



# PUBLIC MEETING

## Updated Designs for U.S. 321 Widening Project

### What is Proposed?

NCDOT is proposing to widen U.S. 321 to a six-lane superstreet, extending 13.9 miles, from just north of U.S. 70 in Hickory to Southwest Boulevard in Lenoir.

### Why is this Project Proposed?

Between Hickory and Lenoir, several roadway segments and intersections along U.S. 321 are currently experiencing congestion, and travel demands are not being satisfied. These conditions are anticipated to worsen as traffic volumes increase in the next 20 years. The purpose of this project is to reduce existing and future congestion on U.S. 321.

### What has Happened Recently?

A public meeting was held in July 2017 where the most recent corridor designs were presented. Multiple alternatives were considered at the intersections of U.S. 321 with Grace Chapel Road and Falls Avenue. Comments received from the public by August 18 were reviewed by NCDOT.

Based on comments received at the 2016 and 2017 public hearings and meetings and updated design impacts, NCDOT recommends carrying forward the design presented in July 2017 except for changes at Grace Chapel Road and Alex Lee Boulevard.

These two locations, as well as the recommended design at Falls Avenue and Clement Boulevard, are described here.

Your comments on the project are welcome! Comments can be made in writing by using the attached comment sheet and placing it in the comment box at today's meeting, or by submitting comments to Gene Tarascio by **November 9, 2017**.

**NCDOT Project Manager:**

**Gene Tarascio**

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**Project Website:**

<https://www.ncdot.gov/projects/us321widening/>

**NCDOT Public Meetings Website:**

<http://www.ncdot.gov/projects/publicmeetings/>



# A Superstreet Conversation

Will there be enough distance to move over 3 lanes to reach the U-turn?

The current proposed design provides for safe and efficient operation now and through the 2040 design year. Signals along the corridor help provide gaps for turning traffic. Right on red may also be allowed, which would shorten delays further.

Won't traffic back up in beyond the turn lane area waiting to make a U-turn?

Based on the traffic capacity analysis, the design will provide enough space for vehicles in the peak period through the 2040 design year. The storage needed will be shorter than current turning lanes because the superstreet design is a more operationally efficient design.

Will it take longer to turn since drivers will need to wait through up to three signals instead of one to turn left on to U.S. 321?

No, because the signals will operate more efficiently than the current signalized traditional intersection and therefore the overall travel time will be reduced.

Will there be an increase in travel time for drivers and emergency vehicles?

There will be an overall lower travel time on U.S. 321 and turning out of major side streets during peak periods with the proposed designs.

Aren't U-turns dangerous?

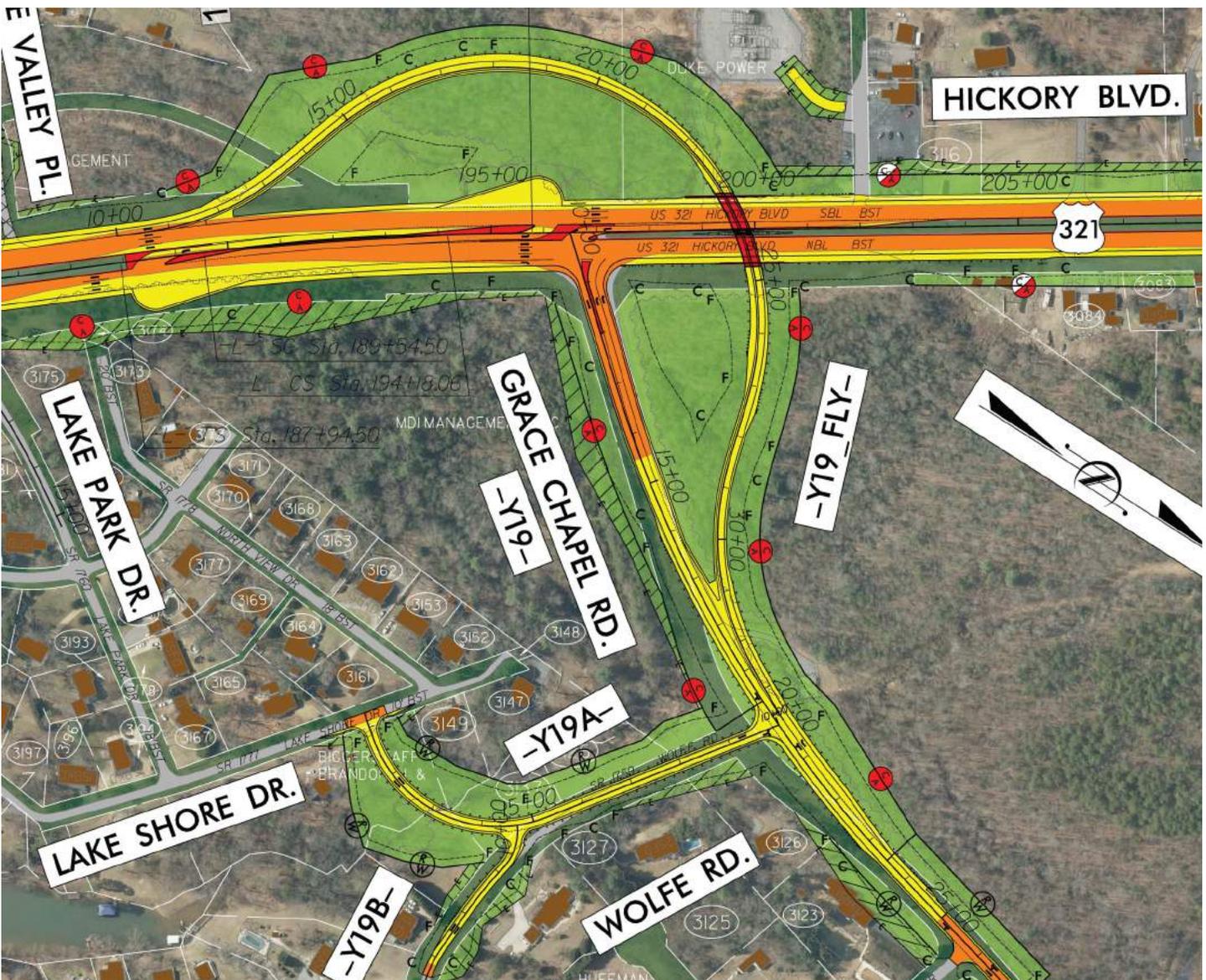
Studies have shown that U-turns do not increase accidents. Superstreets also reduce the number of potential conflict points between vehicles moving in different directions.



