



RUSS AVENUE (US 276) WIDENING

TIP Project No. U-5839

NEXT STEPS

After the close of the comment period for this public meeting (January 13, 2017), NCDOT will review all comments and begin to evaluate options for one or more detailed study alternatives. In selecting these alternatives, NCDOT will consider all feedback received from residents in the project area, regulatory agencies, and local governments.

Following a second public meeting, a State Environmental Document will be completed. This document will detail findings of the environmental and engineering studies, public and agency comments as well as proposed mitigation.

After a final alignment is selected, detailed surveys will be performed to more precisely locate all existing features including roadways, driveways, buildings, and other features. Following the development and completion of final design plans, NCDOT will contact the property owners who will be directly impacted by the project and meet with them to review the plans and discuss property impacts.

STEP	DATE
<i>Public Comment Period Ends</i>	<i>January 13, 2017</i>
<i>Select Detailed Study Alternatives & Hold Second Public Meeting</i>	<i>Mid 2017</i>
<i>Prepare State Environmental Document</i>	<i>Late 2017</i>
<i>Right of Way Acquisition</i>	<i>2020</i>
<i>Construction</i>	<i>2022</i>

MEETING OVERVIEW

This is the first public meeting for the proposed widening of Russ Avenue (US 276) in Waynesville. This meeting is an initial step in a process used to select the best design alternative and minimize community and environmental impacts along the project corridor. Comments received at this public meeting will aid NCDOT in choosing one or more detailed study alternatives and will be considered in preparation of final engineering designs for the project.

Your feedback is a key element of finalizing decisions on this project. NCDOT hopes you will provide comments on the proposed alternative, as well as any other thoughts and suggestions you may have regarding the project.

Connecting people, products and places safely and efficiently with customer focus, accountability, and environmental sensitivity to enhance the economy and vitality of North Carolina.

PROJECT BENEFITS

The proposed improvements will address current and future transportation concerns along the corridor, including congestion "hot spots" and above average crash rates. Without careful access

management, congestion is likely to worsen as development and re-development activity continues to occur along the corridor.

The proposed project will address these issues by providing additional roadway capacity, reducing potential vehicle and multi-modal conflict points, and upgrading bicycle and pedestrian facilities. These improvements are needed to ensure the safety of multi-modal operations and an acceptable level of service for the traveling public into the future. Furthermore, the addition of sidewalks and bicycle lanes will promote and support these alternative means of travel.

PROJECT DESCRIPTION

Russ Avenue is a major thoroughfare with several important functions such as providing access to US 23/74 and connecting Waynesville to Maggie Valley. The proposed project will preserve and improve these functions now and into the future.

A preliminary design alternative which meets the project's purpose and need has been developed. A "best-fit" widening alignment that includes curb and gutter, sidewalks, and bicycle facilities is currently proposed for the length of the project corridor. Three different cross-sections are being considered along the corridor. These roadway "typical sections" are shown on the following page of this handout.

ENVIRONMENTAL REVIEW PROCESS

Any project that proposes to use state funding is subject to the NC State Environmental Policy Act (SEPA). SEPA requires public agencies to identify a purpose and need for the proposed project, to evaluate and disclose the potential effects of project alternatives on the surrounding human and natural environments, and to allow the public an opportunity to provide comments on the proposal. An environmental document summarizing findings of the review will be published.

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We want to hear from you!

Do you have questions about the proposed project? Do you want to share your opinions or concerns with the project team? Please feel free to write, call, or email one of the project contacts below. To ensure your comments are considered during the project planning phase, please submit them by **January 13, 2017**.

