



U.S. 276 (Russ Avenue) Modifications

STIP Project No. U-5839

MEETING OVERVIEW

This is the second public meeting for the proposed project to modify U.S. 276 (Russ Avenue) in Waynesville. This meeting is a step in the process used by NCDOT to select the best design alternative while minimizing impacts to the human and natural environment along the project corridor.

A preliminary design alternative was presented at the first public meeting held on December 6, 2016, after which the project team received a wealth of feedback from local community members and government representatives. Common topics and concerns regarding the proposed project have included: potential impacts to the Walnut Street Historic District, pedestrian and bicycle improvements along the project corridor, potential impacts to residential and business properties on the corridor, and a range of specific design suggestions. In addition to reviewing feedback on the preliminary design alternative, the project team has also completed additional traffic analysis to better understand future needs on the project corridor and met with various government agency stakeholders, including the NCDOT Historic Architecture Group and State Historic Preservation Office (SHPO) as well as the Town of Waynesville.

The project team has developed a revised alternative design to minimize potential impacts of the project. NCDOT hopes you will provide comments on the proposed alternative to be considered in preparation of final engineering designs for the project.

PROJECT BENEFITS

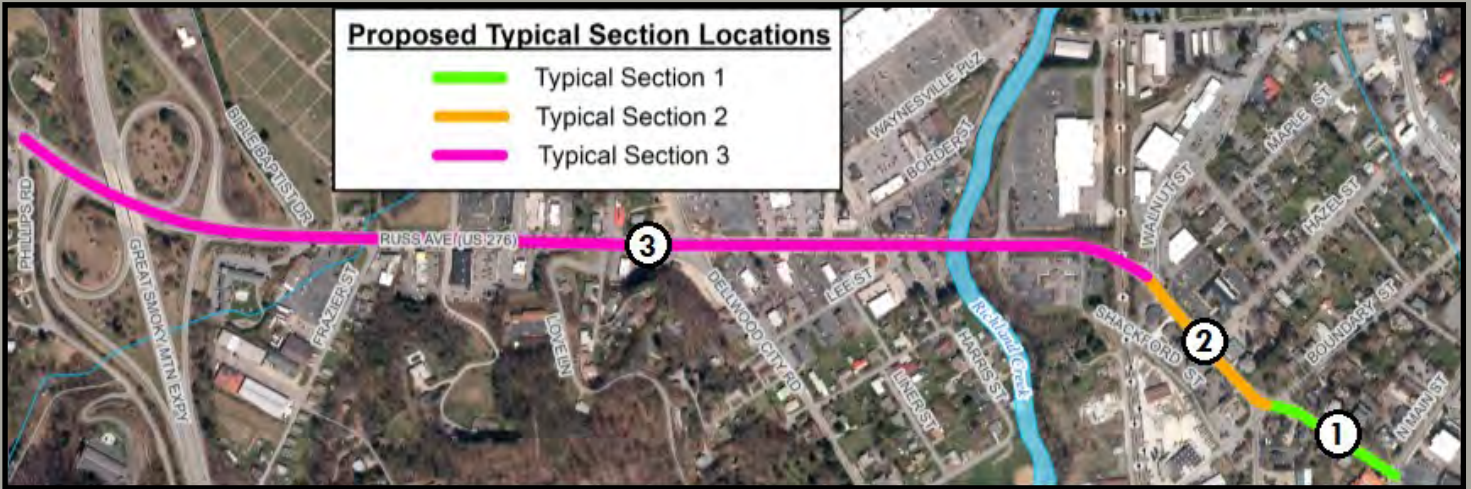
U.S. 276 is a major thoroughfare with several important functions such as providing access to U.S. 23/74 (Great Smoky Mountains Expressway) and connecting Waynesville to Maggie Valley. Current and future transportation concerns along the corridor include congestion “hot spots” and above average crash 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 concerns by 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.

