



Addition of lanes on I-40 between the I-40/U.S. 1/U.S. 64 Interchange and Lake Wheeler Road and improvements to the I-40/I-440/U.S. 1/U.S. 64 interchange

State Transportation Improvement Program Project Nos: I-5701 and I-5703
March 14, 2023
Wake County

Public Meeting

March 14, 2023, 4-7 p.m.
Hope Community Church
821 Buck Jones Road
Raleigh, NC 27606

Project Descriptions

The N.C. Department of Transportation’s 2020-2029 State Transportation Improvement Program (STIP) includes Projects I-5701 and I-5703, which propose to improve traffic flow along I-40 and at the I-40/I-440/U.S. 1/U.S. 64 interchange in Raleigh and Cary, Wake County. Both of these projects also are recommended in the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Metropolitan Transportation Plan.

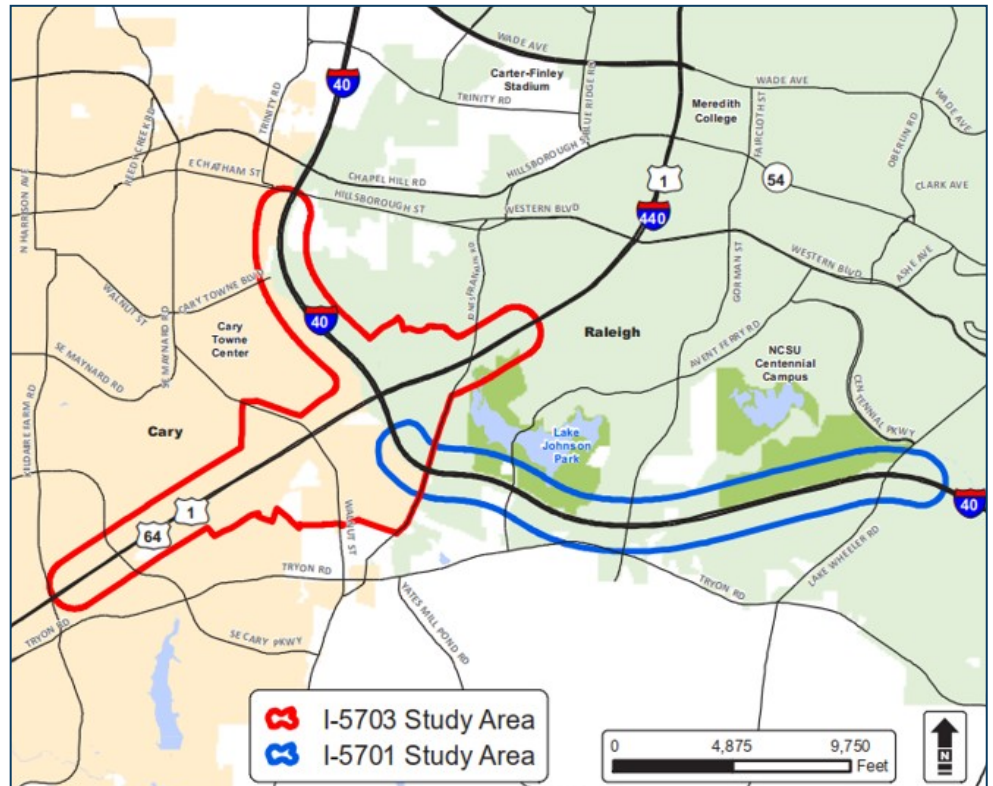
Project I-5701: Addition of Lanes on I-40

Project No. I-5701 will add lanes on I-40 between the I-40/I-440/U.S. 1/U.S. 64 interchange and the Lake Wheeler Road interchange. The purpose of this project is to improve the traffic carrying capacity of I-40. The project will convert the existing 6-lane facility to an 8-lane facility, and new auxiliary lanes between the interchanges also will be constructed. The widening will occur within existing right-of way.

Project I-5703: Interchange Reconstruction

Project No. I-5703 will reconstruct the existing I-40/I-440/U.S. 1/U.S. 64 interchange. The purpose of the project is to improve traffic flow and operational efficiency and to enhance mobility through the interchange area.

Vicinity Map



Public Involvement Overview

NCDOT appreciates your interest in this project.