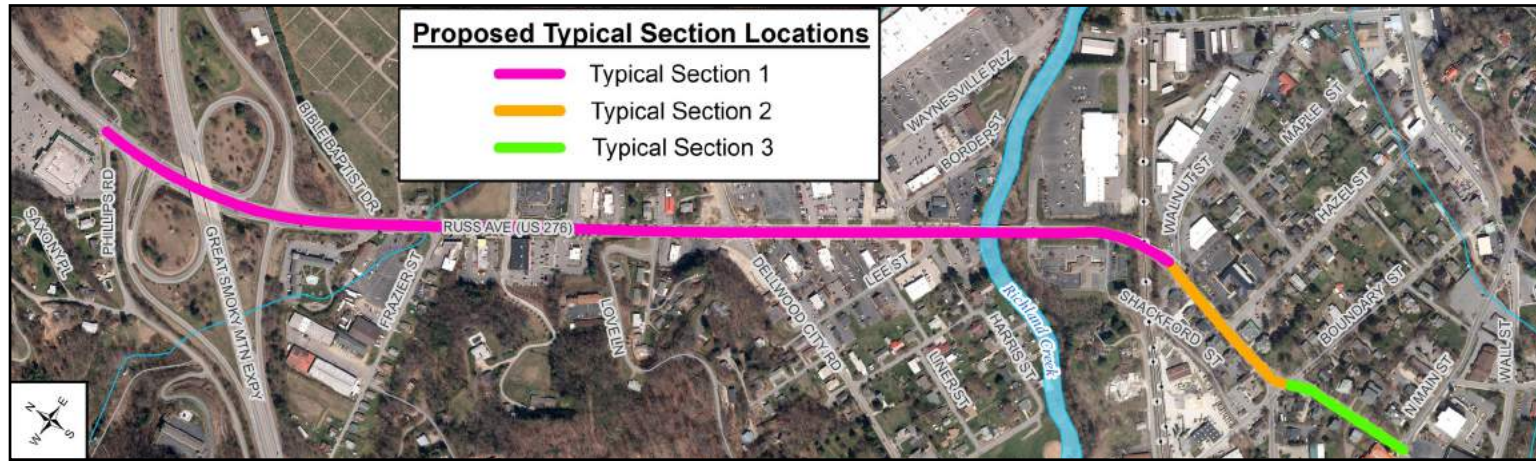
PROJECT CONTACTS

If you have questions about this project, please contact:

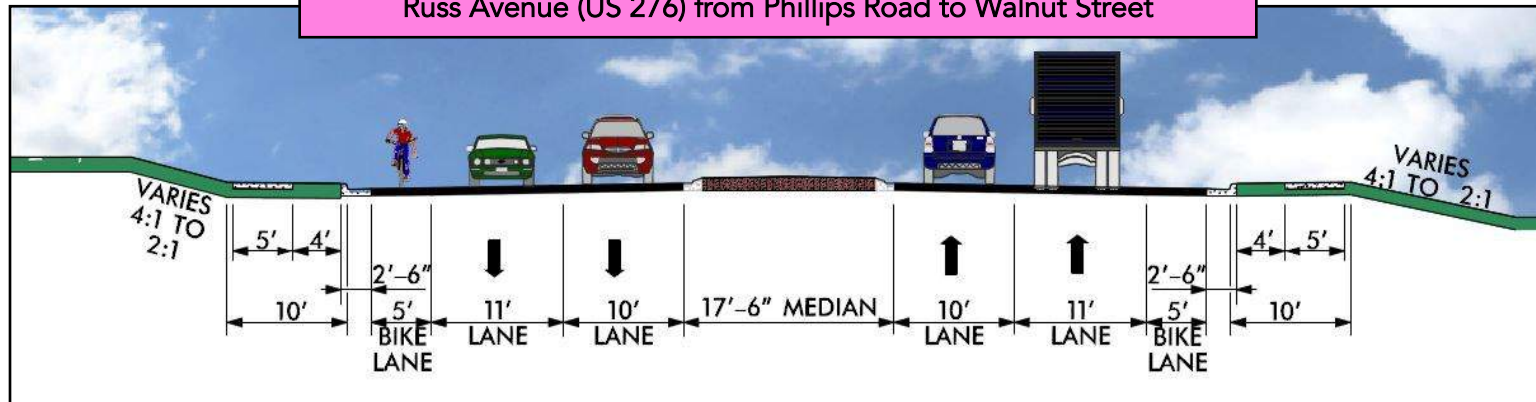
Ms. Martha Hodge
 CALYX Engineers + Consultants
 6750 Tryon Rd
 Cary, NC 27518
 (919) 858-1811
 mhodge@CALYXengineers.com

