



N.C. 42 IMPROVEMENTS

State Transportation Improvement Program Project R-3410

Public Meeting | Johnston County | May 10, 2018

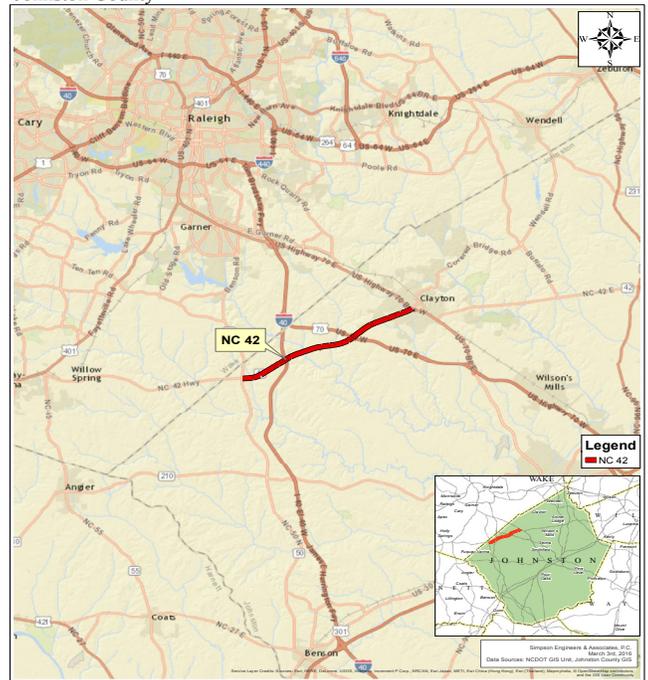
Welcome to the Public Meeting for the proposed improvements to N.C. 42 from N.C. 50 to U.S. 70 Business. NCDOT project team members are here to assist you as you review the preliminary design maps, ask questions, or offer comments.

Your input matters! Your comments, questions, and concerns help guide the project team by alerting us to issues only local residents, motorists, and business owners may experience. A comment form is attached to this handout. By filling out the form, your comments become part of the project record. You may fill it in and leave it here or take it home and mail or email it to us later. Please provide your comments by **May 25, 2018**.

Project Overview

NCDOT proposes to widen approximately 8 miles of N.C. 42, from N.C. 50 to U.S. 70 Business in Clayton, to address increasing traffic congestion along the corridor. The improvements will create a four-lane roadway divided by a 23-foot wide grass median. Additional turning lanes will be provided at many of the signalized intersections along the corridor. Pedestrian and bicycle facilities are planned in the Town of Clayton, from U.S. 70 Bypass to U.S. 70 Business. A sidewalk is planned on the south side of N.C. 42 and a 10-foot wide asphalt path for both pedestrians and bicyclists is planned for the north side.

**Figure 1. STIP Project No. R - 3410
Johnston County**



Project Schedule*

Summer 2018	Environmental Analysis and Documentation Completed
Winter 2021	Right-of-way Acquisition and Utilities Relocation
Fall 2022	Construction Begins
Summer 2024	Construction Ends

*All schedules subject to change.

Why Widen N.C. 42?

Rapid development around two-lane N.C. 42 has increased the volume of traffic on the roadway, with traffic counts on some sections as high as 22,200 vehicles per day (vpd). By 2040, the project's design year, traffic volumes are expected to increase by as much as 55 percent above today's volumes.

The existing roadway will not accommodate the high volumes expected in the future. Without additional travel lanes, congestion along the corridor, particularly during morning and evening peak hours, will be significant. To alleviate current congestion and accommodate the future growth in traffic, additional roadway capacity is needed.

Project Development Process

The NCDOT is preparing an **environmental document**, pursuant to the National Environmental Policy Act, that identifies the potential impacts of the proposed improvements on natural and cultural resources, homes, businesses, and other features. Biologists, archaeologists, architectural historians, and planners have conducted research and surveys of the project area to identify natural, cultural, and community resources that may be effected by the proposed improvements. These resources are taken under consideration in the development of the preliminary roadway design and efforts are made to minimize impacts.

The **preliminary roadway design** is developed after an analysis of existing and future traffic volumes identifies locations and levels of congestion. The preliminary design is developed to resolve that congestion through the year 2040, referred to as the project's design year. The preliminary design is also used to determine potential project impacts. That design is presented at the public meeting today. As the project development process progresses and the design is refined, impacts are likely to be reduced.

