



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

MEMO TO: Post Hearing Meeting Attendees

FROM: Gregory Thorpe, Ph.D., Branch Manager
Project Development and Environmental Analysis Branch

DATE: April 20, 2011

SUBJECT: NC 119 Relocation from I-85/I-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 Structure Design Conference Room at 10:30 a.m. on March 4, 2011 to discuss the comments received from the Design Public Hearing. The Design Public Hearing was held on September 28, 2010 in the Mebane Arts and Community Center located on Corridor 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 162 people attended the hearing and approximately 43 map request forms were received. Seven people spoke at the formal meeting and approximately 40 written comments were received, including three comments via phone. The verbal and written comments received at and following the public hearing were grouped into common comment categories with responses to each comment category. Each comment category with the number of comments received is listed 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.

Comment Categories (with Number of Comments):

Progress of Project / Project Concerns / Project Comments	15
Relocation / Right-of-Way	9
Project Schedule	7
Requests for Response to Written Comment / Meeting / Right-of-Way Pamphlet	7
Access / Median Openings	6
Traffic	6

Property Values	4
Environmental Impacts	4
Traffic Signals	4
North Carolina Industrial Center (NCIC)	3
Corrigidor Road	3
Mill Creek Development	3
Area Schools	2
Financial Hardship	2
Government Spending	2
Brookhollow Plaza / Access	1
Troutman Dental Office	1
Craftique	1
Railroad Crossing Closing	1
Infrastructure	1
Emergency Response	1
Property Acquisition	1

The following individuals attended the post hearing meeting:

Felix Davila	Federal Highway Administration
Derrick Weaver	NCDOT – PDEA
Leza Mundt	NCDOT – PDEA
Drew Joyner	NCDOT – Human Environment Unit
Jay Bennett	NCDOT – Roadway Design Unit
Tony Houser	NCDOT – Roadway Design Unit
Bruce Payne	NCDOT – Roadway Design Unit
Roger Thomas	NCDOT – Roadway Design Unit
Jay Twisdale	NCDOT – Hydraulics Unit
Heath Gore	NCDOT – Congestion Management
Meghan Giles	NCDOT – Congestion Management
Sandra Stepney	NCDOT – Rail Division
Brian Gackstetter	NCDOT – Rail Division
Greg Hall	NCDOT – Lighting and Electrical
Steve McKee	NCDOT – Utilities Unit
Jamshid Hafshejani	NCDOT – Utilities Unit
Kyle Pleasant	NCDOT – Utilities Unit
Ryan Hough	NCDOT – Signal Design Section
John Frye	NCDOT – Structure Design Unit
Shantray Dickens	NCDOT – Office of Civil Rights
Patty Eason	NCDOT – Division 7
Robert Wilson	City of Mebane
Darrell Russell	City of Mebane
Phil Conrad (<i>via teleconference</i>)	Burlington-Graham MPO
Mike Pekarek	Hatch Mott MacDonald
Brian Phillips	Hatch Mott MacDonald
Aileen Mayhew	Michael Baker Engineering

A summary of the design issues that were discussed at the Post Hearing Meeting follows. A summary of the speaker comments and written comments from the hearing is attached. The attached written comments were not discussed at the Post Hearing Meeting; however, comments were considered and responses prepared by the NCDOT project team.

Summary
Design Comments Discussed at Post Hearing Meeting

1. **Comment:** Plant Leland Cypress along the section of NC 119 that is to be removed where the proposed facility ties back into existing NC 119 (near Y21 and Y22). Stagger the trees to make a natural barrier to cut down on noise. (*Cowen, Jefferson*) Also, with the new traffic patterns, portions of the Craftique property will be quite visible to the public and will need a refreshed look in keeping with the DOT image; therefore, Craftique requests a beautification allowance. (*Erwin – Craftique*)

Response: Comment noted. According to the noise analysis that was conducted as part of this project, no traffic noise abatement is recommended and no noise abatement measures (e.g., sound barriers) are proposed as part of the project. A small percentage of the project construction cost will include preparation of a landscape plan. The plan has not yet been prepared, therefore, the exact location of the plantings is not known at this time. However, your request will be forwarded to the NCDOT Roadside Environmental Unit for consideration during the landscape plan's preparation.