OR

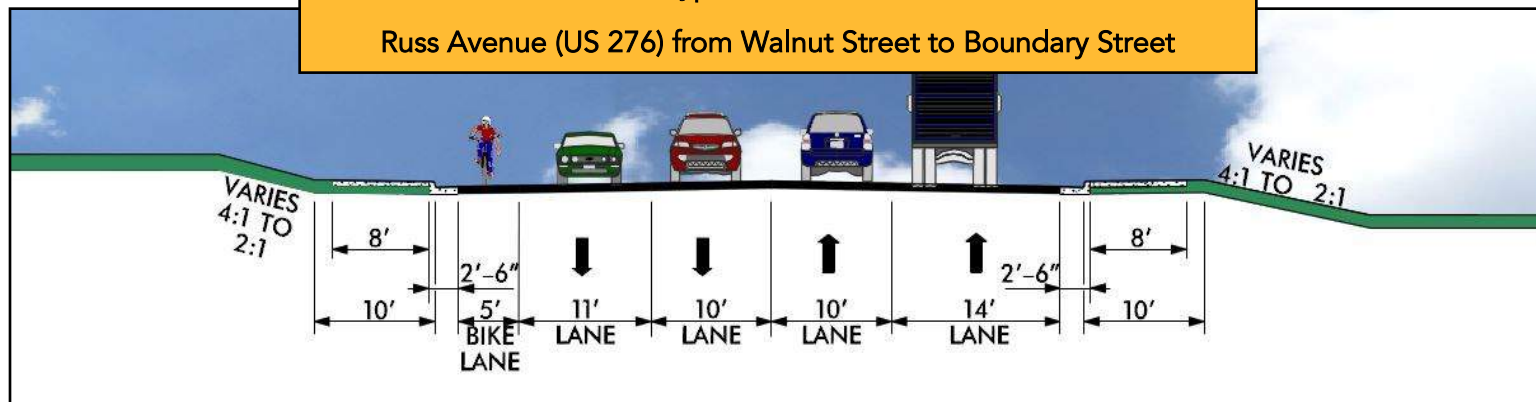
Ms. Wanda Austin
 NCDOT Division 14
 253 Webster Road
 Sylva, NC 28779
 (828) 631-1146
 whaustin@ncdot.gov



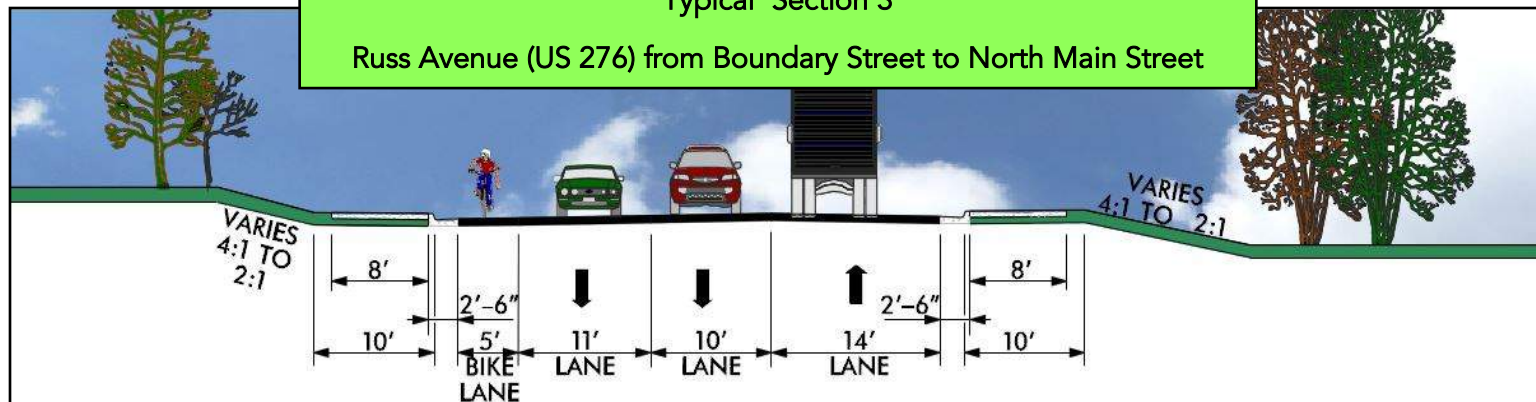
Typical Section 1
Russ Avenue (US 276) from Phillips Road to Walnut Street