Public input is an important part of the project development process and helps us understand the needs of the community. In addition to participating in the March 14, 2023, meeting, there are several ways you can share your feedback:

For additional information on the project including maps and informational videos, please visit the project webpage:

<https://publicinput.com/40-440-US1-Interchange>

Comments and questions may be submitted online at the address above, or by email at

40-440-US1-Interchange@publicinput.com, or by calling

(984) 205-6615 and entering Project Code 4019 to leave a message.

For those unable to access the online materials, a printed copy of the presentation and meeting handout can be requested by calling the number shown above.

To be included in the current phase of project development, comments should be submitted by

March 28, 2023.



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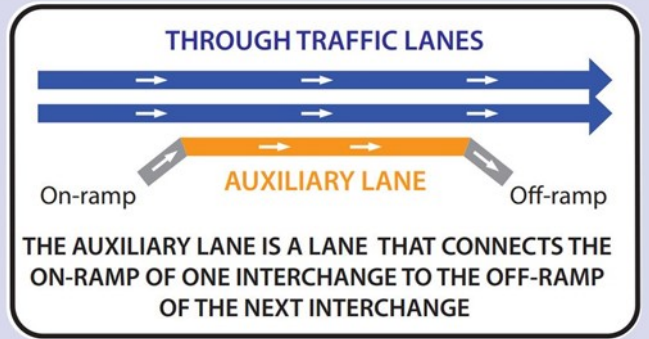
Need for These Projects:

- The I-40, I-440, and U.S. 1/ U.S. 64 corridors are vital, high-volume corridors in North Carolina and in Wake County, serving local, commuter, and long-distance travel.