2. **Comment:** Instead of removing the pavement and planting grass, install a sidewalk along existing NC 119 near the northern project terminus so citizens can ride and walk to town. (*Cowen, Jefferson*)

Response: No sidewalk is planned along existing NC 119 near the northern project terminus. A sidewalk is considered to be appropriate when it is part of a long range plan and provides connectivity throughout an area. Sidewalks are typically provided upon request from the municipality.

3. **Comment:** St. Luke Church understands that the church will be relocated as a part of this project and would like to know how they should move forward prior to right-of-way acquisition. (*McClendin*) Property owners are frustrated because they have not been able to make plans for their property for several years because of this project, yet they continue to pay taxes and insurance on the property. Based on their annual property taxes plus insurance, one property owner is going to have to pay +/- \$8,400 until her property is acquired in 2013 for Section A. The property owner will have been on hold for 7 years and unable to sell her property and home (which is anticipated to be acquired) due to the upcoming project. She questions whether there will be any compensation for what this project has cost them? (*Oldham*)

Response: 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 STIP are evaluated on a case by case basis. Advanced acquisition can also be discussed with the Right-of-Way Agent.

4. **Comment:** Communication with affected property owners has been poor. The change to the 5-year plan was not communicated until the property owner contacted the NCDOT, the website was not updated, and no letters were mailed regarding this plan. The property owner requests that any changes being made to the current plan be communicated to those within the right-of-way. (*Ekwueme-Okoli*)

Response: In early 2009, the NCDOT began the prioritization process which involved developing a 5-Year Work Program and a Strategic Prioritization Plan that would provide a more realistic schedule for the projects included in the NCDOT STIP. In early 2010, input into the Draft STIP was achieved through the Strategic Prioritization process. The NCDOT expects to adopt the final STIP in the fall of 2011. The project website will be updated with any schedule changes as they become available.

5. **Comment:** Concern about the delay between now and the right-of-way acquisition phase. It is extremely important that the two phases be completed and that both sections be kept on schedule. (*W. Tate, Nunemaker*)

Response: The NCDOT discussed constructing the project in its entirety (Sections A and B); however, funding allocations in NCDOT's Draft 2011 – 2020 STIP necessitate the project being constructed in sections. The NCDOT also discussed construction options such as whether a portion (two lanes) of Section B can be constructed (possibly to Mebane Rogers Road) 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.

6. **Comment:** Driveway access requested to two Three S Investments, LLC properties (maps attached). (*Scott*)

Response: The NCDOT is considering partial control of access in the urban portion of the project study area (I-85/I-40 to relocated Fifth Street/relocated Third Street). Therefore, the NCDOT will provide right-in/right-out access onto existing Third Street Extension. Access to the second smaller parcel would be determined during final design.

7. **Comment:** In order for the Fox Run Condominium owners to access Y5A (service road labeled on the design plans), they would have to cross his property (Tract B) (map attached). (*Hawks*)

Response: The NCDOT will provide a right-in/right-out driveway off the proposed facility into the Fox Run Condominiums.

8. **Comment:** Widen Mebane Rogers Road along the existing roadway or shift it to the south. (*Rasa, Piper*)

Response: Alternative 9 would require a section of Mebane Rogers Road to be realigned to accommodate the proposed intersection of NC 119 and Mebane Rogers Road. The NCDOT prefers that intersections intersect as close to a 90 degree angle as possible in order to provide appropriate sight distance at the intersection. The angle at which the proposed roadway crosses Mebane Rogers Road necessitates that Mebane Rogers Road be shifted or realigned to the north. The NCDOT will investigate the possibility of shifting the widening of Mebane Rogers Road to the south or minimizing the right-of-way impacts associated with this realigned roadway during final design.