What will the Roadway look like?

The preliminary roadway design presented at today's public meeting was developed with a focus toward minimizing impacts to adjacent properties and resources. Referred to as a "best fit" alignment, it shifts the widening from one side of the road to the opposite side throughout the length of the project, enabling engineers to reduce impacts that would otherwise result if the widening occurred entirely on one side of the roadway.

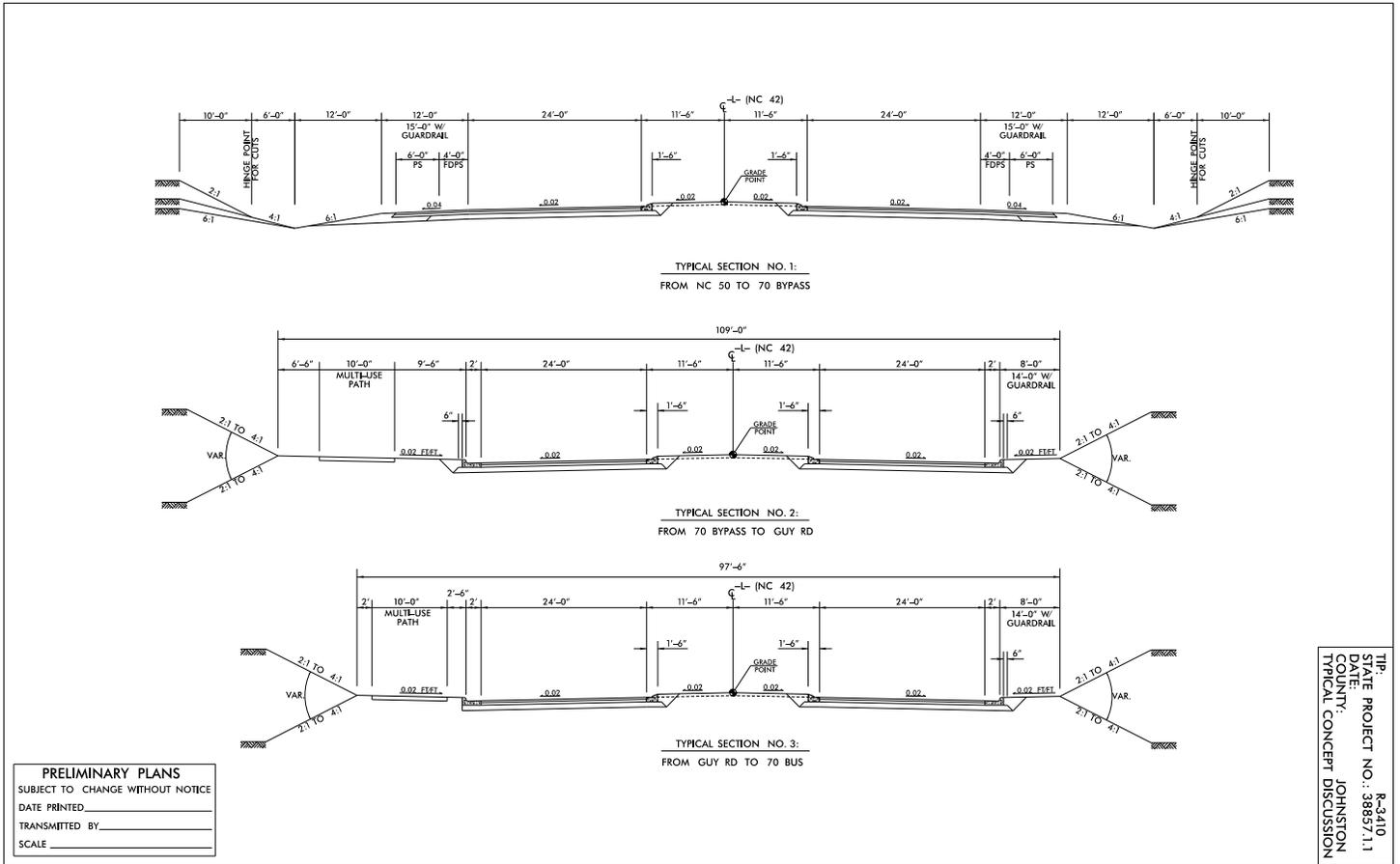
The existing right-of-way for N.C. 42 varies from 60-feet to 120-feet in width, depending on the location. Additional right-of-way will be needed along most of the project corridor to accommodate the proposed improvements. The ultimate right-of-way width will vary based on the location.