# Grace Chapel Road Flyover with Superstreet

A flyover bridge will provide direct access for drivers traveling from Grace Chapel Road onto U.S. 321 southbound towards Hickory. A superstreet intersection will serve the other movements. With this design, right turns between U.S. 321 and

Grace Chapel Road will be allowed. Left turns from southbound U.S. 321 (from Lenoir) onto Grace Chapel Road will be accommodated through a nearby U-turn bulb. The design is shown below.

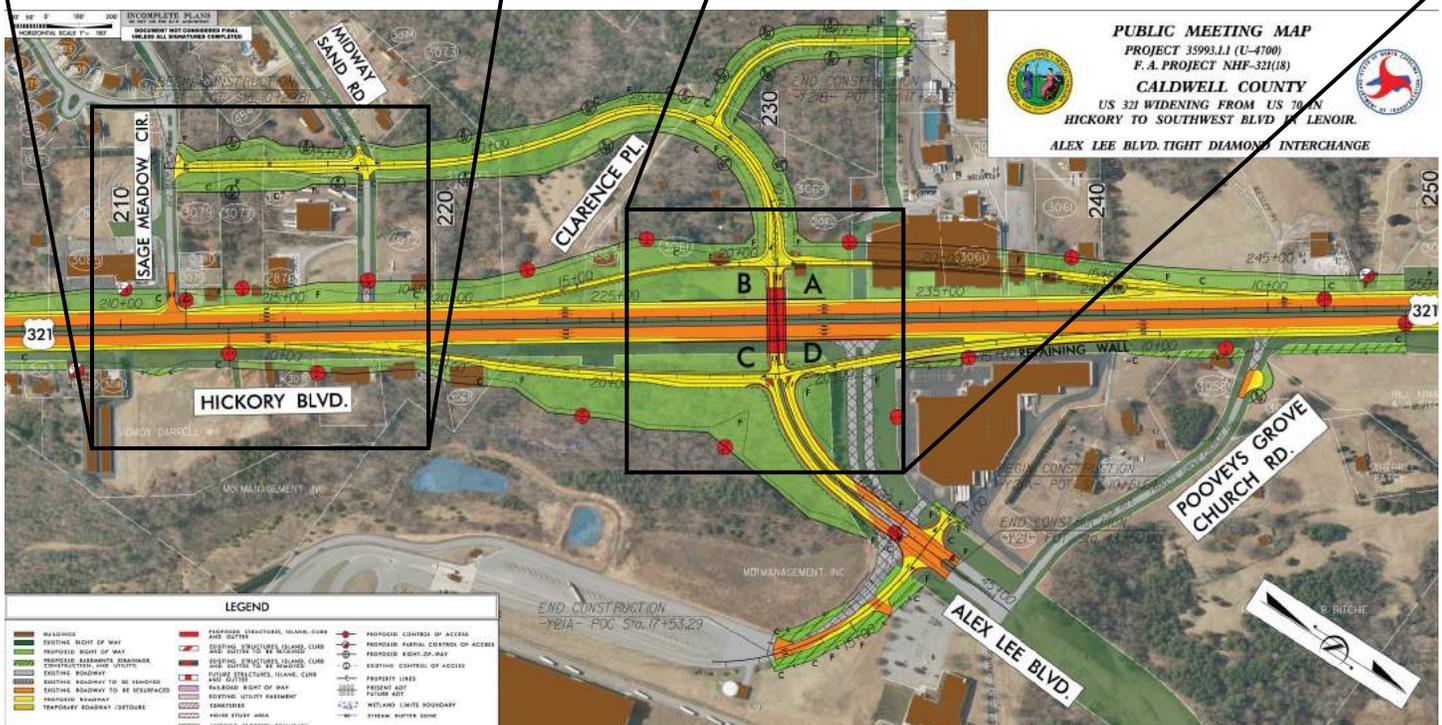




