C. 119 Relocation (Ko & Associates, 2003), both the eastside and westside alternatives of Mebane would be effective in reducing traffic on Fifth Street through Mebane ... Both routes would serve traffic to and from development north of Mebane ... The northwestern area of Mebane is currently more developed than the northeastern section (Orange County) and this development trend is estimated to continue."

With the recent developments regarding the Buckhorn Jockey Lot property, I wonder if they would still have the same opinion.

The NCDOT is preparing to spend over $105 million of our tax money to build this bypass. If it is necessary to build a bypass, detailed environmental impact studies should be performed on all possible eastside alternatives so an intelligent decision can be made.

JIMMY McCANN
Mebane

OPEN FORUM: Mebane bypass

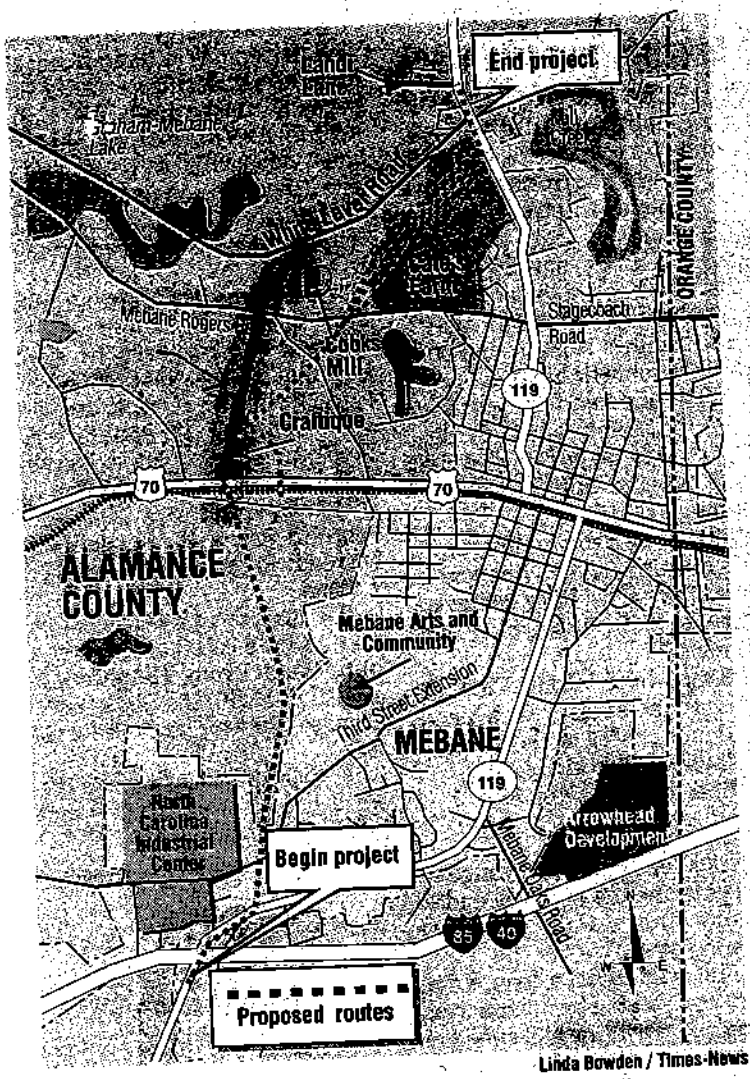
Mebane bypass should be located on east side

East and west? Why bother there are certain people in Mebane who stand to profit by a bypass being on the west side.

I spoke to people on the team preserving the program on Tuesday night and they agreed that the first study was not up-to-date. I have spoken to many DOT personnel over the years and many agree that the east side is the right place by a bypass around Mebane.

I still say that if and when this bypass is complete and is on the west side of Mebane that all the powers-to-be will be standing on the corner of Center and Fifth streets after it is opened up saying "Oh, we made a mistake, call the Times-News, the Mebane Enterprise, The Alamance News, The Orange County News, Channel 2, Channel 12 and set up a news conference so we can tell them that DOT made a big mistake because all the studies said put it on the east side. This is what is

JOHN L. ROBINSON
Mebane



Linda Bowden / Times-News

Hundreds turn out for Mebane public hearing

By Isaac Groves
Times-News
isaac_groves@link.freedom.com

MEBANE — Probably more than 200 people came out to Tuesday's public hearing on the N.C. 119 Bypass and some of them have been doing this for 13 years.

"I've worked on this issue since 1993 and back then I thought if I was quiet, it would pass me by," said Pat Brewer, who lives in the Woodlawn neighborhood west of Mebane where the proposed bypass would be built over nine or 10 houses.

"Then I realized it would impact my neighbors ... then I realized it would impact my community, the Woodlawn community, and I love my community ... and I realized it would impact all of Mebane."

The meeting started with an open house in the Mebane Arts and Community Center so people could find out the latest details of the plan for a road looping west around Mebane from Interstate 85/40 to U.S. 70 and on to Mrs. White Lane north of town. The second part was for the state Department of Transportation to take public comments for highway engineers to consider before finalizing plan for the road.

e first two hours of the hearing, there wew positive comments about the road. Sd speakers, including Brewer, suggest- ege was something sinister in the con- c of the road.

t individual or individuals benefit?" a Mike Holland, who spoke as a repre- sve of local environmental group f "That's a question I can't answer as ist, it's a political question."

er suggested that several city council s had personal or financial reasons orting the bypass.

nd said a four-lane road running uth around Mebane would bring air n that would be carried by winds east and west to Mebane and to Mebane Lake, which provides water of eastern Alamance County.

rly speaker in favor of the project ry Nunemaker, a member of the the Mill Creek homeowners associ- e Bypass would be a direct connec- Mill Creek, a 600-acre subdivision nd a golf course, to I-85/40.