"Typical sections," as shown on the facing page, are detailed cross-section depictions of a roadway's principal elements. They illustrate features proposed for the roadway improvement project. Three typical sections are proposed for the project, which are described below. The left side of the typical sections represents the north side of the roadway; the right side represents the south side. All three typical sections share the same 23-foot wide median and two 12-foot wide travel lanes in each direction.

From N.C. 50 to U.S. 70 Bypass: This portion of the roadway will have the highest posted speed limit of 55 mph. The 12-foot wide shoulders outside the travel lanes will provide a recovery zone appropriate for the speed limit. A recovery zone is an unobstructed, traversable roadside area that allows a driver to stop safely, or regain control of a vehicle that has left the roadway. The right-of-way width in this section is variable, depending on topography. The "typical" right-of-way width is approximately 150 feet. Ten feet of the shoulders immediately adjacent to the outside lane will be paved. Swales that collect stormwater runoff from the roadway will be located beyond the shoulders on each side of the roadway.

From U.S. 70 Bypass to Guy Road: The speed limit will drop to 45 mph at the U.S. 70 Bypass to Guy Road in this section. Curb and gutter, rather than shoulders, will be used to collect stormwater. A 10-foot wide asphalt path for pedestrians and bicyclists will be constructed on the north side of the road and room for a standard sidewalk will be included in the 8-foot wide shoulder on the south side. A 9.5-footwide grassed area is proposed between the asphalt path and the curb and gutter to provide a clear zone between the path users and traffic traveling at 45 mph. The proposed right-of-way width will be approximately 109-feet.

From Guy Road to U.S. 70 Business: The speed limit will drop again east of Guy Road to 35 mph in this portion of the project, closest to downtown Clayton. Curb and gutter will be used, but the width of the grassed area between the roadway and the asphalt path decreases to 2.5-feet, a width commonly seen in more urbanized areas. Like the area west of Guy Road, a standard shoulder that can allow sidewalk will be provided on the south side of the roadway. The greatest right-of-way width in this section will be approximately 97.5-feet.



Why use a median?

Medians provide several benefits. They decrease overall travel delay by controlling the locations where left turns are made. Studies conducted by the Transportation Research Board show that medians help reduce vehicle speeds, prevent accidents caused by crossover traffic, and reduce distraction caused by headlight glare. (https://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Medians are cost-effective, as they help maintain a roadway's carrying capacity, extending the life of costly roadway improvements.

Medians do require some motorists to make U-turns to reach their destinations. Accommodations for U-turns are planned at signalized intersections. Median breaks and U-turn bulbs are planned at other locations so that motorists do not have to travel too far out of their way.

Project Costs

The cost of building the project will be updated as more detailed designs are completed. Current cost estimates for the project are:

Planning and Engineering	\$1,000,000
Utilities	\$1,763,000
Right-of-Way Acquisition	\$14,696,000
Construction	\$48,701,000
Total	\$66,160,000

Project Impacts

The impacts summarized below are based on the preliminary roadway design. As the final roadway design is prepared, impacts are likely to decrease.

ENVIRONMENTAL FEATURES		POTENTIAL IMPACTS
Relocations ^{1,2}	Residential	14
	Businesses	14
	Non-profit	1
	Total Relocations	29
Disproportionate Impact to Minority/Low Income Populations		0
Historic Properties (effect)		1
Community Facilities		2 ⁴
Noise Receptors ³		164
Streams (linear feet, based on slope stakes plus 25 feet)		1,894
Wetlands (acres)		0.96
Prime Farmland Soils (acres)		110
Federally Protected Species (freshwater mussels)		Unresolved

NOTE: The proposed project would not affect any archaeological resources or water supply watersheds.

1. The number of relocations shown above are conservative estimates of a worst-case scenario for each alternative. Reductions in the number of relocations are likely after the implementation of avoidance and minimization measures developed during final design.
2. Construction of the multi-use path would relocate an additional three residences and three businesses for both alternatives.
3. Noise receptors are noise sensitive locations where human activity may be impacted by high noise levels.
4. The Town of Clayton Operations Center will experience minor right-of-way acquisition and driveways will be relocated. West Clayton Elementary School will experience right-of-way acquisition and its parking and internal circulation system will be revised.

