



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 Corridor Road, Mebane

January 15, 2008

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

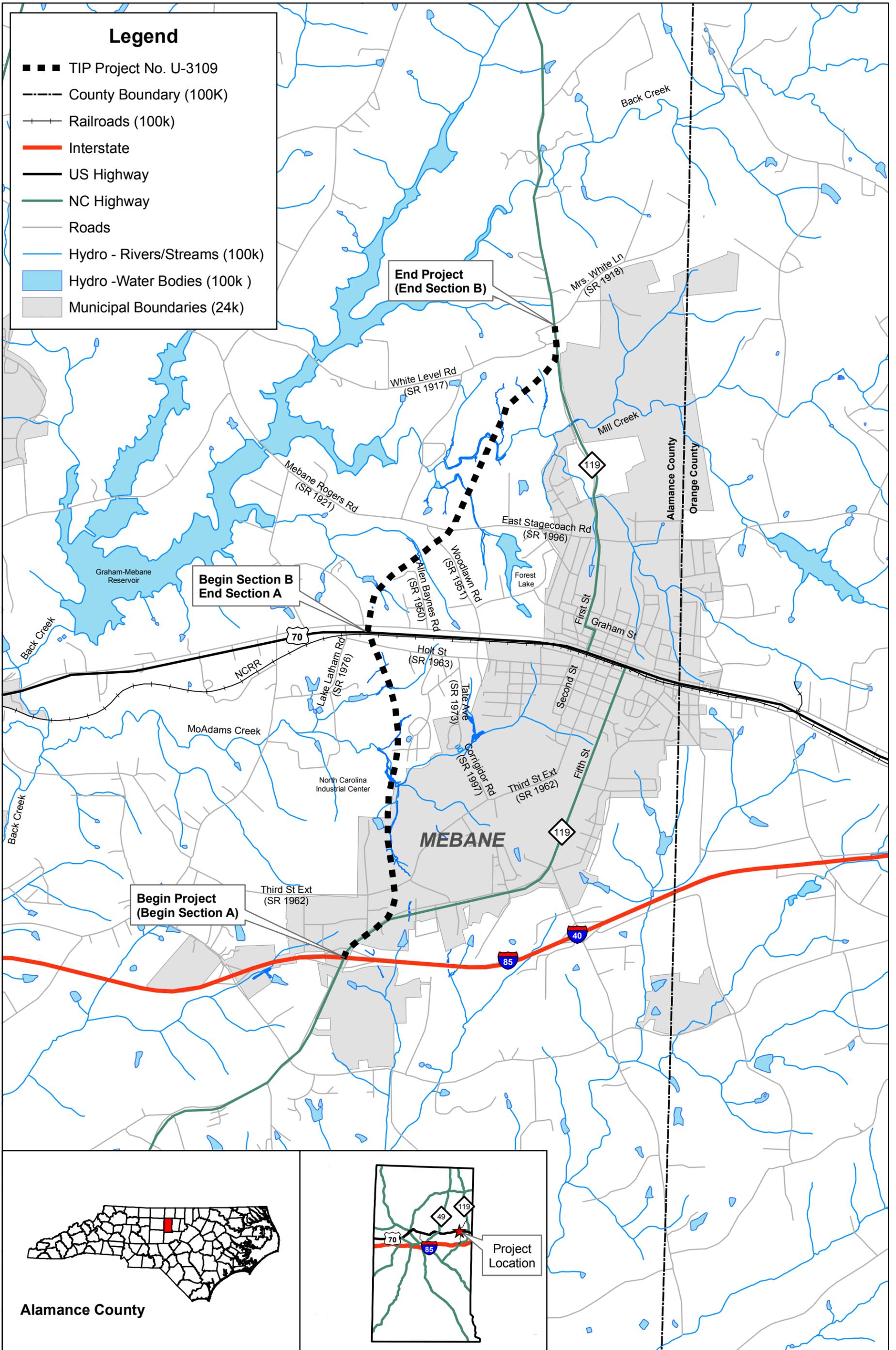
Alternative 8 passes west and north outside the historic property and passes through the critical watershed area of the Graham-Mebane Reservoir.

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.