See PUBLIC HEARING/Page A2

Times-News
Burlington, North Carolina
www.TheTimesNews.com
THURSDAY, January 24, 2008

original exterior of House

Home of James + Linda Piper

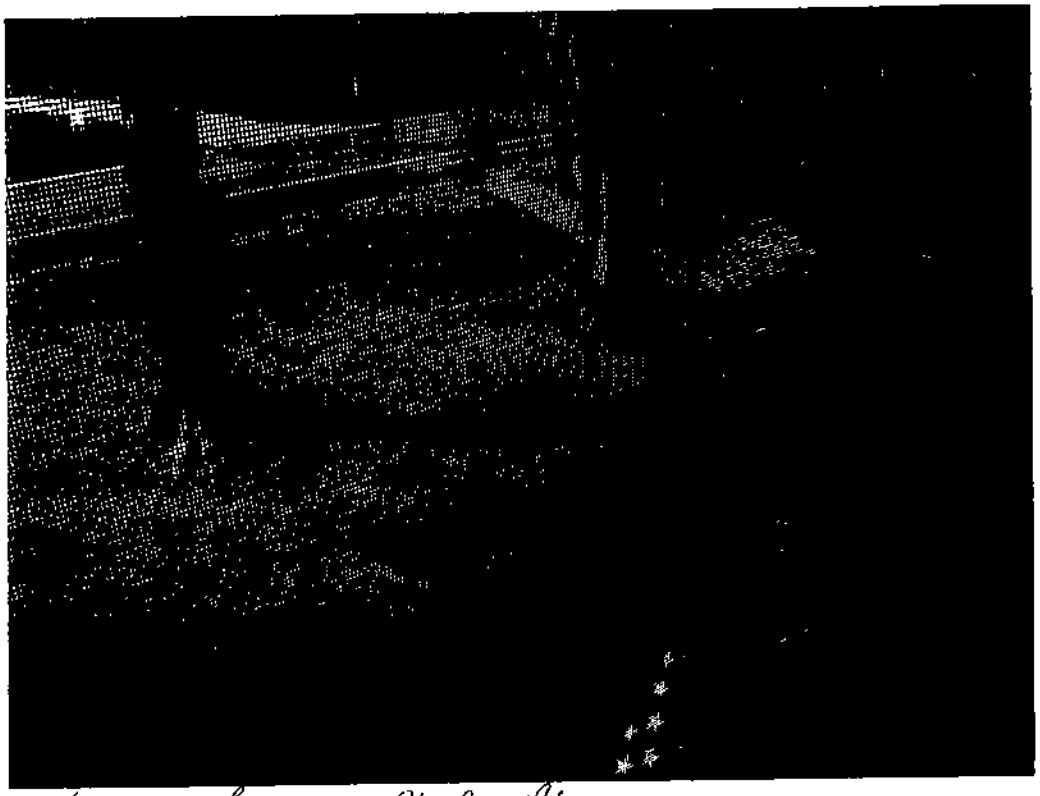
4710 Mebane-Rogers Rd

original exterior of House

Home of James + Linda Piper

4710 Mebane-Rogers Rd

Original walkway made of Duke Stone



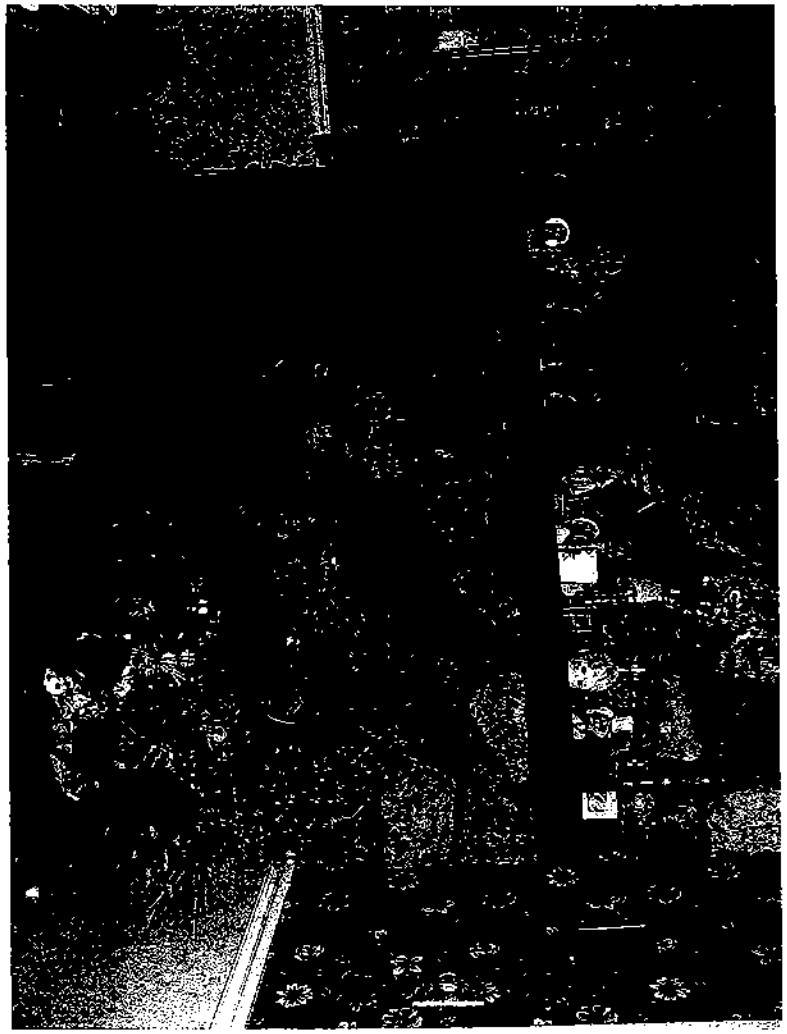
Home of James + Linda Piper
4710 Mebane-Rogers Rd.

