

PUBLIC MEETING OVERVIEW

Welcome to tonight's public meeting for the proposed I-40 widening project in Orange County. The N.C. Department of Transportation appreciates your attendance this evening! The first public meeting for the I-3306A project was held in June 2014, during which the project development process and proposed improvements were introduced to the public. Project studies were then suspended while transportation funding priorities were reviewed. At this time, the project is funded under the State Transportation Improvement Program (STIP) and project studies have resumed. Tonight project representatives will be available to discuss preliminary designs, answer questions, and receive comments from residents and business owners regarding the proposed project.

Project Description and Benefits

The proposed project involves widening an 11.4-mile segment of I-40 in Orange County from the I-85/I-40 interchange to the Durham County line. Improvements would include adding an additional travel lane in each direction, bringing the total number of lanes from four to six. The existing 46-foot median will be reduced to 22 feet in order to accommodate the additional lanes and a concrete median barrier will be added. The existing 10-foot paved outside shoulders will be widened to 12 feet. Improvements to interchange areas are also being considered to accommodate future traffic demands. Potential effects of these improvements are currently being evaluated and will be included in a federal Categorical Exclusion.

The primary purpose of the proposed widening is to reduce traffic congestion, especially during peak rush hours. A list of some of the potential benefits and impacts of the project are located to the right.

Project Benefits:

- ▶ Easier to merge onto I-40 westbound at US 15-501/ I-40 by continuation of inside I-40 westbound lane
- ▶ Alleviate the current bottleneaking in the four-lane section
- ▶ Minimize traffic delays
- ▶ Wider road to better accommodate vehicles
- ▶ Improve EMS and Fire Department response times

Other Project Effects Include:

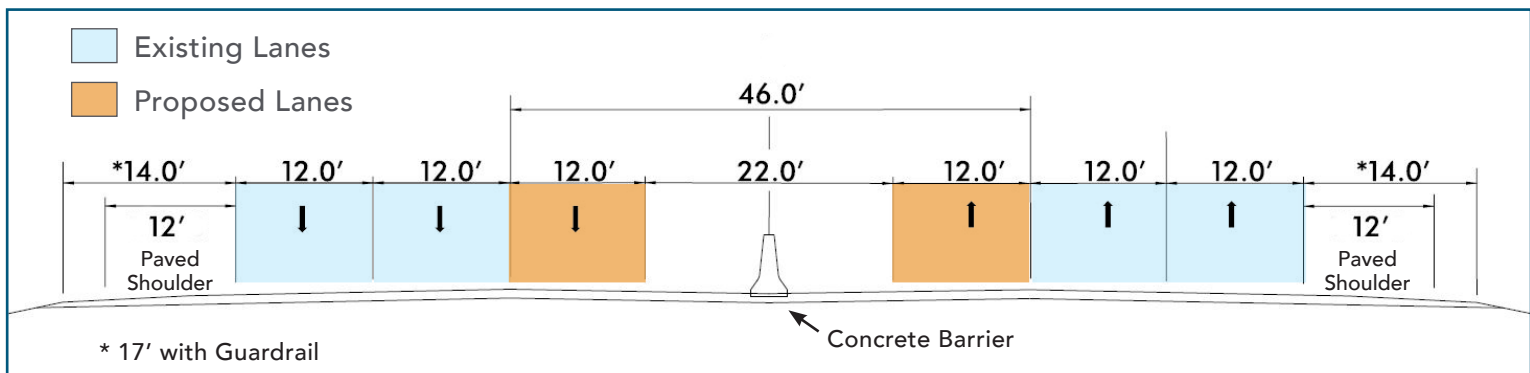
- ▶ Impacts to streams and wetlands
- ▶ Impacts to private property in locations where new right-of-way will be required

Current Project Schedule

Public Comment Period Ends	February 8 2019
Categorical Exclusion Document	March 2019
Right-of-way Acquisition *	Spring 2020
Construction *	Spring 2021

* Dates are preliminary and subject to change

Proposed Roadway Typical Section



Project Development Process

The proposed project will involve federal funds and must comply with the National Environmental Policy Act (NEPA). NEPA requires agencies seeking federal funds to identify a purpose and need for the project, review and disclose the human and environmental effects of the proposed project alternatives, allow the public an opportunity to comment throughout, and prepare an environmental report.

During the final design stage of the project, detailed surveys will be performed to more precisely locate all existing features including nearby roadways, driveways, buildings and other features. After final design plans have been completed, 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.

Public Meeting No. 1 Summary

Many of the comments received during the first public meeting in June 2014 expressed concerns about traffic noise and the potential of the project to add to existing noise levels. A few comments also supported the widening project from a safety perspective, noting it would make entering and exiting I-40 much safer. The comments from citizens and local officials were considered while preparing the current preliminary design plans for the project.

We Want to Hear From You!

Please feel free to write, call, or email one of the project contacts below or post your comments at the project website at publicinput.com/I-40-Orange-County.

To ensure your comments are considered during the project planning phase, please submit them by **February 8, 2019**.

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Traffic Noise

Traffic Noise Process: During planning and design for highway projects, NCDOT must identify traffic noise impacts, examine potential noise abatement, incorporate feasible and reasonable noise abatement measures, and coordinate with local officials to provide helpful information on compatible land use planning and control. The procedure for doing this are stipulated by Federal regulations (23 CFR 772) and the NCDOT Traffic Noise Policy.

Preliminary noise analyses for this project are currently underway, and the results of this preliminary analysis will be documented in a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design, and will identify locations where noise abatement preliminarily meet feasibility and reasonableness criteria. The results of this preliminary analysis will be included in the Categorical Exclusion (CE) anticipated in March 2019 and on the project website. As part of the project's final design activities, additional noise studies will be conducted to identify recommended noise barrier locations in 2020.

Once recommended noise barrier locations are identified during final design, all property owners and tenants who are benefited by a barrier will be asked to vote on the barrier. At that time, NCDOT will contact property owners and tenants who are eligible to vote to explain the balloting process and what they are being asked to vote on. Only recommended noise barriers that pass this voting process will be constructed.

Traffic Noise Policy: An important concept in Federal regulations and in the NCDOT Traffic Noise Policy is the Date of Public Knowledge, which stipulates when NCDOT is and is not responsible for providing noise abatement. The Date of Public Knowledge of the location and potential noise impacts for this project will be the approval date of the CE. The CE is expected to be approved March 2019.

NCDOT is not responsible for evaluation or implementing any noise barriers to protect developed lands that did not have building permits issued before the Date of Public Knowledge. NCDOT advocates use of local government authority to regulate land development, planning, design and construction in such a way that noise impacts are minimized.

While the result of the traffic analysis are not yet available, representatives from NCDOT's Traffic Noise Group are available tonight to answer general questions about traffic noise, NCDOT's Traffic Noise Policy, and noise abatement.

