



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

Design Public Hearing

Informal Open House 4:00 p.m. – 6:30 p.m.
Formal Presentation 7:00 p.m.

Mebane Arts and Community Center
622 Corridor Road, Mebane

September 28, 2010

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PURPOSE OF PROJECT

The purpose of the proposed project is to improve the traffic carrying capacity on NC 119, improve access to local communities within Mebane, and reduce traffic congestion in downtown Mebane.

The proposed project is consistent with local plans. The City of Mebane is a member of the Burlington-Graham Metropolitan Planning Organization (MPO), which adopted in 2004 a Transportation Plan Update 2005 – 2030 (LRTP, 2004). The plan identifies existing and projected deficiencies in the region's thoroughfare system which includes the existing NC 119 roadway in Mebane. In addition, the Mebane City Council adopted the 2010 Land Development Plan in June 2001.

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 design of the proposed project.

A map displaying the location and design of the preferred route and a copy of the environmental documents: *Final Environmental Impact Statement (FEIS) and Final Section 4(F) Evaluation* and the *Record of Decision (ROD)* have been made 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 and documents may be viewed online at the following location: <http://www.ncdot.org/projects/nc119relocation>. The map has also been available for viewing at the Mebane Arts and Community Center.

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 tonight at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives from the department are available 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 **October 29, 2010** to the following address:

Kimberly Hinton, Senior Public Involvement Officer
NCDOT - Human Environment Unit
1598 Mail Service Center, Raleigh, NC 27699-1598
Phone: (919) 431-1682
Fax: (919) 431-2002
E-mail: khinton@ncdot.gov

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 7, 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 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 comments are discussed at the post-hearing meeting. Most issues are resolved at the post-hearing meeting. The NCDOT considers safety, costs, traffic service, social and property impacts, and public comments in making decisions. Complex issues may require additional study and may be reviewed by senior 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. The summary will be posted on the project website. You also may request this document on the attached comment sheet.

WHAT HAPPENS NEXT

Comments at this stage of the project are very important. Comments received about the design of the project from the hearing will be reviewed at the post-hearing meeting and incorporated, where feasible, into the development of final design plans for the project.

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 and Garvee Bonds. 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 will 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) grade 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.
- **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.
- **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.

SELECTION OF ALTERNATIVE 9

The National Environmental Policy Act (NEPA)/Clean Water Act Section 404 Merger Team involves participation of Federal, state, and local agencies at key decision-making points in the development of the project. More specifically, agency input was sought for determining the scope of the project, developing the purpose and need of the project, developing preliminary alternatives, selecting the alternatives to be studied in detail, and any additional concerns.

Some of the agencies involved in the NEPA/Section 404 Merger process include the Federal Highway Administration (FHWA), NCDOT, US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), US Environmental Protection Agency (USEPA), North Carolina Division of Water Quality (NCDWQ), North Carolina Wildlife Resource Commission (NCWRC), the North Carolina State Historic Preservation Office (HPO) and the Burlington-Graham Metropolitan Planning Organization (BGMPO). These agencies met regularly as the Merger Team to reach agreement at key points in the project study process. The team considered several alternatives.

The selection of Alternative 9 as the Preferred Alternative was based primarily on an effort to minimize impacts to a water supply watershed critical area, the historic Cates Farm, and streams. The NEPA/Section 404 Merger Team agreed that Alternative 9 is the Least Environmentally Damaging Practicable Alternative (LEDPA).

NCDOT TRAFFIC NOISE ABATEMENT POLICY

The policy states that federal and state governments are no longer responsible for providing noise abatement measures for new development for which building permits are issued within the noise impact areas of the proposed highway project after the "Date of Public Knowledge."

The "Date of Public Knowledge" of the location and potential noise impacts of a proposed highway project will be the approval date of the final environmental document. The Federal Record of Decision (ROD) is the final environmental document. Therefore the **"Date of Public Knowledge" is December 22, 2009.**

1. After this date, the federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed highway project.

2. The criteria (i.e., trigger date) for determining when undeveloped land is "planned, designed and programmed" for development will be the approval of a building permit for an individual lot or site.

3. It is the responsibility of local governments and private landowners to ensure that noise-compatible designs are used for development permitted after the Date of Public Knowledge.

Traffic noise abatement is not recommended, and no noise abatement measures are proposed for this project. All traffic noise impacts were considered for noise mitigation for this project, based on preliminary studies and subsequent noise re-evaluation after selection of the Preferred Alternative.

All mitigation measures will be reevaluated during the design phase of the project to determine more accurately the noise impacts and appropriate mitigation. Once a final determination is made during the design phase, NCDOT will contact affected property owners.

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 includes the portion of the project from I-85/40 to just north of US 70 and Section B is north of US 70 to just north of Mrs. White Lane (SR 1918).

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 with a new connector to Railroad Street replacing James Walker Road.

Section B begins with the new connector to Railroad Street replacing James Walker Road, intersects Mebane Rogers Road (SR 1921) and ends at Mrs. White Lane (SR 1918).