Original walkway made of Duke Stone

Home of James + Linda Piper
4710 Mebane-Rogers Rd.

original mantel and fireplace in living Room

Home of James + Linda Piper
4710 Malone-Rogers Rd.



Restored Fireplace with Stone from Lovell's Creek Stone Quarry in M.C.

Home of James + Linda Piper
4710 Malone-Rogers Rd.

3/19/08

HUMAN ENVIRONMENT
FEB - 7 2008
RECEIVED

DOGWOOD PROPERTIES & DEV. CORP.
3120 Timberlyne Dr.
Mebane, N C 27302

February 5, 2008

NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, N C 27699-1583

Re: Hwy 119 Relocations

Att: Mr. Ed Lewis

Dear Mr. Lewis:

We attended the Corridor Public Hearing in Mebane on January 15, 2008, and received a lot of information pertaining to the planning for the Hwy 119 Relocations.

We have just learned that the So. Fifth Street that runs in front of our properties will be re-routed to the back of our property and that So Fifth will be closed off somewhere just passed the front of our properties. This is rather disturbing to us in the fact that as we see it on the proposed map of the new street behind us will have a concrete divider in the middle. We need to have access to this street in the back of our lots with a left turn and right turn out. I have enclosed a map of our property for your convenience.

We spoke with a lady that was in charge of the right-a-ways at this meeting and she suggest to us that this would not be a problem.

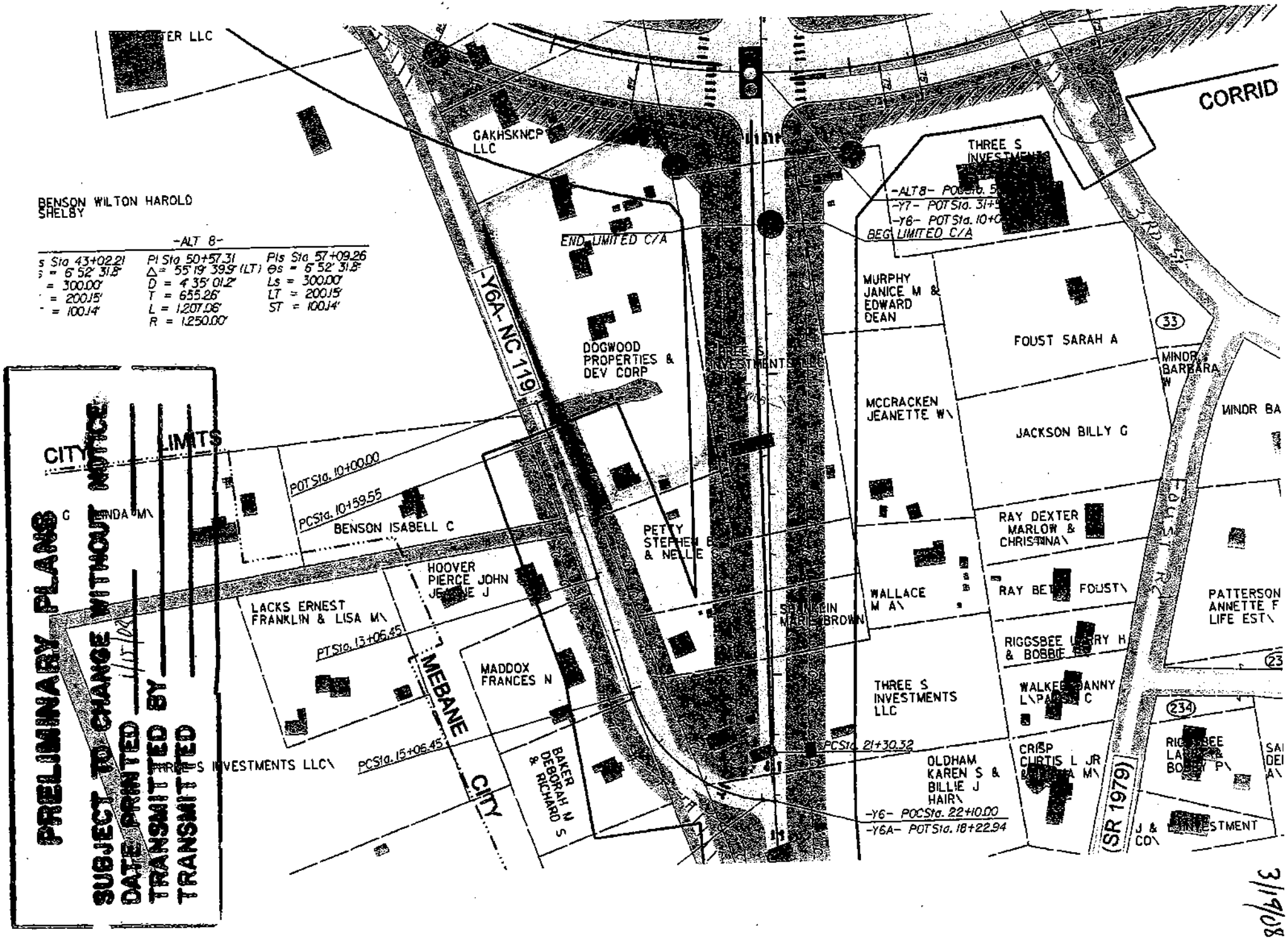
We just attended the Mebane Council meeting last night and a Fifth Street Highway Corridor Overlay District was put into effect. These rules and regulation, this Fifth Street being relocated is very disturbing to us since we have had our properties on the market for some time. We have owned this property for ten years and had offers on it but no one can see a future in it until this is all cleared up.