ENVIRONMENTAL REVIEW PROCESS

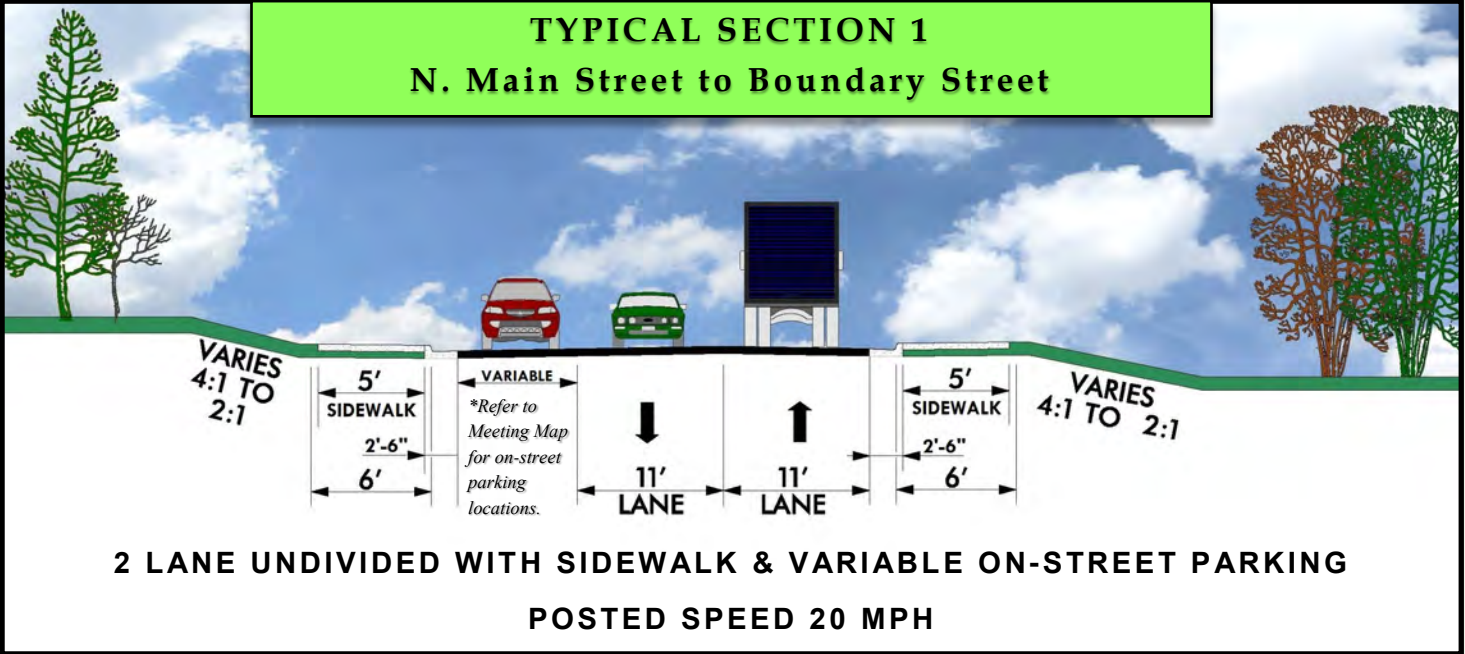
Any project that proposes to use state funding is subject to the NC State Environmental Policy Act (SEPA). SEPA requires public agencies to identify a purpose and need for the proposed project, to evaluate and disclose the potential effects