# Alex Lee Boulevard Tight Diamond Interchange

A tight diamond interchange with on and off ramps to U.S. 321 is proposed. This design provides direct access for properties on both sides of U.S. 321, and reduces impacts compared with the interchange design shown in July 2017.

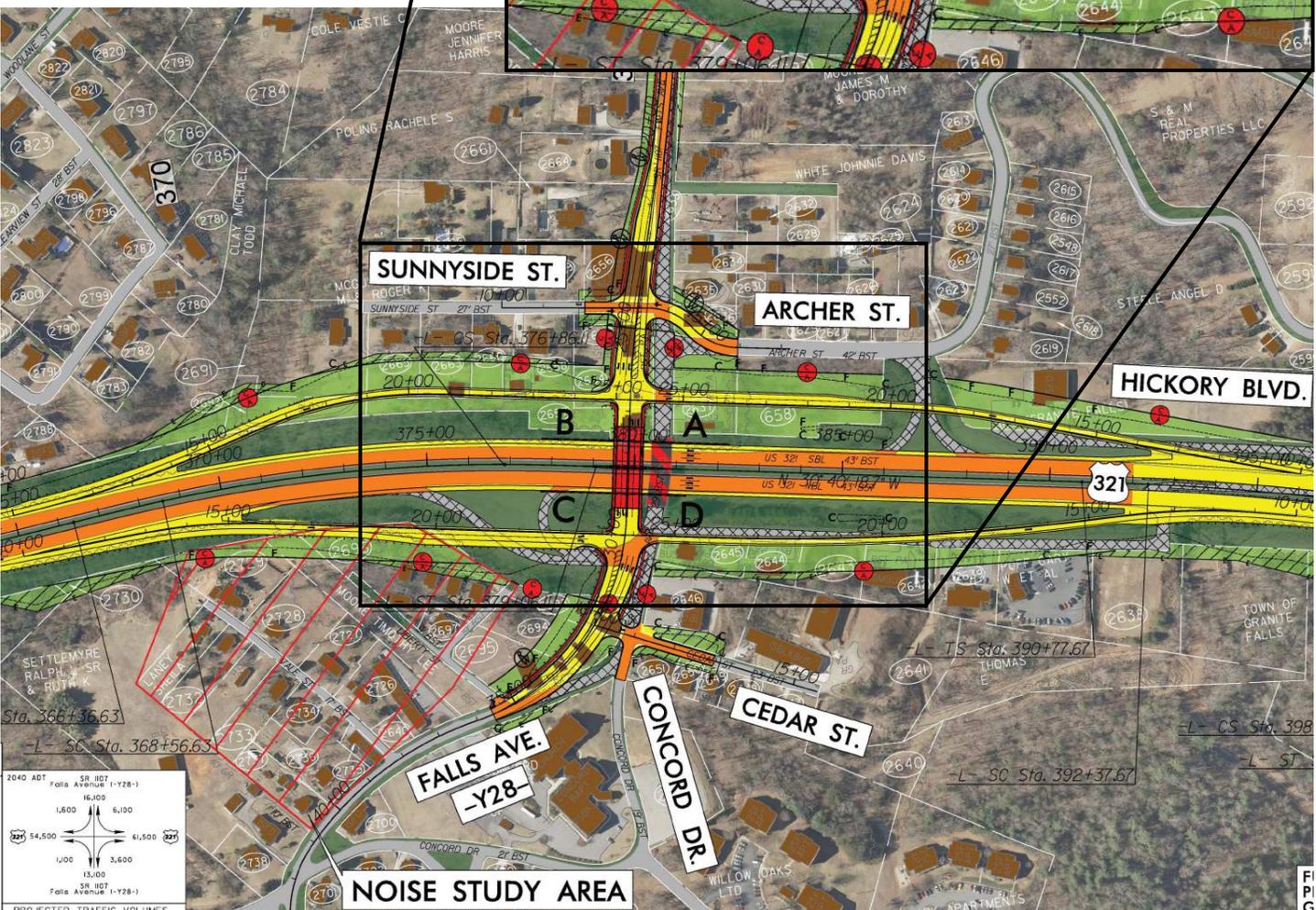
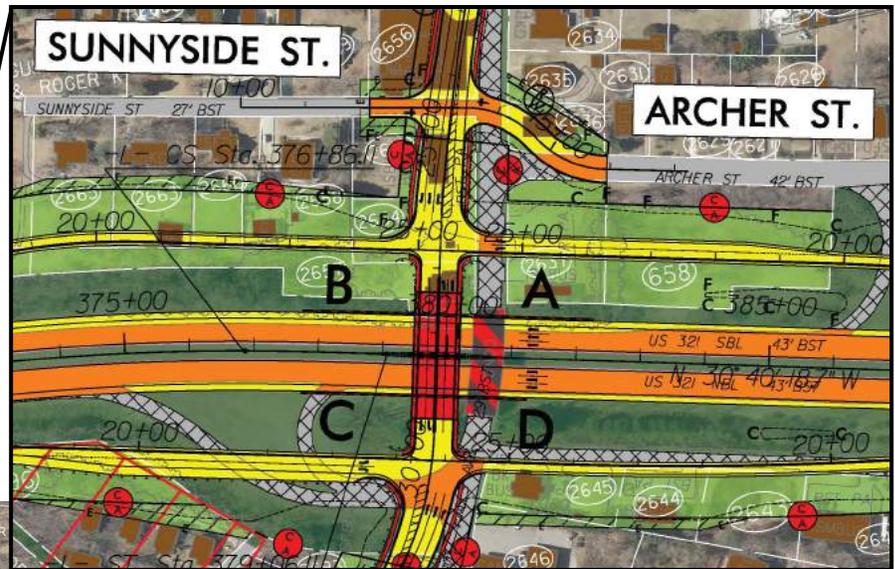
A tight diamond interchange is used to reduce the amount of right-of-way needed. It brings the ramp intersections closer to the mainline (in this case U.S. 321) and reduces the impacts to properties.