Please help us in making sure that we have this access to the back of our property. We would appreciate hearing from you on this matter. Thank you very much, I remain,

Sincerely,

William F. Tate, Jr.

William F. Tate, Jr. Pres.
Dogwood Properties & Dev. Corp.
Tel. Number 919-563-2734 Enclosure


PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE
DATE PRINTED
TRANSMITTED BY
TRANSMITTED
CITY LIMITS
BENSON WILTON HAROLD SHELBY
-ALT 8-
s Sta 43+02.21
= 6° 52' 31.8"
= 300.00'
= 200.15'
= 100.14'
PI Sta 50+57.31
Δ = 55° 19' 39.9" (LT)
D = 4° 35' 01.2"
T = 655.26'
L = 1,207.06'
R = 1,250.00'
PIs Sta 57+09.26
θs = 6° 52' 31.8"
Ls = 300.00'
LT = 200.15'
ST = 100.14'
END LIMITED C/A
BEG LIMITED C/A
-ALT 8- POCSta. 5
-Y7- POTSta. 31+9
-Y6- POTSta. 10+0
-Y6- POCSta. 22+10.00
-Y6A- POTSta. 18+22.94
PCSta. 21+30.32
-Y6A- NC 119
CORRID
GAKHSKNCP LLC
THREE S INVESTMENTS LLC
DOGWOOD PROPERTIES & DEV CORP
MURPHY JANICE M & EDWARD DEAN
FOUST SARAH A
MCCRACKEN JEANETTE W\
JACKSON BILLY G
RAY DEXTER MARLOW & CHRISTINA\
WALLACE M A\
RAY BETTY FOUST\
RIGGSBEE LARRY H & BOBBIE
WALKER DANNY L\PAMELA C
THREE S INVESTMENTS LLC
CRISP CURTIS L JR & PAMELA M\
OLDHAM KAREN S & BILLIE J HAIR\
PATTERSON ANNETTE F LIFE EST\
MINOR BARBARA W
MINOR BA
(SR 1979)
(33)
(234)
POTSta. 10+00.00
PCSta. 10+59.55
BENSON ISABELL C
PETTY STEPHEN E & NELLIE
HOOVER PIERCE JOHN
LACKS ERNEST FRANKLIN & LISA M\
PTSta. 13+06.45
PCSta. 15+06.45
MADDOX FRANCES N
BAKER DEBORAH N & RICHARD S
MEBANE CITY
THREE S INVESTMENTS LLC\
FRANKLIN MARIE BROWN
3/19/08

FEB 12 2008

DOGWOOD PROPERTIES & DEV. CORP.
3120 Timberlyne Dr.
Mebane, N C 27302

February 9, 2008

NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, N C 27699-1583

Re: Hwy 119 Relocation
(Replacing So Fifth Street)
Addition to my letter 2-5-2008

Att: Mr. Ed Lewis

Dear Mr. Lewis:

In reference to our letter of the 9th concerning us talking to the NCDOT representative about a request for an entrance from the back of our properties on to the new Fifth Street location, we have another concern that has been brought to our attention.

The NCDOT culvert under the present NC 119 is undersized and creating a backwater condition on to our property. This is not in your current project scope. The additional stormwater that will generated by the new NC 119 will only make matters worse. This must become a part of the TIP PROJECT NO. U-3109.

We appreciate hearing from you and if you have any questions, please call 919-563-2734.

Sincerely,

William F. Tate, Jr.

William F. Tate, Jr., President
Dogwood Properties & Dev. Corp.

Enclosure: Copy of 2-5-08 Letter

FEB 12 2008
RECEIVED

February 10, 2008

Ref. NC 119 Relocation

Mr. Ed Lewis
NCDOT – Human Environment Unit
1583 Mail Service Center
Raleigh, N. C. 27699-1583

NCDOT,

This letter and comments have nothing to do with alternatives 8, 9, or 10, for they do not effect me or my property. These comments are about the 119 connector in section A. I certainly agree that the town of Mebane needs a more direct north-south route for better continuity from one side of town to the other and to interstate 85/40 but, the route you propose is not the correct one. I as well as everyone else I talk to in town just can not understand why the east side of Mebane is not even being considered. It would have less human and environmental impact and keep the noise and pollution out of our neighborhoods. For a long time we have needed ramps at Mattress Factory Rd. so trucks can service the businesses along this road and aid in the development of this area. Looks like a great place to connect a bypass to the interstate. I guess common sense does not apply to highway design. Please tell us WHY?