Traffic Noise

During planning and design for highway projects, NCDOT must identify traffic noise impacts, examine potential noise abatement, incorporate feasible and reasonable noise abatement measures, and coordinate with local officials to provide helpful information on compatible land use planning and control.

NCDOT is performing a preliminary noise analyses for this project and an initial Traffic Noise Report will be prepared. As part of the project's final design activities, additional noise studies will be conducted to identify recommended noise barrier locations.

Once recommended noise barrier locations are identified during final design, all property owners and tenants who are benefitted by a wall will be asked to vote on the barrier. At that time, NCDOT will contact property owners and tenants who are eligible to vote and explain the balloting process and what they are being asked to vote on. Only recommended noise barriers that pass this voting process will be constructed.

An important concept in Federal regulation and in the NCDOT Traffic Noise Policy is the Date of Public Knowledge, which stipulates when NCDOT is and is not responsible for providing noise abatement. The Date of Public Knowledge of the location and potential noise impacts for this project will be the approval date of the Categorical Exclusion (the project's official environmental documentation), which is expected to occur in the summer of 2018. NCDOT is not responsible for evaluating or implementing any noise barriers to protect developed lands that did not have building permits issued before the Date of Public Knowledge.

NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

What's Next?

After the comment period ends on May 25, 2018, all comments will be reviewed and discussed by the project team of engineers and planners. Potential changes to the preliminary roadway design, based on public comment, will be documented. The preliminary roadway design, approved environmental document, environmental commitments, and noted design changes will be combined into a package that guides the final roadway design.

Detailed topographic and property boundary surveys are now underway. (You may have recently seen "panels" on the ground used as control points for aerial surveys.) Once completed, these more precise surveys will be used in preparing the final roadway design. Final design includes utility relocation, stormwater control structures, bridges and culverts, pavement markings, and other roadway features.

What is Design-Build?

The N.C. 42 improvements are planned to be constructed using a process called Design-Build. Design-Build (D-B) is a method of project delivery that typically accelerates project construction and shortens construction duration. An alternative to the traditional multi-phase design-bid-build project delivery method, it awards one contract to one D-B project team to provide both design and construction services. The D-B team will be responsible for completing the utility, right-of-way and roadway designs, as well as construction. With design engineers working closely with the construction contractor(s), the process allows for greater flexibility in design, selection of materials and construction methods. With D-B, innovations are more easily applied and different construction phases can overlap. For example, construction can begin on one section of a roadway while utility relocation is underway in another section.

What happens if I need to sell land or relocate?

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If your property is within the proposed right-of-way, a Right-of-Way Agent will contact you to arrange a meeting. The agent will explain the plans, advise you as to how your property will be affected, and 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, then the Right-of-Way Agent will provide you with a written offer to purchase. 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 and 4) furnish relocation advisory 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 rate increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners.

Other area projects

Three other roadway projects in the N.C. 42 area are planned:

- STIP Project No. I-4739 will improve the I-40 interchange with N.C. 42 and add access to I-40 from Cleveland Road by constructing what is referred to as a collector-distributor interchange.
- STIP Project No. I-5111 will widen I-40 from I-440 in Raleigh to N.C. 42. Information on I-4739 and I-5111, including contact information, can be found at <https://www.ncdot.gov/projects/i40nc42/>.
- STIP Project No. R-3825B: NC 42 Widening east of Glen Laurel Rd to Buffalo Rd. Right-of-way acquisition is underway. Construction begins in 2019. Contact: Gary Lovering, 919-707-6271

Contact Us

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Additional project information, including the public meeting maps you see today, can be found on-line at: <https://www.ncdot.gov/projects/nc42widening/> or <https://www.ncdot.gov/projects/publicmeetings/>



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Place
Stamp
Here

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Please complete the comment form and leave it here tonight or mail it to:
Leza Wright Mundt, Simpson Engineers & Associates
5640 Dillard Drive, Suite 200
Cary, NC 27518
or email it to: lmundt@simpsonengr.com

TITLE VI PUBLIC INVOLVEMENT FORM

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

Meeting Type: Public Meeting	Date: May 10, 2018
Location: Clayton Center, 211 E. 2 nd Street, Clayton	
TIP No.: R-3410	
Project Description: N.C. 42 Improvements from N.C. 50 to U.S. 70 Business	

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

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

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

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

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

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at sddickens@ncdot.gov. Thank you for your participation!



NCDOT - EAU
Attn: Lauren Putnam
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