- Existing traffic volumes are approximately 135,000 vehicles per day (vpd) on I-40, 87,000 vehicles per day on I-440, and 144,000 vpd on U.S. 1/U.S. 64. By 2045, traffic volumes are projected to increase 38-68% on these roadway segments.
- The area currently experiences congestion during peak morning and evening travel periods. Projected traffic volume increases over the next 20-25 years will cause worsening congestion.

Project I-5701 - Preferred Alternative:

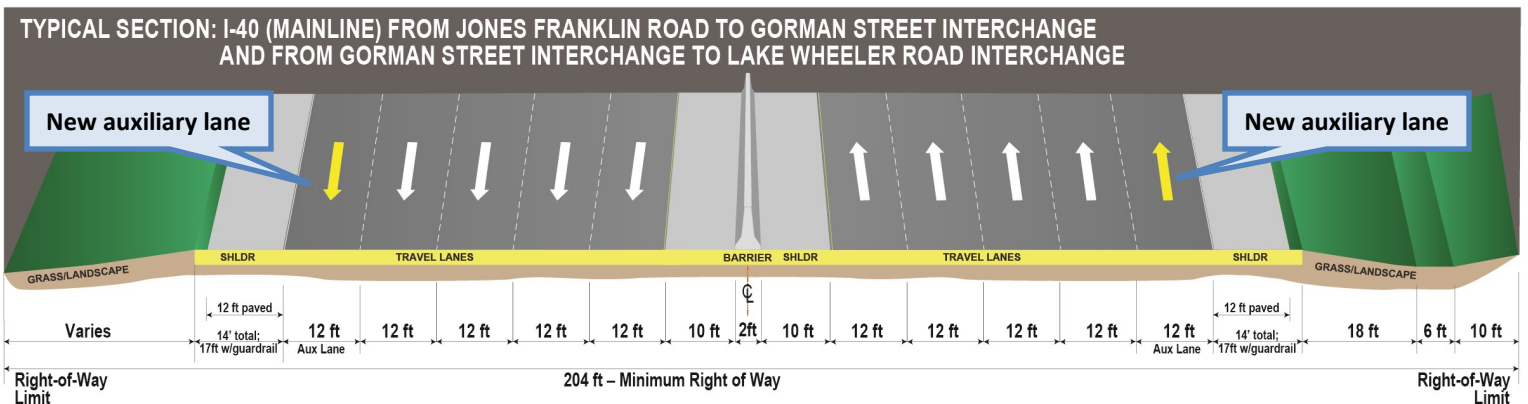
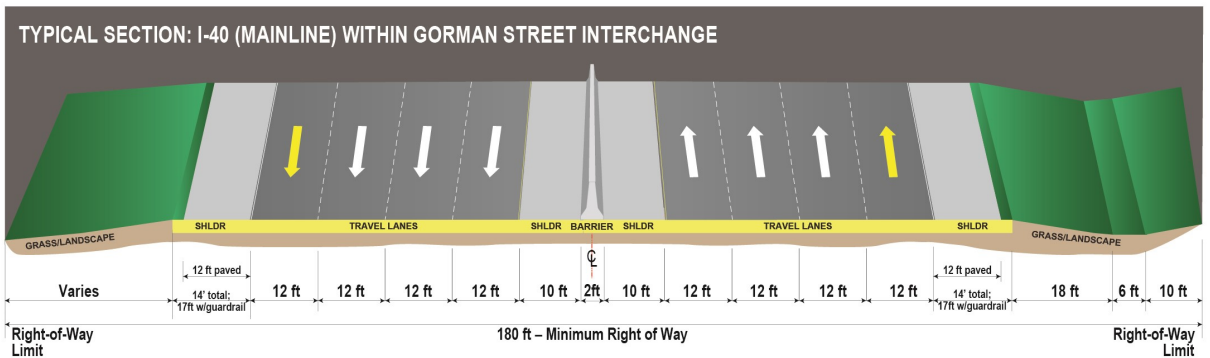
The preferred alternative for I-5701 proposes to add lanes on I-40 from the I-440/ U.S. 1/U.S. 64 interchange to Lake Wheeler Road (State Road [SR] 1370) in Wake County. The project will create one new through lane in each direction by connecting the existing auxiliary lanes located between the interchanges at I-440/ U.S. 1/U.S. 64 and Gorman Street and between the interchanges at Gorman Street and Lake Wheeler Road. Then, new auxiliary lanes between the interchanges also will be added to replace the auxiliary lanes that have been converted to through lanes. The result will be four through lanes in each direction from the I-440/ U.S. 1/U.S. 64 interchange to Lake Wheeler Road, plus one auxiliary lane in each direction between the interchanges.