I have been thinking long and hard about all this ever since I found out in the January 15, 2008 meeting that I was going to lose my home and property because of this stupid 4 lane 119 connector. It was quite a shock especially when I found out that there were supposedly a news letter sent out in June of 2006 about this. I never got one! If I had known this I would have never put a brand new home here. According to the stakes I seen behind my property I was going to be O.K. but, I guess some highly educated engineer changed their mind. Why would you have Fifth St., a 2 lane highway dump into a 4 lane highway just to go about a ½ mile to an intersection of the new 6 lane 119 highway and dead end the existing Fifth St.? I ask this because with the bypass in place according to your plans you have now at least 85% of the traffic on Fifth St. will be using the new 119. I back this up with your own study of traffic on Fifth St. We asked for a stop light at the intersection of Holmes Rd. and Fifth St. but, according to your study of the traffic on Fifth St. and Holmes Rd. the volume was not enough to warrant a traffic light here. That's interesting. I guess common sense does not apply to highway design.

Now concerning the relocation of 119, no the rebuilding of 119. Mebane, N. C. does not need a 6 lane highway through or around it. A 4 lane would be more than enough especially since to the north it will just lead to a rural part of the community. Truck traffic does not exist. I drive a truck over the road for a living and a town of 8000 does not need 6 lanes. I drive through 2 major cities weekly, Atlanta, GA. and Houston, TX and their bypasses only have 4 lanes in either direction, more at major intersections around them with an estimated population of 4 million people. Come on NCDOT this is Mebane, N.C. Let me repeat a statement made at the January 15, 2008 meeting Mill Creek does not need a driveway to the interstate. When they bought or built out there they knew how far and indirect they were from the interstate and as far as their guests wanting to get back to the interstate after a round of golf and wanting to get a

good meal I could care less. I've lived around here for 50 years and know that once they reach the restaurant they are going to wait for a table anyway. What the residences and guests of Mill Creek need to do is fire up their grills. If we do this for them we need to build an 8 lane highway for the residences and their guests at Shamrock and some how tie in Southwick also because they have been around a lot longer than Mill Creek. I guess common sense does not apply to highway design.

My wife sat down and made a list of over 38 different species of wild birds that visit our backyard to feed and water and raise their young every day. We have all kinds of wildlife that visit our backyard daily to feed, squirrels, opossums, turkeys, groundhog, flying squirrels, racoons, chipmunks, foxes and even white tail deer. She is really up set about losing all this and to think it's all right here in the middle of Mebane, N.C. I told her what we needed to do is to go and find on our property a red-headed, yellow-bellied endangered frog. I know endangered species will stop a project like this dead in it's tracks, but the only endangered species that I can find on my little piece of the American dream is my wife and myself. How would you feel if they wanted to put a unnecessary highway through your property. I guess common sense does not apply to highway design.

You all have been looking and planning this for 20 years and still do not have a good design because you will not listen to the community that it effects. I totally agree with another statement made at the January 15, 2008 meeting, there is a hidden agenda somewhere in this. O. K., let's say you all buy my property but, do not need it all for the corridor limits, do you sell it off at a profit to commercial interest? What happens to the property you take but, do not use it all? Where do we stand in all this mess? What are our options? I wish you all would consider the suggestions on another route and answer the questions and concerns my wife and I have. I don't think there would be nearly as much opposition to this bypass or relocation of 119 as you call it, if it even came close to making sense for all those it will effect. Could you send me a copy of the right of way and relocation procedures that were not available at the January 15, 2008 meeting?

I GUESS COMMON SENSE DOES NOT APPLY TO HIGHWAY DESIGN !!!

Very Unsettled,

Edward D. & Janice M. Murphy
1222 S. Fifth St.
Mebane, N. C. 27302
(919) 563-6923

Subject: Re: Hwy 119 relocation
Date: Mon, 11 Feb 2008 19:02:02 -0500
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: Howard Hawks <hhawks@naipt.com>

Mr. Hawks,

Thank you for writing. I am forwarding your concerns to members of our planning and design team for this project for their review and consideration. Your comments and the comments of others will be reviewed and addressed. We will provide a response back to you. Thank you again for writing.

SIncerely,
Ed Lewis

Howard Hawks wrote:

> February 10, 2008
>
> Mr. Ed Lewis
>
> NCDOT – Human Environment Unit
>
> 1583 MailServiceCenter
>
> Raleigh, NC27699-1583
>
> Dear Mr. Lewis,
>
> I am writing you on behalf of my father, William A. Hawks, owner of parcel numbers 9814246695 & 9814245764 located along the east side of NC Highway 119 between Burger King/Exxon and the Fox Run Condominiums. Per your maps, the property is in the name of Fox Run Investments Partnership. This has been changed due to a death of a partner.
>
> I attended the open house presentation on January 15th and received some materials regarding the current set of plans for the NC 119 relocation. My biggest concern is the median portrayed in front of the property I represent resulting in only the right in/right out situation. I am dead set against this proposal due to the hardship it would create for my property as well as all current businesses located on this stretch of road.
>
> I currently have this property listed for sale and this entire process of not knowing what the outcome of this multi-year process of determining where and if this road will be has severely limited my prospects of completely eliminated others. Part of the appeal of my property (not to mention the existing businesses) is the access to and from the major transportation artery, I85/I40. Placing the median where proposed will not only devalue property but also probably force closures of establishments that feed off highway traffic.
>
> I respectfully request that you reconsider the lengthy median that is currently planned and consider alternatives that allow businesses in this corridor to continue to serve the traveling

customer without creating difficulties in returning to their journey. I thank you for your time and consideration.

Sincerely,

Howard W. Hawks

Howard W. Hawks

1714 Westbrook Avenue

Burlington, N.C. 27215

336-358-3241 – Direct

336-516-2458 – Cell

336-395-0022 – Fax

hhawks@naipt.com

NAI Piedmont Triad

Commercial Real Estate Services, Worldwide.