# Falls Avenue Tight Diamond Interchange

A tight diamond interchange is proposed at Falls Avenue. This was presented as "Alternative 3" at the July 2016 public hearings. This alternative retains all of the current traffic movements, and adds sidewalks across U.S. 321.

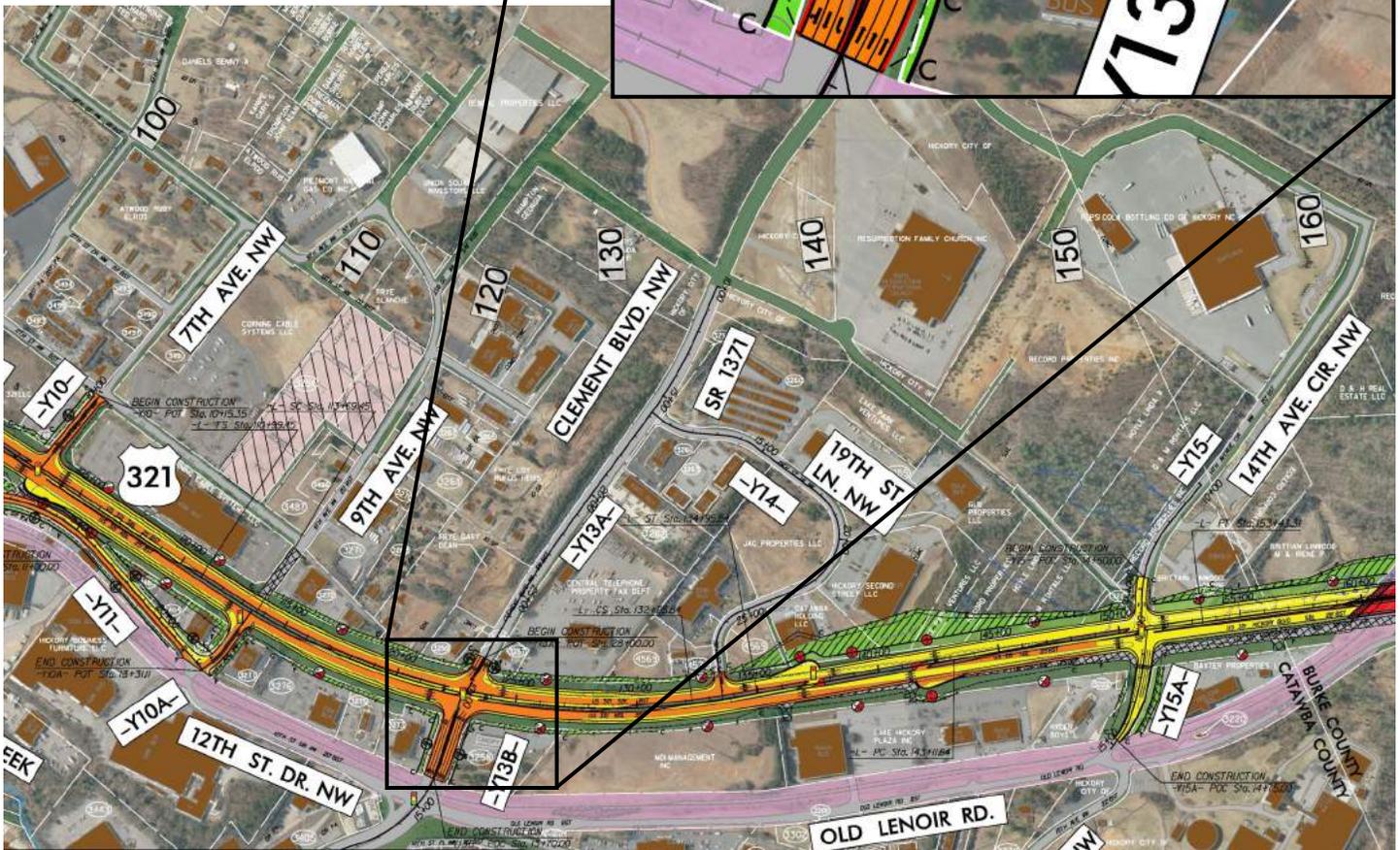




## Clement Boulevard Superstreet Intersection

This at-grade intersection will allow left turns from U.S. 321 onto Clement Boulevard.

- Right turns will be permitted between Clement Boulevard and U.S. 321.
- Drivers wishing to turn left out of Clement Boulevard, or travel straight across U.S. 321, would turn right and use a nearby U-turn bulb.





## Project Schedule What Happens Next?

### Project Schedule

- Winter 2017**      **Finalize Recommended Alternative and complete environmental document**  
*Anticipated to be a Finding of No Significant Impact (FONSI)*
- Summer 2018**      **Right of way plans will be completed**

### When Will Construction Begin?

This project is divided into four segments in the current STIP\*:

- **Section A: U.S. 70 to U.S. 321A**  
**Right of way — Summer 2018 | Construction — Summer 2021**
- **Section B: U.S. 321A to Mission Road**  
**Unfunded**
- **Section C: Mission Road to Southwest Boulevard**  
**Unfunded**
- **Section CA: U.S. 321/Mount Herman Road intersection**  