WHAT IS AN AUXILIARY LANE?



Proposed Typical Sections for Project I-5701

The yellow arrows show the new lanes.





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Project I-5701 Impacts and Costs:

Project I-5701 Impacts

Project I-5701 can be constructed entirely within existing right of way so it will have minimal impacts to resources and no relocations of residences or businesses. No impacts will occur to community resources, sites with hazardous materials, cultural resources, or parks. Project I-5701 does have potential impacts to water resources (wetlands and streams) and traffic noise impacts for residents adjacent to I-40. There are nine areas where noise barriers preliminarily meet feasibility and reasonableness criteria, however, this is not a final decision on where noise barriers will be built. Noise barrier decisions will be made during the project's final design. More information about traffic noise and noise barriers is provided later in this handout. The table to the right summarizes the impacts.

Resource	Impact
Community resources	0
New right of way (acres)	0
Relocations	0
Cultural resources	0
Parks	0
Hazardous materials / Geoenvironmental sites	0
Floodplains	0
Wetlands (acres)	0.31
Streams (linear feet)	1,290
Threatened and endangered species	Not likely to adversely affect

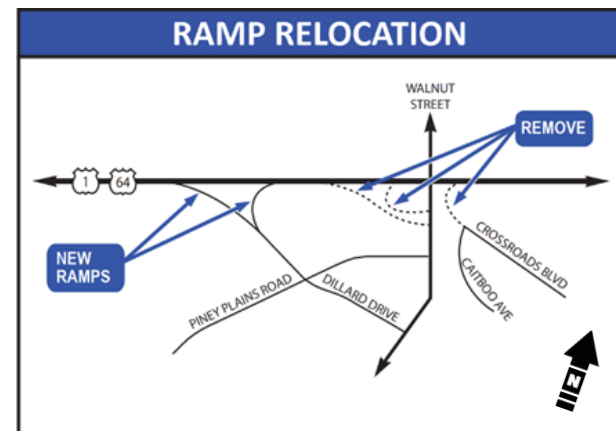
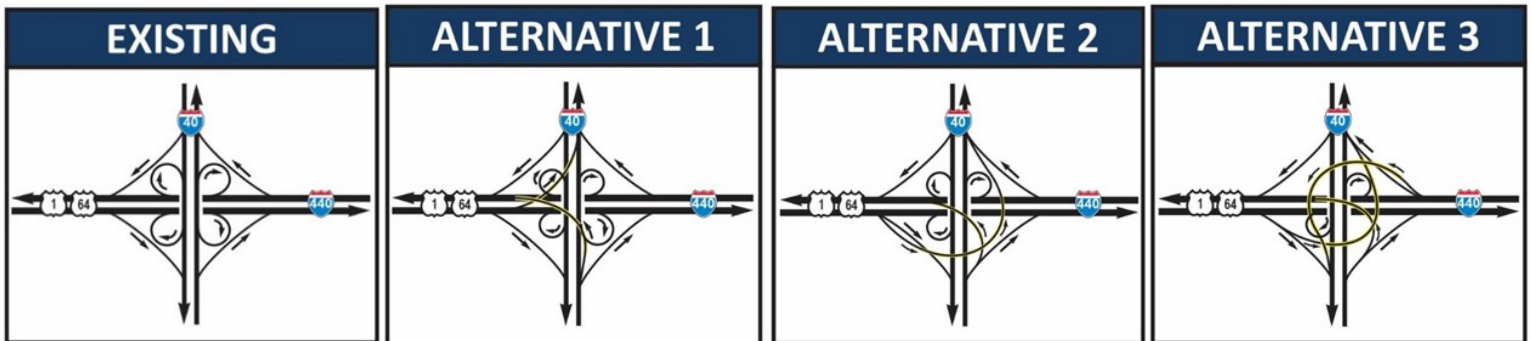
Project I-5701 Costs

The total cost to construct Project I-5701 is estimated to be \$68.8 million.

Project I-5703 Alternatives:

NCDOT developed three alternatives for detailed study. These were based on previous feasibility studies prepared by CAMPO and NCDOT along with coordination with the public, local stakeholders, and state and federal agencies. The three alternatives are described below. Alternative 2 is the Preferred Alternative.

PREFERRED



FOR ALL BUILD ALTERNATIVES:

All build alternatives would remove the ramps that go from northbound U.S. 1/U.S. 64 to Walnut Street and would relocate them farther south to connect to Piney Plains Road/Dillard Drive. The on-ramp from Crossroads Boulevard to northbound U.S. 1/U.S. 64 would be closed. This provides more room for vehicles to merge onto U.S. 1/ U.S. 64 before the I-40 interchange.



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Alternative 1 (Eliminated from Further Study)

This alternative proposed adding a flyover ramp from westbound I-40 to southbound U.S. 1/U.S. 64 that would merge into southbound U.S. 1/U.S. 64 on the left side. Another flyover would have carried traffic from northbound U.S. 1/U.S. 64 to westbound I-40. Traveling this ramp, traffic would exit on the left side of U.S. 1/U.S. 64 and also merge onto westbound I-40 on the left. This concept retained all four loop ramps.

Alternative 1 was eliminated because signing for Alternative 1 does not meet the standards required in the Manual on Uniform Traffic Control Devices (MUTCD) due to lack of space in the northbound direction along U.S. 1/U.S. 64. The Federal Highway Administration (FHWA) requires signing to meet this standard. Reconfiguring this alternative to meet the standards would require replacing the Walnut Street bridge over U.S. 1/U.S. 64 and the Crossroads flyover bridge over U.S. 1/U.S. 64. This modified option also was eliminated because it would substantially increase costs and replacing the Walnut Street and Crossroads flyover bridges would cause major disruption to vehicular and pedestrian traffic patterns during construction.

Alternative 2 (Preferred Alternative)