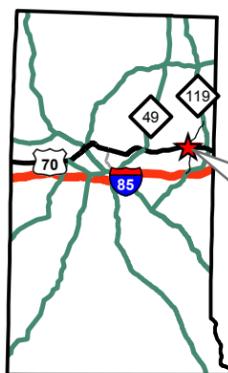
Alternative 10 passes through the northwestern corner of the historic property and stays east of and avoids the critical watershed area. It would require more realignment of Mebane Rogers Road than Alternative 9 to accommodate the proposed intersection with NC 119.

Legend

- ■ ■ TIP Project No. U-3109
- County Boundary (100K)
- +— Railroads (100k)
- Interstate
- US Highway
- NC Highway
- Roads
- Hydro - Rivers/Streams (100k)
- Hydro -Water Bodies (100k)
- Municipal Boundaries (24k)



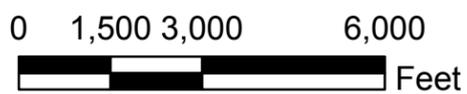
Alamance County



Project Location



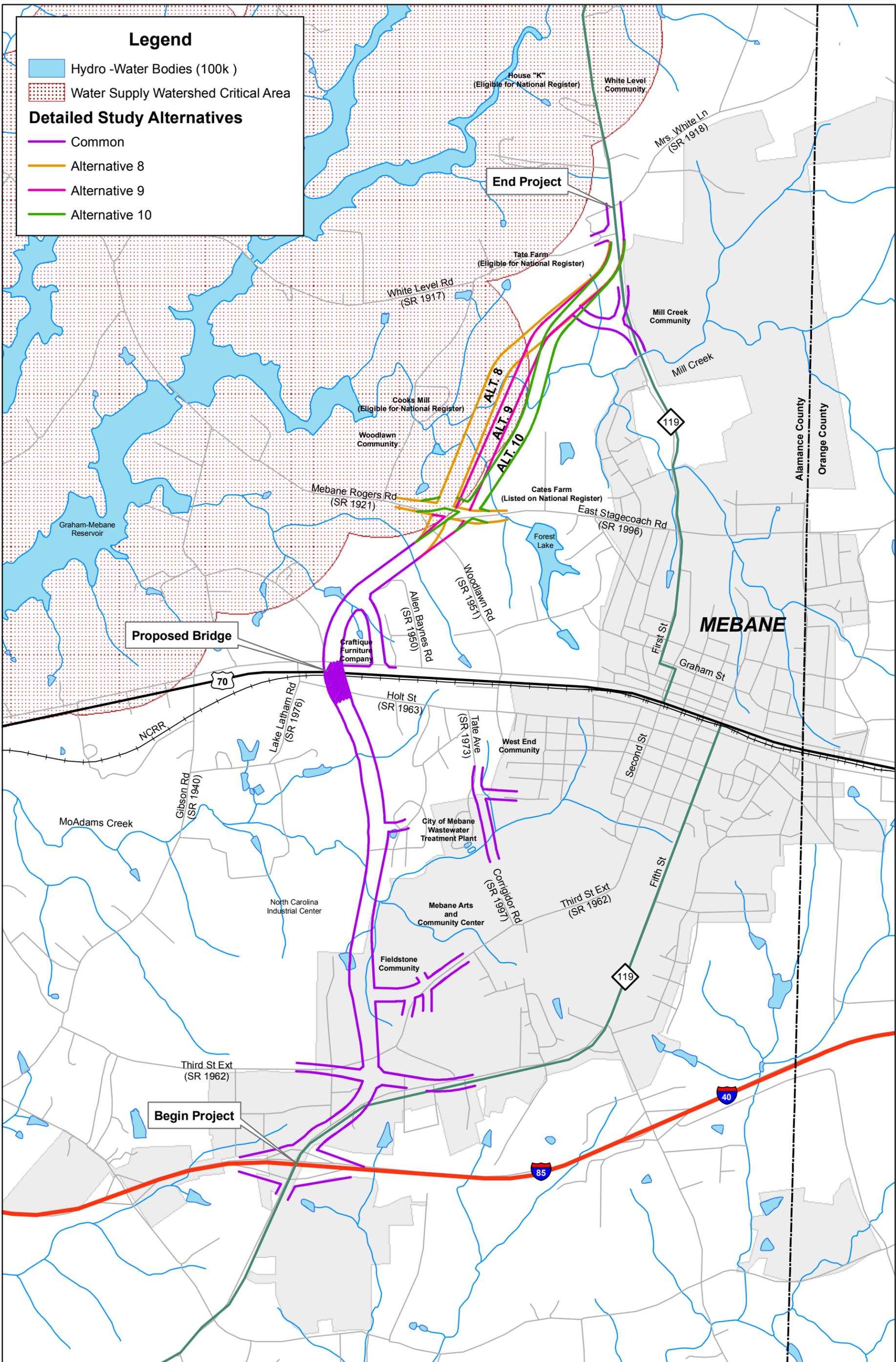
North Carolina Department of Transportation
 Project Development & Environmental Analysis Branch
 Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
 Mebane, Alamance County
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Project Vicinity