Typical Section 2
Russ Avenue (US 276) from Walnut Street to Boundary Street

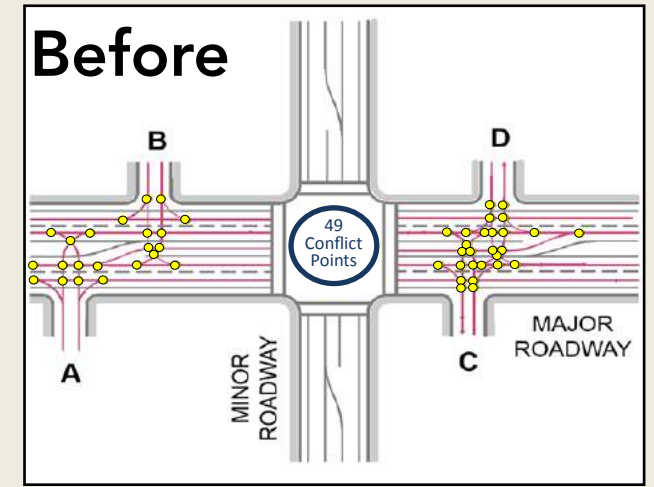


Typical Section 3
Russ Avenue (US 276) from Boundary Street to North Main Street



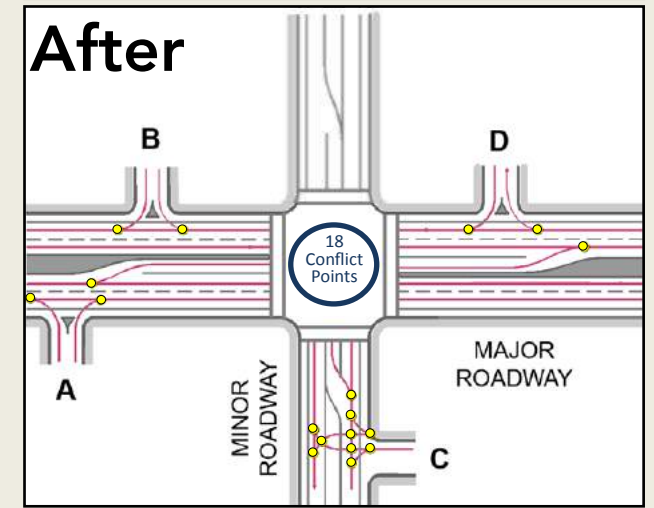
REDUCING CONFLICT POINTS THROUGH ACCESS MANAGEMENT

Conflict points are locations in which vehicles crossing, merging with, or diverging from a road may conflict with the movement of another user on the same facility. Because conflict points are correlated with higher accident rates, they should be minimized whenever possible. The number and type of conflict points near a driveway can be managed by limiting both the location of a driveway and the level of access allowed at the driveway (e.g. full movement; left-in/left-out; right-in/right-out; right-in only or right-out only).



Before: Full-Movement Driveways - No Median

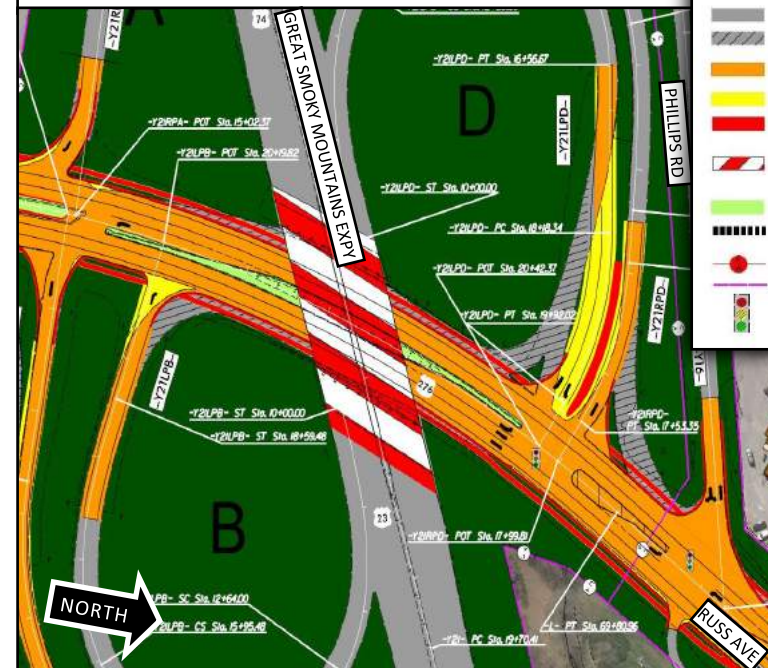
It is not always feasible to align driveways along a major roadway (e.g. driveways A & B, driveways C & D) to minimize the number of conflict traffic points. To improve the safety of traffic operations along this type of roadway, another strategy such as implementation of a raised median, should be considered.



After: Limited Access Driveways - Median Divided

With the addition of a raised median, conflict points are reduced by the limitation of some movements to right-in/right-out only (e.g. driveways A & B) and the relocation of other movements to a minor roadway (e.g. driveway C).

Proposed design at Great Smoky Mountains Expressway (US 23/74 interchange)



- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- PROPOSED MEDIAN
- NATIONAL REGISTER HISTORIC DISTRICT
- PROPOSED RIGHT OF WAY
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL

Proposed design at Boundary Street intersection