9. **Comment:** Concern about the median shown in front of the Fox Run Investments Partnership property, resulting in right-in/right-out, requiring a potential customer to travel a circuitous route to get from their property back onto NC 119 south which would be a deterrence for any potential purchaser of the property. The time period between the current right-of-way acquisition and construction schedule is lengthy for property owners to wait for some resolution and/or financial compensation for the burden this project is causing. This elongated timeframe and potential uncertainty about the project causes concern for potential

buyers, thus furthering the hardship for the property owner. Based on the Mebane Street widening project, the cumbersome accessibility to the property during construction of this project would be a deterrent for potential purchasers of this property for possibly the next ten years. (*Hawks*)

Response: The median in this area will remain. However, the NCDOT will provide a traffic signal at the NC 119/Holmes Road and service road intersection. Additionally, during construction, the NCDOT will make sure that access to the Fox Run Investments Partnership property is acceptable.

10. **Comment:** Concern that the project crosses through a critical watershed. (*Albright*)

Response: 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.

11. **Comment:** Consideration of a traffic signal at Mrs. White Lane. (*Connally*)

Response: NCDOT studied 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. Based on the traffic data collected, the NC 119/Mrs. White Lane intersection does not meet any of the volume warrants and therefore, does not warrant a traffic signal.

12. **Comment:** Request that a full access intersection be considered at the NC 119/Holmes Road intersection. (*Mills*)

Response: The NCDOT will provide a double left-over under signalization at the NC 119/Holmes Road and service road intersection. These left-overs will provide a left turn lane approximately 200 feet in length to store turning vehicles.

13. **Comment:** The proposed project does not show an access point for the central portion of NCIC, as it is shown on the NCIC master plan (map attached). Additionally, access to the relocated NC 119 with a full intersection at the northern point is essential for future development of the NCIC. The northernmost access is particularly necessary if the railroad grade crossing at Lake Latham Road / Holt Street is closed. Consider turn lanes on US 70 at either Lake Latham Road or Gibson Road (whichever one is kept open for rail crossing) even if a northern access intersection is included. The closing of Holt Street / Lake Latham Road railroad crossing would eliminate a main access point for industries located in the NCIC to access US 70. Based on the selected route, the northern portion of the NCIC will be divided by the future right of way, leaving a 25-acre site subdivided from the NCIC, on the east side of the future right of way. The Holt Street / Lake Latham Road grade crossing will need to remain open during the interim until alternate routes to Highway 70 can be provided via the new Highway 119 improvements. Requests an additional full access point to proposed NC 119 from the northern section of NCIC to accommodate significant traffic volumes expected with future industries and assure that the manufacturers have access to both I-40/I-85 and US 70. (*Hall, Williams, Saylor*)

Response: The NCDOT Roadway Design Unit will continue to coordinate with the NCIC to determine the location of and provide for the two northern access points on the right-of-way plans as discussed at a meeting in 2010. The access point north of the proposed relocated

Third Street Extension (north of the Post Office) will be a full movement, signalized intersection with an additional access point lining up with Smith Drive. The Holt Street / Lake Latham Road grade crossing is scheduled to be closed as soon as possible and ahead of construction of the proposed project due to safety concerns with at-grade railroad crossings. In addition, the NCDOT would appreciate receiving an approved site plan from the NCIC prior to the preparation of the right-of-way plans so that a break in the control of access along the roadway can be provided for the NCIC.

14. **Comment:** Concern about making Corrigidor Road a thoroughfare by connecting it through to Tate Avenue. There are potential concerns having a heavily used soccer complex right next to a through road with significant parking across the road. Questions whether the NCDOT is planning to do anything to mitigate these impacts, such as barriers and/or fencing between the fields and the road, low speed limits, traffic signals with crosswalks, etc. (*Baptiste*)

Response: The NCDOT coordinated the proposed improvements to Corrigidor Road with the City of Mebane so the soccer fields would not be impacted by the proposed project. The proposed improvements to Corrigidor Road begin in the vicinity of the City of Mebane Wastewater Treatment Plant, just south of the creek crossing. The portion of Corrigidor Road where pedestrians are crossing between the soccer fields and the parking lot is currently owned by the City of Mebane and is not anticipated to be on the State system. Therefore, it would up to the City to decide whether to add traffic calming devices along Corrigidor Road.

