



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 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 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

Nadia Al-Dhalimy	NCDOT – Geotechnical Engineering Unit
Betty Yancey	NCDOT – Right of Way Branch
Tim Williams, PE	NCDOT – Signals and Geometrics Section
Doumit Ishak	NCDOT – 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

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**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

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**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, M<sup>c</sup>Cracken, 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.

**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.

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**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.

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**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 Corridor 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**

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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 Corridor Road to connect with Tate Avenue and a short extension of Roosevelt Street to connect with the Corridor 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.

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**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.

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**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.

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**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.

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### **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.

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### **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 be 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 21<sup>st</sup> 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 16<sup>th</sup> 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 5<sup>th</sup> 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 3<sup>rd</sup> 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. 5<sup>th</sup> 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. 5<sup>th</sup> 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, 3<sup>rd</sup> 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 3<sup>rd</sup> 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 not 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 5<sup>th</sup> 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 5<sup>th</sup> 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 3<sup>rd</sup> 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 Corridor 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.

\* **Howard Hawks** 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.

**Joy Albright**

**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.

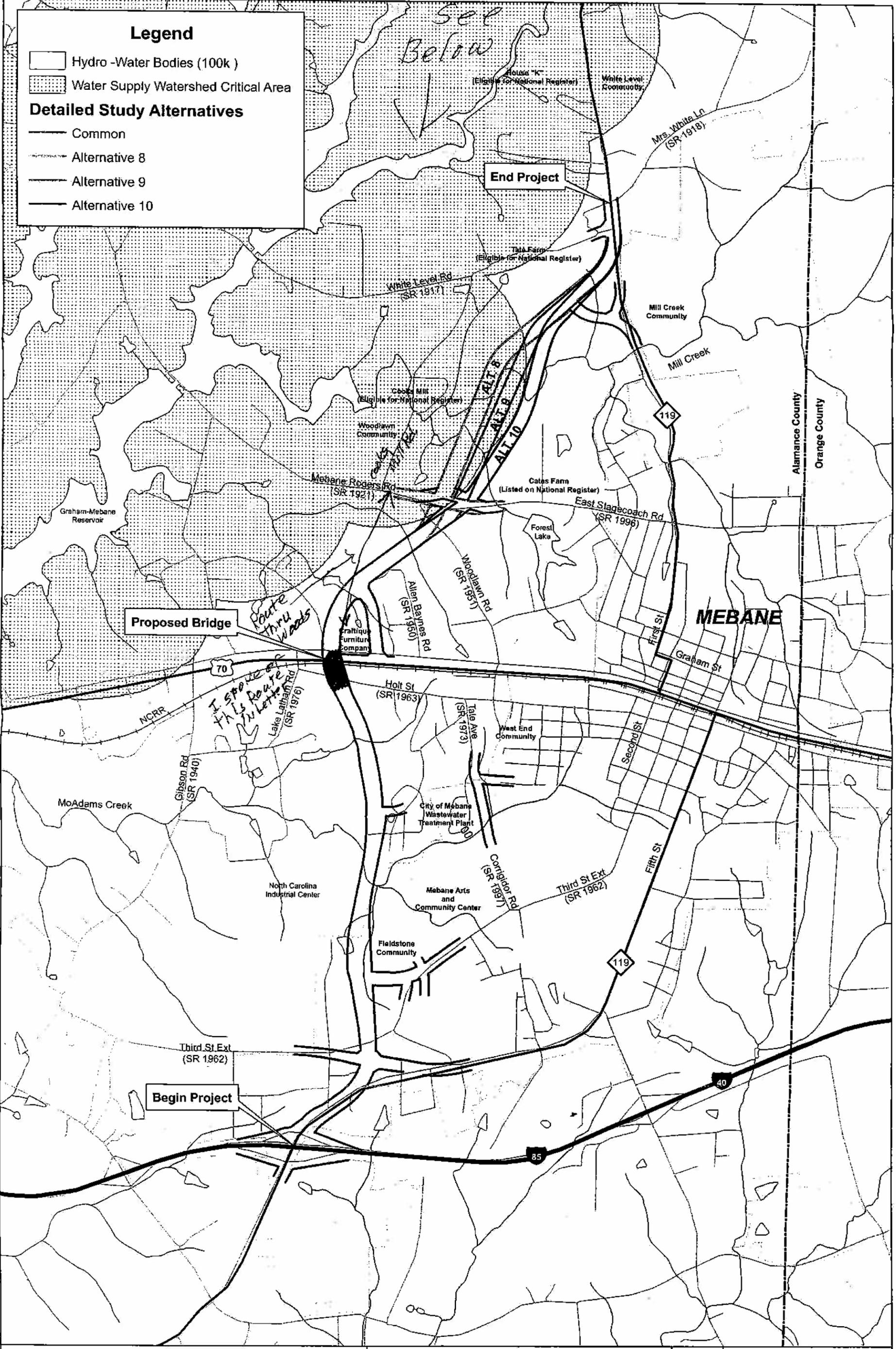
LM/asm

cc: Post Hearing Meeting Attendees  
Doug Galyon, Member, Board of Transportation

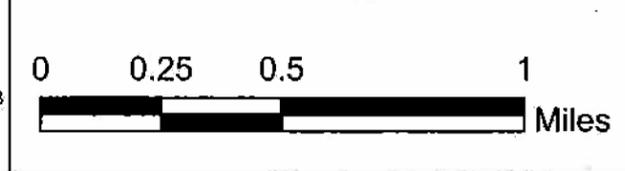
# **APPENDIX**



Alternative




 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



**Detailed Study Alternatives**

JAMES L. PIPER'S SKETCH

West Roosevelt ST

Street STOP →

West McKinley ST Street STOP →

VANCE ST  
Street STOP ←

Church

TATE AVE ←

VANCE ST →

The Resident in this section of west end  
Would like to see

VANCE + McKinley

Tie IN TO Roosevelt, ST.

← ONLY outlet IS Giles ST  
IF you go with the Proposed PLANS

→ West Holt ST →

Giles ST