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.516 / Virus Database: 269.20.2/1270 - Release Date: 2/10/2008 12:21 PM

NAI Piedmont Triad
Commercial Real Estate Services, Worldwide.

tel 336 358 3241
fax 336 395 0022
www.naipt.com
hhawks@naipt.com

1714 Westbrook Avenue
Burlington, NC 27215

FEB 12 2008

RECEIVED

February 10, 2008

Mr. Ed Lewis
NCDOT – Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583

Dear Mr. Lewis,

I am writing you on behalf of my father, William A. Hawks, owner of parcel numbers 9814246695 & 9814245764 located along the east side of NC Highway 119 between Burger King/Exxon and the Fox Run Condominiums. Per your maps, the property is in the name of Fox Run Investments Partnership. This has been changed due to a death of a partner.

I attended the open house presentation on January 15th and received some materials regarding the current set of plans for the NC 119 relocation. My biggest concern is the median portrayed in front of the property I represent resulting in only the right in/right out situation. I am dead set against this proposal due to the hardship it would create for my property as well as all current businesses located on this stretch of road.

I currently have this property listed for sale and this entire process of not knowing what the outcome of this multi-year process of determining where and if this road will be has severely limited my prospects of completely eliminated others. Part of the appeal of my property (not to mention the existing businesses) is the access to and from the major transportation artery, I85/I40. Placing the median where proposed will not only devalue property but also probably force closures of establishments that feed off highway traffic.

I respectfully request that you reconsider the lengthy median that is currently planned and consider alternatives that allow businesses in this corridor to continue to serve the traveling customer without creating difficulties in returning to their journey. I thank you for your time and consideration.

Sincerely,

Howard W. Hawks

Subject: [Fwd: 119 Opposition]
Date: Thu, 07 Feb 2008 15:58:46 -0500
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us>

Please add to distribution.

Thanks,
Ed

Subject: 119 Opposition
Date: Thu, 7 Feb 2008 13:49:35 -0500
From: "Joy Albright" <claystreetprinting@mebtel.net>
To: <elewis@dot.state.nc.us>

Hi Mr. Lewis!

Basic Opposition:
• Cuts through critical watershed area (water is a very serious commodity that is struggling to keep up with rampant growth due to erratic unsubstantiated rezoning)
• Cuts through pristine historical district
• Bypasses a historical downtown district which is vigorously working on revitalization & competition with big box stores & interstate commercial zoning
• Cuts through the entry to the middle & high school school zone
• Millions of tax dollars needed to maintain & repair the many miles of roads NC already has (second only to Texas)

Opposition of the unethical way the bypass project came to be:

The Mebane Business Association was invited to meeting at Mebtel (in the early 1990's), owned at the time, by Bob Hupman, city councilman. Guest, Sam Hunt of the DOT spoke along with Mr. Hupman and city manager, Robert Wilson. Mr. Hupman and Mr. Wilson gave a testimony that a city of Mebane representative had either contacted the DOT in person or by phone for once a week regarding the solicitation of a bypass for over a year. None of us in attendance knew what they were talking about, thus our questions were a little sketchy. Opposition immediately arose from Mebane citizens and of course, from the Woodlawn Community (which it will destroy). Thus the city officials denied having anthything to do with the project - claiming it was deemed to happen by the DOT. This went on for a very long time. Finally, the adamant support of the city officials was made known regardless of the overwhelming opposition. Residents on Fifth Street are for it with hopes of lightening the traffic down that street which wil NOT happen with the commercial zoning that feed to that particular street. People who have vested interest in the area who hope for commercial developement are for it. New residents (Mill Creek subdivision) are for it in hopes of saving 5 minutes getting to the interstate while spending millions of hard earned tax dollars.

Please consider cancelling this project completely.

Sincerely,

Joy Albright

3/19/08

Jim
Forwarded
to
Tony Houser

Subject: [Fwd: Opposition to the 119]
Date: Thu, 13 Mar 2008 18:04:15 -0400
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us> ,
"James A. Speer PE" <jspeer@dot.state.nc.us> ,
"Jennifer M. Fuller" <jmfuller@dot.state.nc.us>

FYI

Subject: Opposition to the 119
Date: Fri, 15 Feb 2008 11:42:34 -0500
From: "Joy Albright" <claystreetprinting@mebtel.net>
To: <elewis@dot.state.nc.us>

"Resurfacing projects are essential to strengthening our roads and improving the mobility of motorists," said Doug Galyon of Greensboro who represents Highway Div. 7, which includes Alamance and Orange Counties.

Yes! We need to maintain roads and shoulders, slightly widen some roads, but we do not need to add more roads in Alamance or in NC for that matter as we have more roads than every state in the US except for Texas. Hard earned tax dollars do not need to be spent on a financially and environmentally unsound bypass routed to cut through a critical water shed area, a school zone, a historical district and the most beautiful section of the ETJ of Mebane. (We are currently on water restrictions, let's protect our water source at least!) To bypass the downtown business district which includes nearly 100 tax paying businesses struggling to compete with interstate development is so very very unethical.

Please consider other use for the DOT budget.