**Tentative
Schedule:**

The tentative schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change. *Note Draft 2012 - 2018 TIP

**Right-of-way Acquisition – Section A – 2013
Section B – 2016**

**Construction – Section A – 2015
Section B – 2019**

RIGHT-OF-WAY PROCEDURES

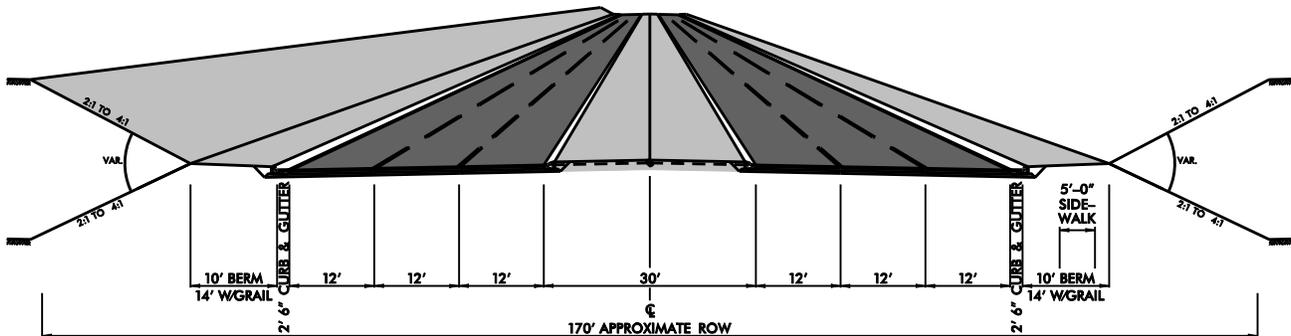
After decisions are made regarding the final design, the proposed right-of-way limits will be staked on the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. 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 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.

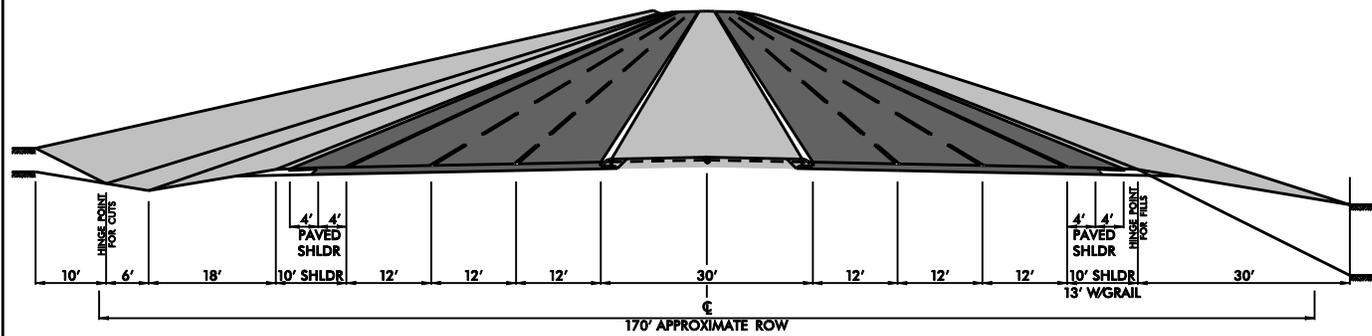
RELOCATION ASSISTANCE

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.

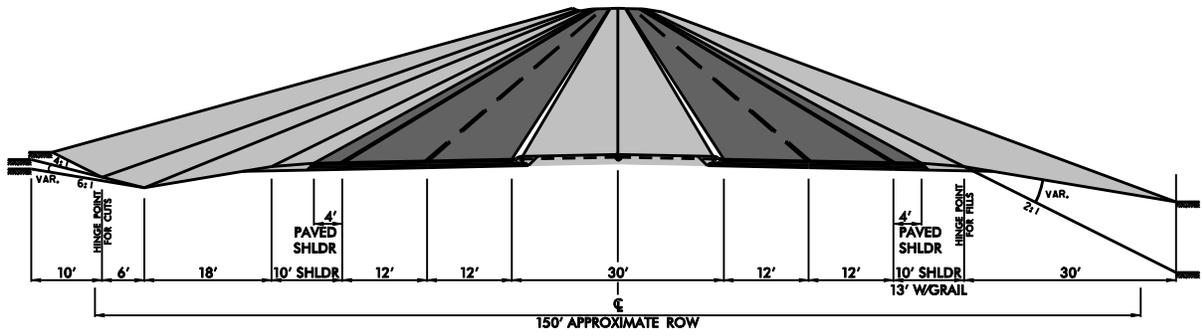
NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.