15. **Comment:** The only outlet in the Roosevelt Street and Tate Avenue section of West End is Giles Street. Requests that Vance Street and McKinley Street tie into Roosevelt Street (map attached). (*D. Tate*)

Response: The NCDOT discussed extending Vance Street and McKinley Street to tie into Roosevelt Street, but these improvements are beyond the scope of this project.

16. **Comment:** Requests that curb and gutter be included along Tate Avenue and the proposed Roosevelt Street, utilizing as little right-of-way as possible. (*Settle*)

Response: While curb and gutter will not be provided along Tate Avenue, the NCDOT will work during final design to minimize the amount of right-of-way needed.

17. **Comment:** Providing only right-in/right-out access at the NC 119/Holmes Road intersection would make the Brookhollow Plaza Shopping Center “untenable.” Based on the property owner’s experience supported by comments from his design and marketing consultants, he believes that the shopping center will be empty within two years of the end of access. The property owner requests a median cut and cross over including deceleration lanes coinciding with the main shopping center entrance. His consultants suggest that the cut and new entrance coincide with the already drawn in access to the relocated stub of Fifth Street. As an alternative, the property owner’s consultants suggest that if the intersection of Holmes Road were to be made a full signalized cross over intersection, then they could make do with a right-in/right-out entrance which, they suggest coincide with the Fifth Street stub. (*Skenes*)

Response: 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 be controlled for safety. The NCDOT will provide a traffic signal at the

NC 119/Holmes Road and service road intersection. In addition, the NCDOT will provide a right-in/right-out driveway into Brookhollow Plaza.

18. **Comment:** Concerned because his new dental office is affected by the Fifth Street realignment and he cannot lose any approved parking spaces. The existing parking area must be maintained because the dental office has nowhere to expand. He inquires whether the beginning of the realignment could be moved south of his property and trusts that shifting the beginning of the Fifth Street relocation further south of his property can be addressed in final engineering. (*Troutman*)

Response: The NCDOT will evaluate the design in the vicinity of Dr. Troutman's property during final design to see if it is possible to reduce impacts to the property.

19. **Comment:** Requests access to their property from the US 70 on/off connector. (*Erwin – Craftique*)

Response: The NCDOT will provide right-in/right-out access from Craftique's property onto the US 70 on/off connector.

20. **Comment:** Requests that the grass median on US 70 be terminated far enough east to allow for a two-way entrance on the western part of their property. (*Erwin – Craftique*)

Response: The grass median on US 70 will be reviewed during final design and adjusted if possible to accommodate the request for two-way entrance on the western part of Craftique's property.

21. **Comment:** Requests that NCDOT acquire all three homes located along James Walker Road, instead of only acquiring St. Luke Church. The NCDOT is proposing a new entrance to get to James Walker Road (a dead-end road), since immediate access to US 70 would no longer be provided. (*Chavis*)

Response: The proposed control of access would landlock all three homes located along James Walker Road. No alternative access to the homes is being proposed; therefore, it is anticipated that the three homes would be acquired by the NCDOT during the right-of-way acquisition phase of the project.

22. **Comment:** The Mill Creek Homeowners Association (MCHOA) proposed a T-intersection at existing NC 119 to allow emergency vehicles the easy access they presently have to Mill Creek; use less R/W; less paving; and would not require the obliteration of a section of NC 119. They questioned the ownership of obliterated sections of existing NC 119 and prefer that it not be used as a miscellaneous road construction/maintenance storage area but rather be transferred to the MCHOA or the City of Mebane to be maintained, planted and made aesthetically pleasing. The MCHOA would like the opportunity to discuss in detail their recommendation with the design team for Section B before or during final design. (*Nunemaker – MCHOA*)

Response: The NCDOT is available to meet with the public to discuss potential design changes. 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. Additionally, the NCDOT will investigate the tie-in to existing NC 119 at the northern end of the project during final design.