Sincerely,
Joy Albright

3/19/08

Subject: [Fwd: Mebane Loop]
Date: Thu, 13 Mar 2008 18:05:12 -0400
From: Ed Lewis <elewis@dot.state.nc.us>
Organization: North Carolina Department of Transportation
To: "Eileen A. Fuchs" <eafuchs@dot.state.nc.us> ,
"James A. Speer PE" <jspeer@dot.state.nc.us> ,
"Jennifer M. Fuller" <jmfuller@dot.state.nc.us>

FYI

Subject: Mebane Loop
Date: Fri, 8 Feb 2008 19:53:41 -0500
From: robinsonjl2@juno.com
To: elewis@dot.state.nc.us

Mr. Ed Lewis
NCDOT Human Environment Unit

Mr Lewis
The tax payers of Mebane need a better reason for putting the Mebane Loop on the West side of Mabane rather than on the East side.
The East side proposed loop is shorter, cost less and will carry more traffic out of down town Mebane, by letting all east bound traffic use High Rock Road, Lebanon Road, High Way 70 and Washington Street along with 5th Street but the east loop would remove most of the traffic off 5th street.
The Mebane City Council is already complaining about the Mebane Oaks road up to I-40-85 being over loaded with traffic coming from the housing developments located South of Mebane on the old Hillsboro Road, Well the east loop would take care of this problem by putting exit an on ramps at the Mattress Factory Road letting that traffic use the Mebane Oaks exchange, the new Mattress Factory Road exchange plus the Buckhorn Road exchange.
I know many people in the DOT and have a lot of respect for them because I believe under the current conditions they do the best job they can.
But I just read an article in the paper where is says " AUDIT " DOT WASTING MILLIONS, if DOT puts this loop on the west side of Mebane without letting the tax payers see a complete traffic an cost study some one should be procured for wasting the states money and it will be wasted because the west loop will not relieve the current traffic problem

John L Robinson
2316 Tanya Drive
Mebane, NC 27302
918-304-6659

3/19/08

HUMAN ENVIRONMENT UNIT
FEB -7 2008
RECEIVED

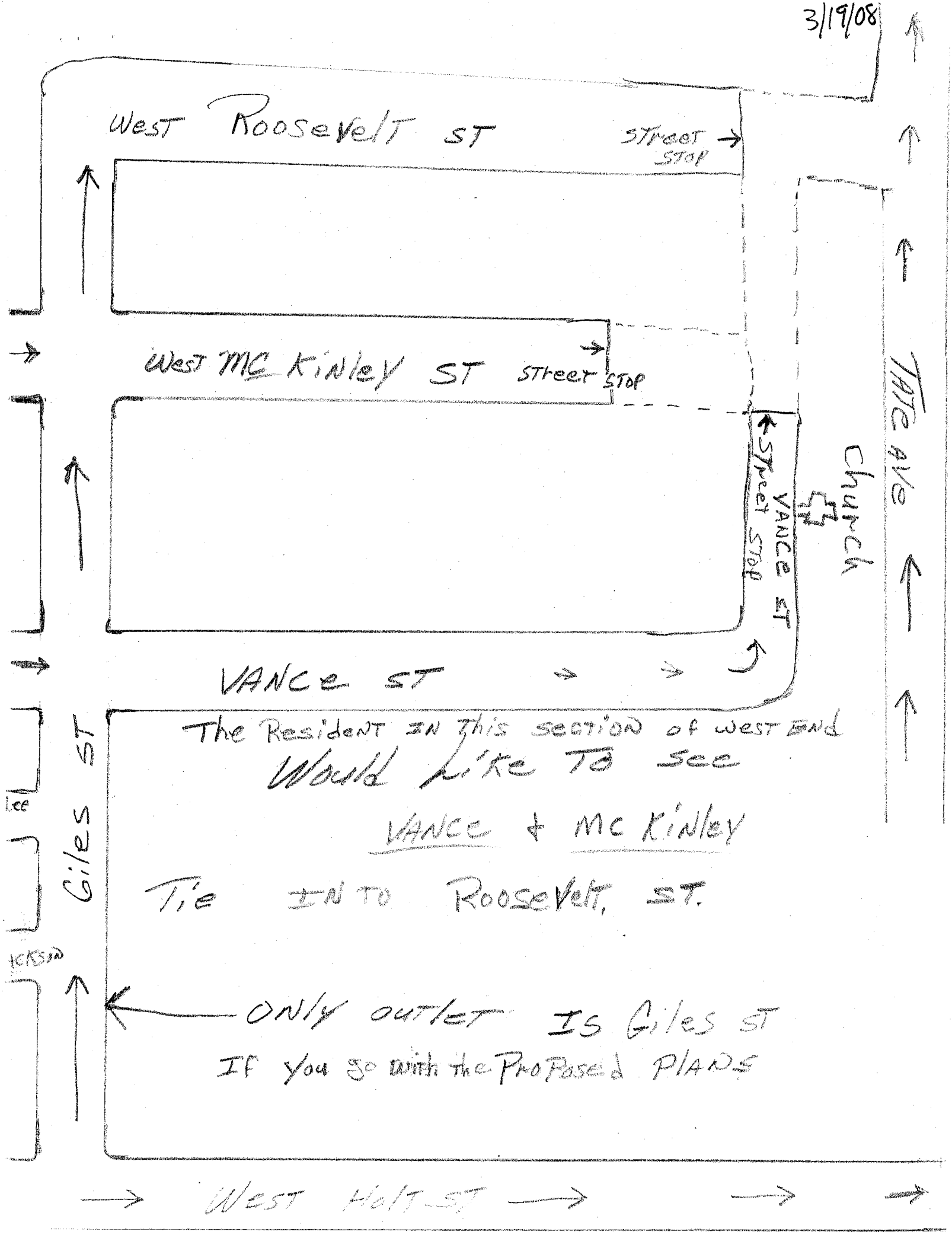
ONe of The questions THAT I would like To KNOW Is The Roosevelt street Project To TATE Ave.