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

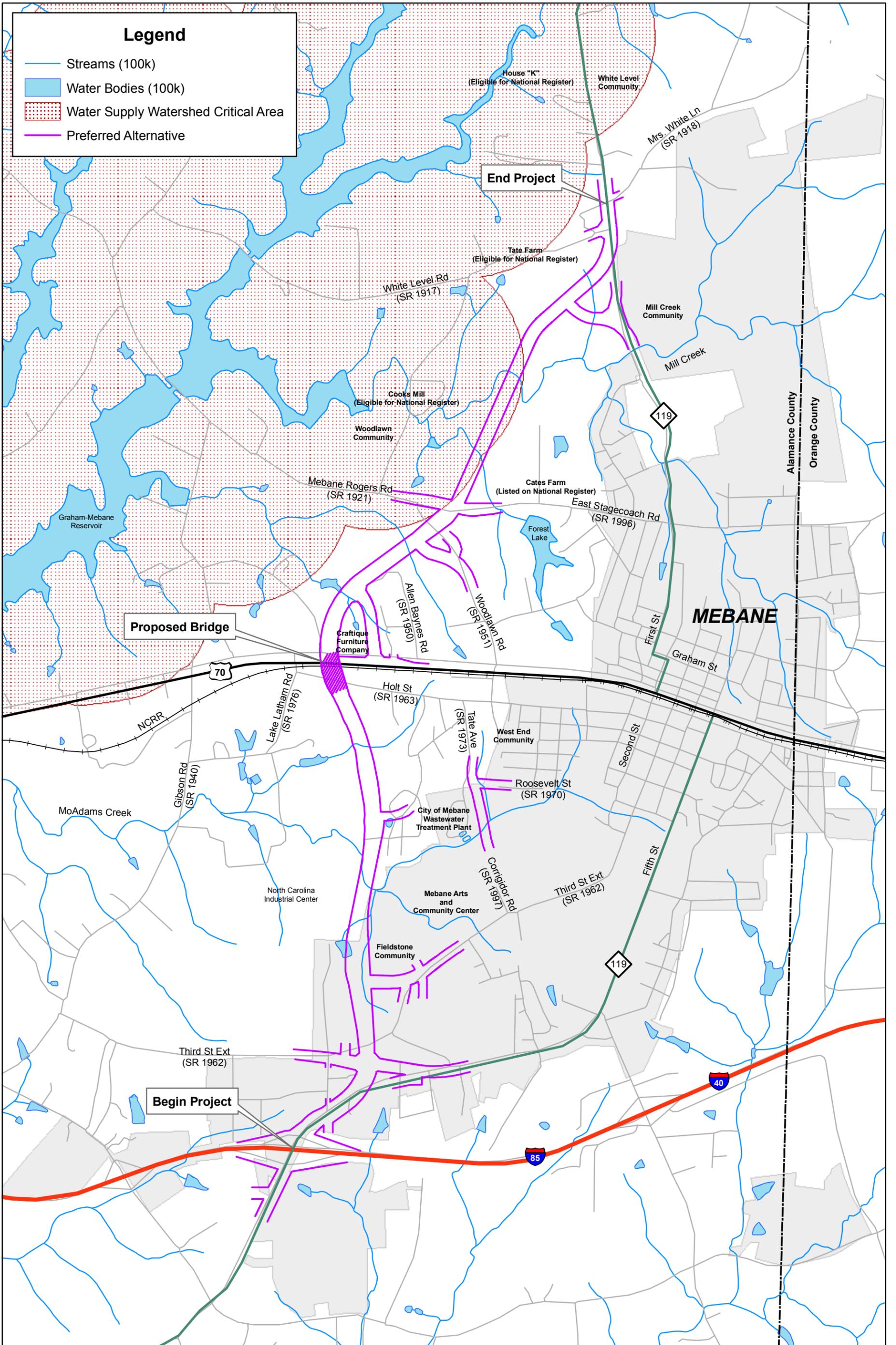


North Carolina Department of Transportation
Project Development & Environmental Analysis Branch
Proposed Relocation of NC 119 from I-85/40 to South of SR 1918
Mebane, Alamance County
TIP Project No. U-3109

FIGURE 2.1
TYPICAL ROADWAY CROSS-SECTIONS

Legend

- Streams (100k)
- Water Bodies (100k)
- Water Supply Watershed Critical Area
- Preferred Alternative



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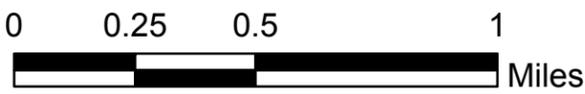


Figure 2.5
 Preferred Alternative

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: Design Public Hearing	Date:
Location: Mebane, Alamance County	
TIP No.: U-3109	
Project Description: Detailed environmental analysis of proposed design of NC 119 Relocation: I-85/I-40 to South of SR 1918-Mrs. White Lane	

In accordance with Title VI of the Civil Rights Act of 1964 and other civil rights provisions of Federal statutory law, the North Carolina Department of Transportation (NCDOT) assures that no person(s) affected by its programs, policies, or activities, shall be excluded from participation in, denied the benefits of, or subjected to discrimination on the grounds of race, color, national origin, disability, age, income, or gender.

This form helps the State DOT meet its statutory obligations for data collection and public involvement under Title VI and NEPA. Please place completed forms in the designated box on the registration table or mail it to the NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.

Completed forms will be held on file at the NCDOT as part of the public record.

Zip Code: _____ Street Name: <i>(i.e. Main Street)</i> _____ 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	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female 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 Disabled: <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"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

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





**NCDOT Office of Civil Rights
Title VI Section
1511 Mail Service Center
Raleigh, NC 27699-1511**



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