of project alternatives on the surrounding human and natural 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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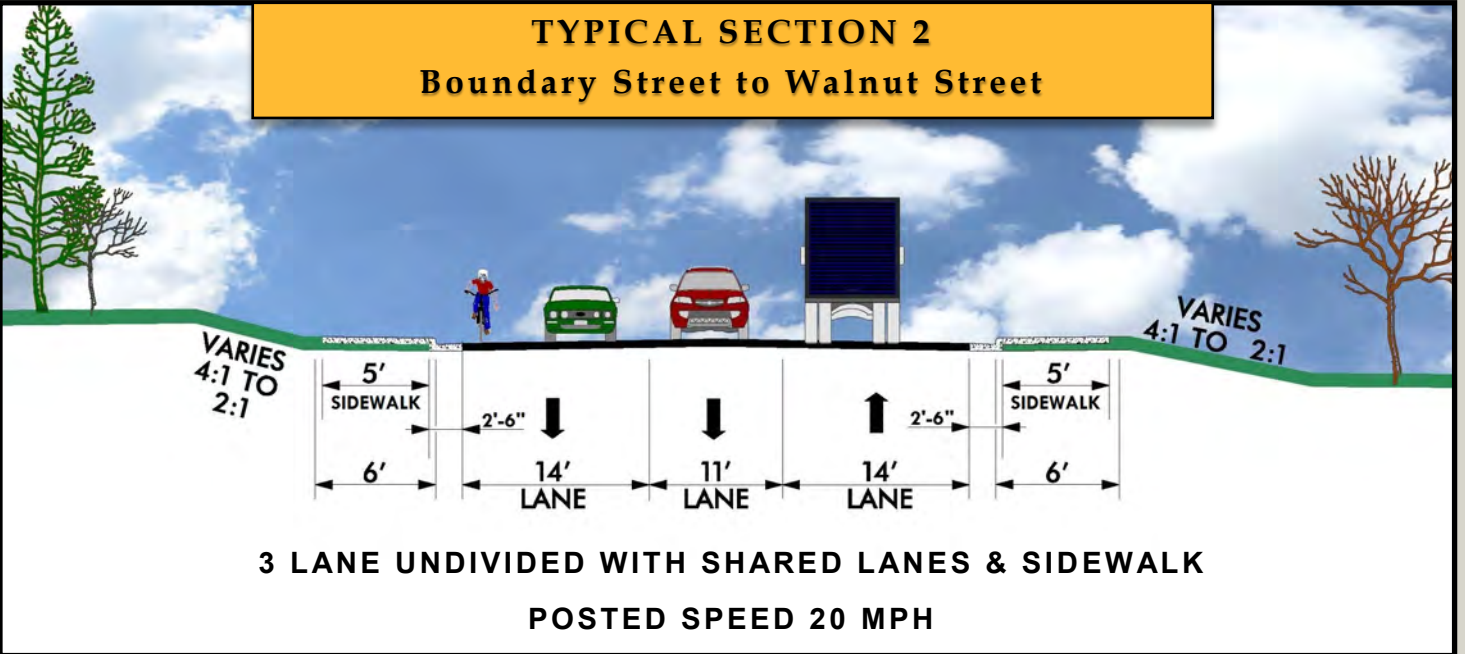
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TYPICAL SECTION 1 N. Main Street to Boundary Street