**Right of way — Fiscal Year (FY) 2018 | Construction — FY 2019**

**Maps of the updated designs for Project U-4700 Sections A and B shown today are available on the project website.**

**Since no changes have been made to Section C, the Section C map presented at the July 2016 public hearing (and also available on the project website) is still the most current proposed design.**



## Summarized Recommendations

Crossing	Proposed Design
2 <sup>nd</sup> Avenue SW	New interchange
13 <sup>th</sup> Street SW	<ul style="list-style-type: none"><li>• Convert existing interchange into a superstreet intersection</li><li>• Convert a segment of 1<sup>st</sup> Avenue SW and 2<sup>nd</sup> Avenue SW from one-way to two-way streets</li></ul>
Clement Boulevard	Superstreet intersection
Grace Chapel Road	Flyover bridge from Grace Chapel Road to U.S. 321 southbound toward Hickory, with a superstreet intersection serving the other movements
Alex Lee Boulevard/MDI	Tight diamond interchange
Falls Avenue	Tight diamond interchange

# TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is completely voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting Location: Broyhill Center, Lenoir	Date: October 12, 2017
TIP No.: U-4700 Project Description: Proposed widening of U.S. 321 from U.S. 70 in Hickory to Southwest Boulevard in Lenoir	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) \_\_\_\_\_

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1830 or toll free at 1-800-522-0453, or by email at [mlwright4@ncdot.gov](mailto:mlwright4@ncdot.gov)

Thank you for your participation!

**Diane Wilson  
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