Legend

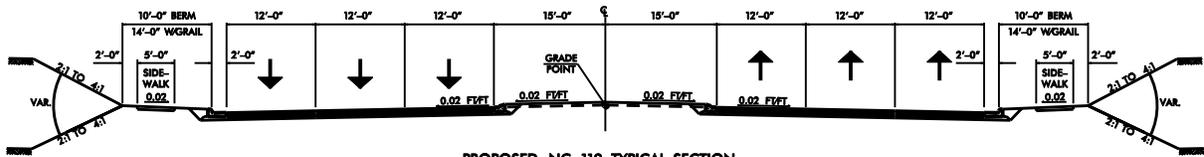
-  Hydro -Water Bodies (100k)
 -  Water Supply Watershed Critical Area
- Detailed Study Alternatives**
-  Common
 -  Alternative 8
 -  Alternative 9
 -  Alternative 10



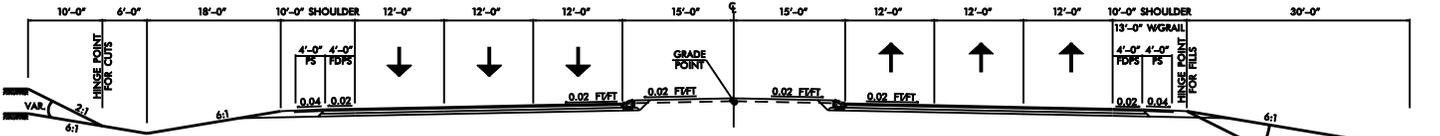
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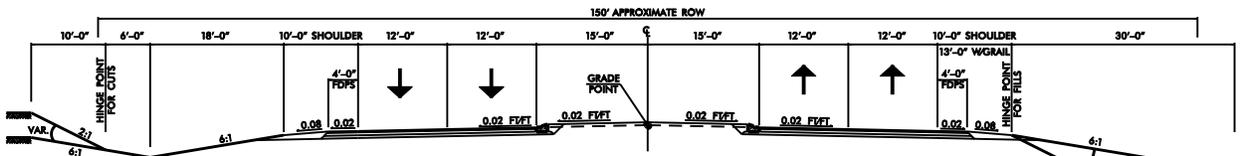
Detailed Study Alternatives



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 & Environmental Analysis Branch

Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
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TYPICAL ROADWAY CROSS-SECTIONS

Table of the Summary of Environmental Impacts

Issue	Detailed Study Alternative		
	8	9	10
<i>PROJECT FACTORS</i>			
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
<i>SOCIOECONOMIC FACTORS</i>			
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
<i>INFRASTRUCTURE</i>			
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
<i>CULTURAL RESOURCE FACTORS</i>			
Historic Sites with Adverse Effect	0	1	1
Impacted Section 4(f)/6(f) Resources	0	1	1
<i>NATURAL RESOURCE FACTORS</i>			
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
<i>PHYSICAL FACTORS</i>			
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	- <u>\$23,875,000</u>
		\$77,664,000
Section B		
Alternative 8	– Const.	- \$22,513,000
	R/W	- <u>\$ 6,600,000</u>
		\$29,113,000
Alternative 9		
	– Const.	- \$22,013,000
	R/W	- <u>\$ 6,675,000</u>
		\$28,688,000
Alternative 10		
	– Const.	- \$24,013,000
	R/W	- <u>\$ 6,072,000</u>
		\$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.