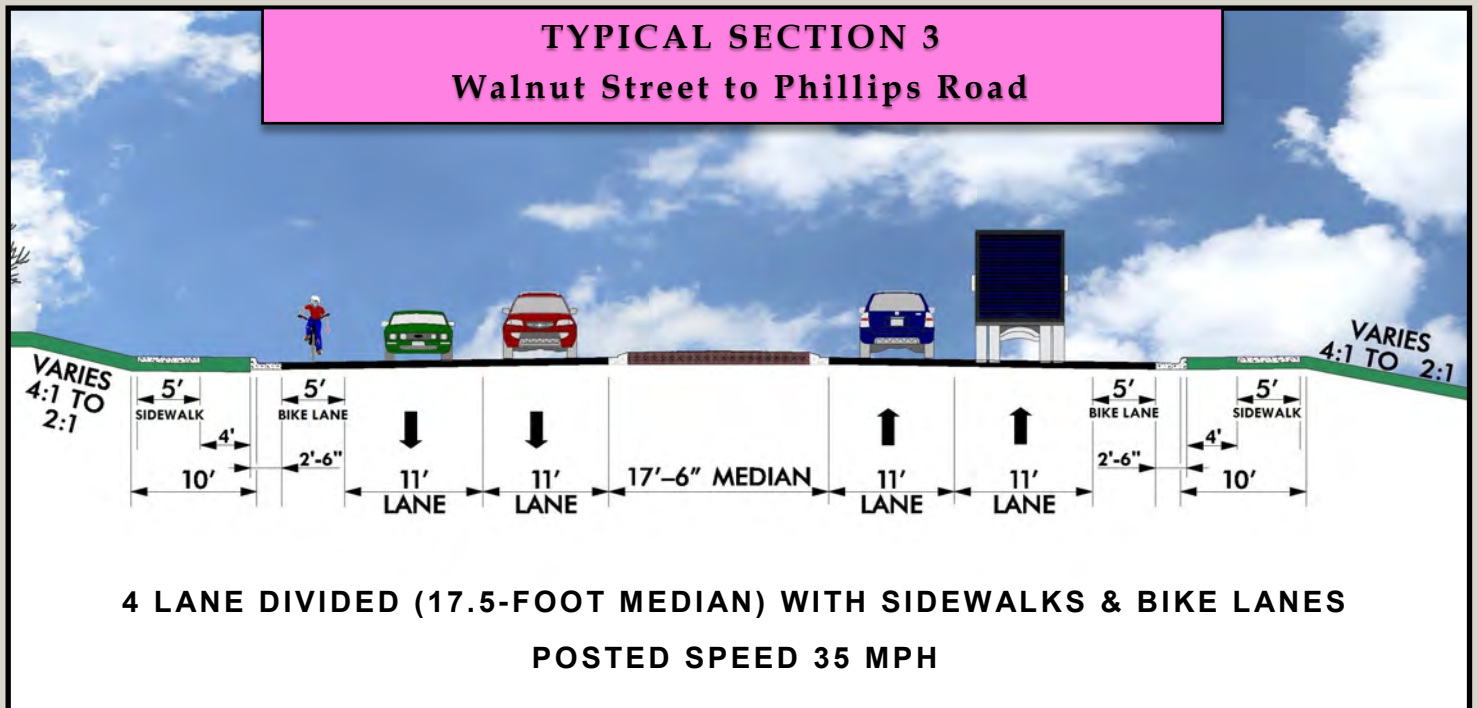


TYPICAL SECTION 2 Boundary Street to Walnut Street



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TYPICAL SECTION 3 Walnut Street to Phillips Road



REDUCING CONFLICT POINTS THROUGH ACCESS MANAGEMENT

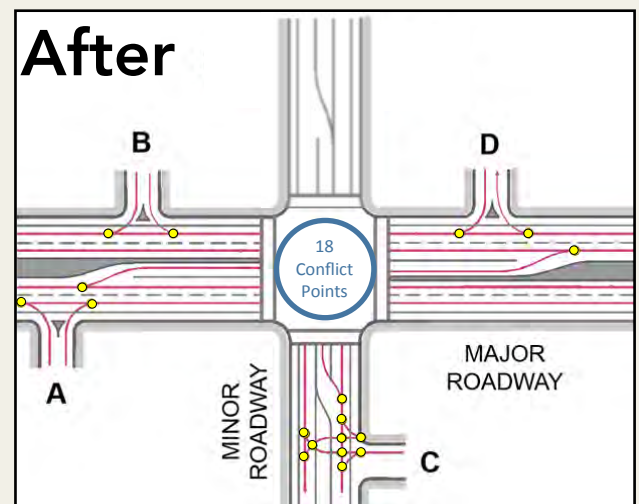
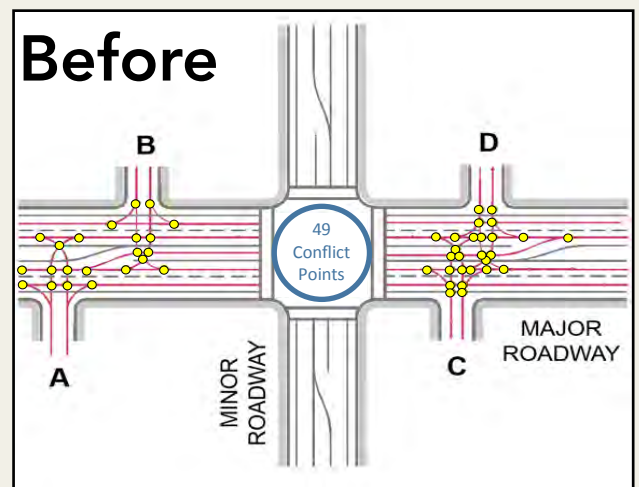
Conflict points are locations in which vehicles crossing, merging with, or diverging from a road may conflict with the movement of another user on the same facility. Because conflict points are correlated with higher accident rates, they should be minimized whenever possible. The number and type of conflict 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)