23. **Comment:** Inquiry whether the project will include lighting. (*Bradley*)

Response: Lighting currently exists at the I-85/I-40 interchange; however, the lighting may need to be upgraded as a part of this project. A request for lighting along the remainder of the project would have to come from the City and a municipal agreement would have to be developed between the City and the NCDOT.

24. **Comment:** Consider shifting the proposed right of way for the proposed roadway, north of Mebane Rogers Road, to the west away from their barn and chicken house (map attached). (*Piper*)

Response: The NCDOT prefers that intersections intersect as close to a 90 degree angle as possible in order to provide appropriate sight distance at the intersection. The proposed right-of-way width is associated with the proposed roadway and can't be shifted unless the proposed roadway is shifted. The NCDOT studied shifting the proposed roadway, north of Mebane Rogers Road, to the west; however, based on the angle at which the proposed roadway crosses Mebane Rogers Road, the proposed roadway can't be shifted to avoid the barn and chicken house. Therefore, the current design will remain.

25. **Comment:** Eliminate the concrete median along Mebane Rogers Road to allow full access out of their driveway. (*Piper*)

Response: Controlling the access and providing channelization in the vicinity of intersections decreases the turning conflicts for drivers. Mebane Rogers Road is multi-lanes in this area and removing the median to allow a left-turn from private property on the north side of Mebane Rogers Road would require vehicles to turn left across four lanes, plus a narrow median. The NCDOT will investigate reducing the length of the concrete median in the vicinity of the Piper property during final design. If this is not an option based on the design, the NCDOT will investigate providing enough pavement to make a U-turn at the proposed NC 119/Mebane Rogers Road signalized intersection.

26. **Comment:** Instead of installing control of access fencing, construct a noise barrier to eliminate some of the traffic noise. (*Piper*)

Response: Control of access fencing is provided in areas where the NCDOT has determined that based on the type of roadway proposed, there is no access from the surrounding land onto the proposed roadway. The fencing provides a barrier between the surrounding land and the roadway to prevent anyone or anything from entering the highway inadvertently. A discussion of noise impacts as a result of this project is provided in Section 4.2.2 Noise in the FEIS and in the Environmental Impacts category in the attached comment responses. However, traffic noise abatement is not recommended nor are noise abatement measures proposed as a part of this project.

27. **Comment:** Construct a wildlife passage/underground pipe under proposed NC 119 to provide access for their animals to land they own which will be on the other side of the proposed road. (*Piper*)

Response: A wildlife passage/underground pipe under proposed NC 119 north of Mebane Rogers Road will not be provided. The remnant of land owned by the Pipers on the other side of the proposed road will either be purchased by the NCDOT or damages will be paid for landlocking the property.

28. **Comment:** Reconsider the design to minimize the number of relocations in the Woodlawn community. (*Brewer*)

Response: The design cannot be moved north or south of the Woodlawn community due to the environmental constraints. To the north is the watershed critical area and to the south is the historic Cates Farm.

Additionally, the NCDOT will provide right-in/right-out access onto existing NC 119 (Fifth Street) as a part of this project.

Several citizens (W. Tate, Crane, Baptiste, King, Wade, Nunemaker, Ford) expressly requested either a response to their written comments, a map showing impacts to their property, a meeting, or other documentation about the project. The NCDOT will respond to the individuals listed above either through writing, a meeting, or by providing informational materials as requested.

If anyone has any questions or comments about this project or the information presented in this memo, please contact Leza Mundt, Project Manager at (919) 707-6032.

LWM/asm

Attachments

Summary of Additional Comments

Maps (Scott, Hawks, NCIC, D. Tate, Piper)

cc: Post Hearing Meeting Attendees