Is It depending on whether the 119 BYPASS PROJECT OCCUR or NOT

Donald L. Tate

DONALD L Tate
P.O. Box 275
262 CURRY ST
MEBANE, N.C. 27302

3/19/08



The Resident in this section of West End
Would like to see
VANCE + MC Kinley
Tie in to Roosevelt, ST.

ONLY outlet is Giles ST
If you go with the Proposed PLANS

Subject: I have Carbon Copied you on this ContactUs message
Date: Mon, 31 Mar 2008 08:16:37 -0400
From: jmfuller@dot.state.nc.us
To: khinton@dot.state.nc.us, jmfuller@dot.state.nc.us

Comment History
Tracking Number: 39OK981VCQ
Unit Name:
NC 119 Relocation

Sent By: Terry M. Whitted **Date/Time:** 3/29/2008 6:14:33 PM
Comment:
My husband, Winfred Whitted and I live at 1215 S. Third St Ext., Mebane, NC. Since I commute to Henderson to work and my husband works second shift, we were unaware that most of our front yard will be taken away and the right of way will be located near the corner of our house. This is definitely not acceptable and will effect the value of our property. Since it appears that several properties on our street will be purchase for this relocation project, would it be possible to include our home. We have lived in Mebane for 14 yrs and we plan to do some renovation to our home, however, since we recently became aware of these proposed actions, those plans will be put on hold until we hear from you. Thank you for your consideration.

Sent By: Contact Us Administrator **Date/Time:** 3/31/2008 8:16:22 AM
Comment:
H Mrs. Whitted,

I am going to forward your comment to the public involvement group so that they can include it in the discussion at the U-3109 post hearing meeting. If you have already submitted a comment, then rest assured it will be addressed at this upcoming meeting and documented in the Final Environmental Impact Assessment. If this email is your first comment, we will add it to the others to be discussed.

A right of way engineer is going to need to look at your specific situation before we can provide you with an answer to your question, but we will try to let you know something soon.

Please feel free to contact me directly at jmfuller@dot.state.nc.us with further questions.

Thanks again.

--
Jennifer M. Fuller, P.E.
Project Planning Engineer

N.C. Department of Transportation
Project Development and Environmental Analysis Branch (PDEA)
1548 Mail Service Center
Raleigh, NC 27699-1548

919.733.7844 extension 244
919.733.9794 (fax)

Subject: I have Carbon Copied you on this ContactUs message
Date: Mon, 31 Mar 2008 08:09:06 -0400
From: jmfuller@dot.state.nc.us
To: jmfuller@dot.state.nc.us, khinton@dot.state.nc.us

Comment History
Tracking Number: PIT19LYN7O
Unit Name:
NC 119 Relocation

Sent By: James Adkins **Date/Time:** 3/29/2008 2:29:48 PM

Comment:
The corridor review public forum held in Jan. allowed numerous perspectives to be voiced from the local community. I would like to know which, if any, of the ideas addressed will be considered.

As a business owner along 5th St. your actions will affect my future growth plans and have caused me to delay one expansion to date.

When will we, as business owners, have a concrete decision to work with so that we can move forward and develop our investments.

Please advise me as soon as possible.

Thank you

James Adkins

Sent By: Contact Us Administrator **Date/Time:** 3/31/2008 8:08:41 AM

Comment:
Hello Mr. Adkins,

Thank you for your email.

We will address every comment that we have received from the public hearing. We will discuss them initially at the "post hearing meeting", an internal DOT meeting where we have engineers from all areas to address the comments with specific expertise. This meeting will be held in April.

Our public involvement group will issue a response to each comment individually, after the post hearing meeting, and the comments and responses will be documented in the Final Environmental Impact Statement.

We will also have another public hearing before detailed design begins, so there will be another chance to comment.

Additionally, you may continue working with the design engineers to provide solutions to the problems the project may cause to your property throught the detailed design work. Hopefully we can find a solution to your concern quickly and easily, but if not, there are still many opportunities to continue coordination with the designers until you are satisfied we have done all we can to help you.

Thanks again for contacting us and feel free to contact me directly at jmfuller@dot.state.nc.us with further questions.

--
Jennifer M. Fuller, P.E.
Project Planning Engineer

N.C. Department of Transportation
Project Development and Environmental Analysis Branch (PDEA)
1548 Mail Service Center
Raleigh, NC 27699-1548

919.733.7844 extension 244
919.733.9794 (fax)

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: James Godfrey

PHONE NUMBER: 336-221-9385

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Mildred Godfrey

PHONE NUMBER: 919-563-2474

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Willard Godfrey, Jr.

PHONE NUMBER: 919-563-9216

OWNER NAME AS PRINTED ON HEARING MAP: Mildred Godfrey

STREET NAME: 3rd St. Ext.

ALTERNATIVE (PLEASE CHECK): ____ 8 ____ 9 ____ 10 No build ✓

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: Sandra Crawford

PHONE NUMBER: 919-563-4895

OWNER NAME AS PRINTED ON HEARING MAP: Bailey John

STREET NAME: Canterwood Dr

ALTERNATIVE (PLEASE CHECK): _____ 8 _____ 9 _____ 10

no project

include Water Shed

MAP REQUEST FORM

To request a copy of a portion of one of the public hearing maps in the vicinity of a particular property, please fill out the following and return this form to the Map Request Table.

NAME: John Ridge

PHONE NUMBER: 919 563 3714

OWNER NAME AS PRINTED ON HEARING MAP: Holt, W.A. Sr Heirs / John C Ridge

STREET NAME: Woodlawn Rd.

ALTERNATIVE (PLEASE CHECK): _____ 8 _____ 9 _____ 10

NONE !