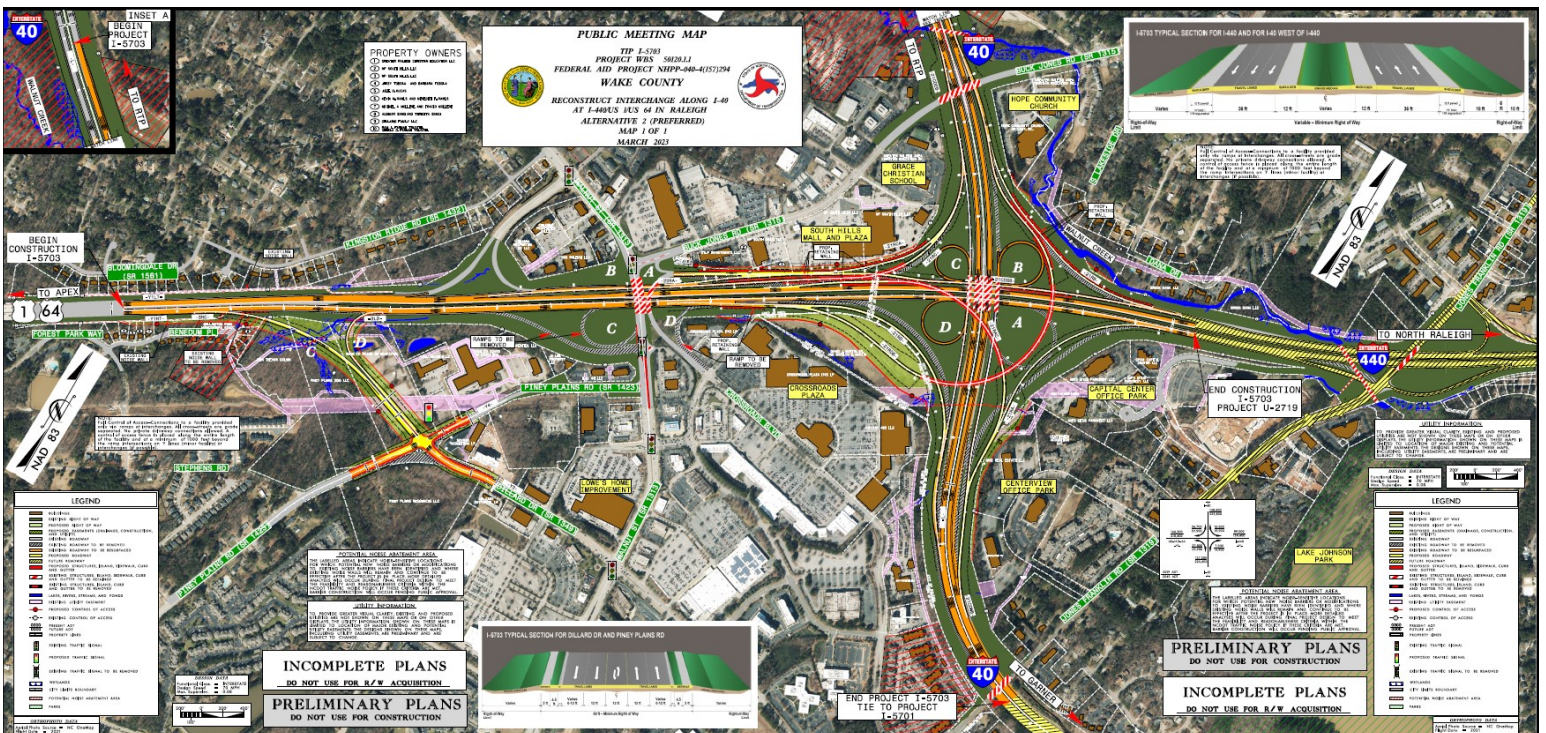
This alternative includes flyovers for the two heaviest traffic movements, which are from northbound U.S. 1/U.S. 64 to westbound I-40 and from eastbound I-40 to southbound U.S. 1/U.S. 64. The loop ramp from northbound U.S. 1/U.S. 64 to westbound I-40 is removed.

This alternative has been selected by NCDOT as its Preferred Alternative because compared to Alternative 3, Alternative 2 would have less impact to stream and wetland resources and would have substantially lower total cost to construct than Alternative 3.

Alternative 3

This alternative is similar to Alternative 2, but it also includes a third flyover ramp to carry traffic from westbound I-440 to eastbound I-40. Two loop ramps are removed: northbound U.S. 1/U.S. 64 to westbound I-40 and westbound I-440 to eastbound I-40. There are no back-to-back loop ramps in this alternative.

Alternative 2 (Preferred) Public Meeting Map





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Project I-5703 Impacts and Costs:

Project I-5703 Impacts

Alternative 2 and Alternative 3 would both substantially improve future traffic operations within the central interchange for the mainlines and the ramps when compared to the No-Build Alternative. Travel times also would be reduced through the area with either alternative in place.