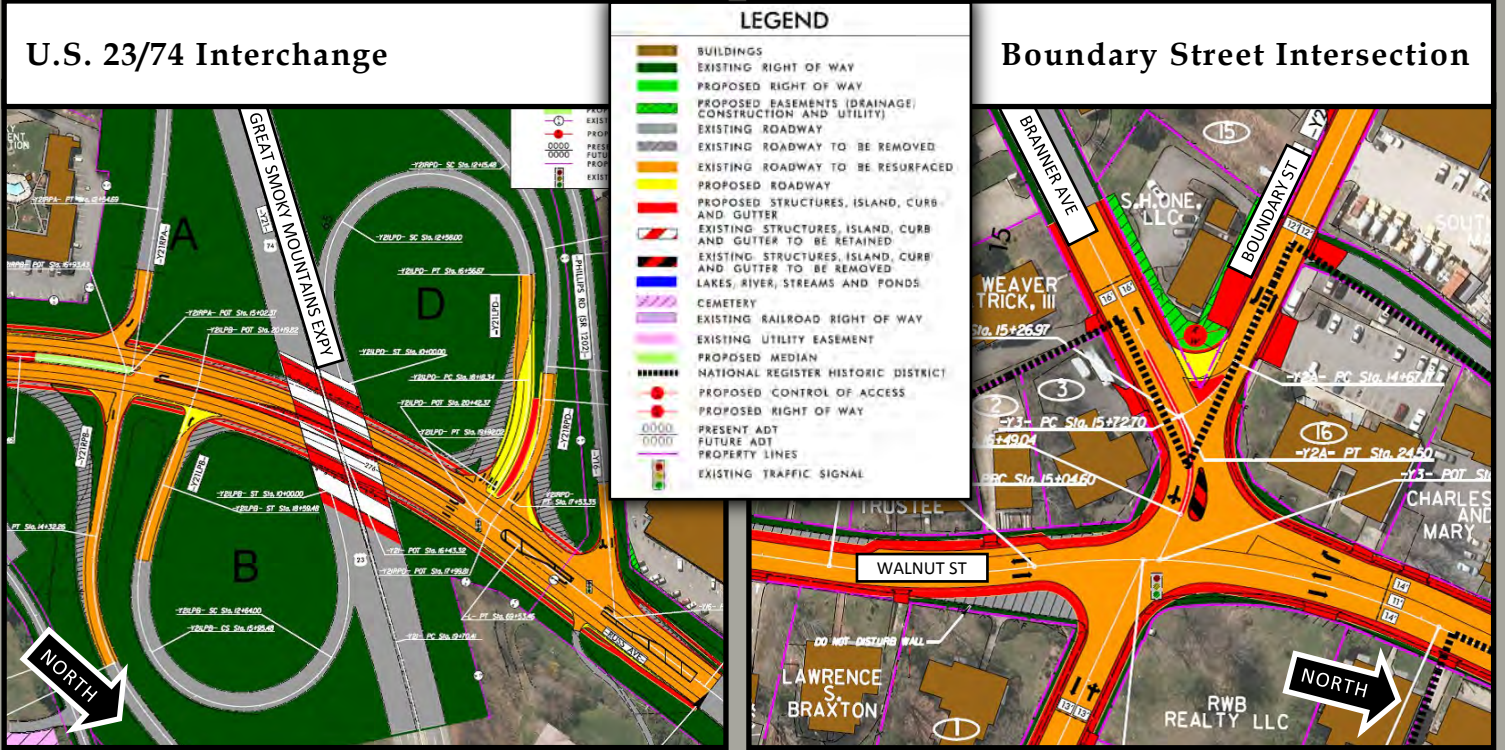
With the addition of a raised median, conflict points are reduced by the limitation of some movements to right-in/right-out only (e.g. driveways A & B) and the relocation of other movements to a minor roadway (e.g. driveway C).





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STIP Project No. U-5839 Haywood County



NEXT STEPS & CURRENT SCHEDULE

<i>Public Comment Period Ends</i>	<i>December 14, 2017</i>
<i>Select Final Alignment</i>	<i>2018</i>
<i>Finalize State Environmental Document</i>	<i>2018</i>
<i>Right of Way Acquisition Begins</i>	<i>October, 2018</i>
<i>Construction Begins</i>	<i>May, 2020</i>

*Please note current schedule is subject to Statewide Transportation Improvement Program (STIP) funding and may change.

WE WANT TO HEAR FROM YOU!

All comments are requested by **December 14, 2017** and may be submitted via mail, email or phone to either of the project contacts below:

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