Both alternatives would have minor impacts, as shown below. About 25-28 acres of new right of way would need to be purchased. No relocations of homes or businesses are anticipated for either alternative, but there would be some loss of commercial and/or school parking areas along the property edges adjacent to the freeways.

There are no impacts to cultural resources or parks with either alternative.

Alternative 3 would have more impacts to streams and wetlands. There are four areas under both alternatives where noise barriers preliminarily meet feasibility and reasonableness criteria, however, this is not a final decision on where noise barriers will be built. Noise barrier decisions will be made during the project's final design

The table to the right summarizes the impacts for each alternative.

Project I-5703 Costs

The total cost to construct Project I-5703 is estimated to be \$151.5 million for Alternative 2 (Preferred Alternative) and \$190.8 million for Alternative 3.

Resource	Alternative 2 Preferred Alternative	Alternative 3
New right of way (acres)	28.0	25.1
Parking impacts	South Hills Mall & Plaza (about 190 spaces) Centerview Office Park (about 15 spaces)	South Hills Mall & Plaza (about 135 spaces) Grace Christian Academy (about 40 spaces)
Relocations	None	None
Schools	No impacts	Grace Christian Academy parking and right of way needed along the side next to the I-40 ramps
Churches	No impacts	No impacts
Cultural resources	No impacts	No impacts
Hazardous materials / Geoenvironmental sites	No high-risk areas	No high-risk areas
Floodplains	Potential impacts to Walnut Creek floodplain/ floodway at culvert under I-40 and along the ramp from I-440 WB to I-40 WB	Potential impacts to Walnut Creek floodplain/ floodway at culvert under I-40 and along I-440 WB
Wetlands (acres)	0.72	0.89
Streams (linear feet)	1,386	1,680
Threatened and endangered species	Not likely to adversely affect	Not likely to adversely affect



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Traffic Noise:

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 procedures for doing this are stipulated by Federal regulation (23 CFR 772) and the NCDOT Traffic Noise Policy.

NCDOT has performed preliminary noise analyses and an initial Traffic Noise Report has been prepared for each project. In the Project I-5701 noise study, noise barriers were evaluated at 10 locations, and 9 of these preliminarily meet feasibility and reasonableness criteria. In the Project I-5703 noise study, noise barriers were evaluated at 5 locations along both alternatives, and 4 of these preliminarily meet feasibility and reasonableness criteria for both alternatives. These locations where noise barriers are preliminarily feasible and reasonable are shown in red hatching as potential noise abatement areas on the public hearing maps displayed at the March 14, 2023 meeting. However, this is not a final decision on where noise barriers will be built. Noise barrier decisions will be made during the project's final design based on additional noise studies.

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 and 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.

Date of Public Knowledge:

An important concept in Federal regulation 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 each project will be the approval dates of the project's environmental document in Summer 2023.

NCDOT is not responsible for evaluating 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.

Representatives from NCDOT's Traffic Noise Group are available at the public meeting to answer general questions about the projects' traffic noise reports, NCDOT's Traffic Noise Policy, and noise abatement.

Design Build:

The two projects are being constructed as a design-build project. The design-build process allows NCDOT to hire a team of designers and contractors that is responsible for the design, right of way acquisition and construction of the project. The team may begin construction on one portion of the project while they finish the design and right of way acquisition for others. This usually results in faster completion.

Other benefits to a design-build project may be innovative solutions that save time or money, or reduce impacts, and quicker resolution to problems that arise during design and construction. The process may provide additional alternatives or modifications to the existing alternatives which in turn may reduce costs or impacts.

Right-of-Way Procedures and Relocation Assistance:

The design-build contract is expected to be awarded October 2025, and right-of-way acquisition may begin shortly thereafter. The engineering firm awarded the contract will be responsible for right-of-way acquisition on behalf of NCDOT and will be required to follow NCDOT's process. Owners will be compensated for property that would be required for new right-of-way, permanent easements, control of access (similar to right-of-way, but prohibits driveway access to the roadway or highway), and temporary construction easements.

Right-of-Way Procedures

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a right-of-way agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the right-of-way agent will make a written offer to you. NCDOT must:

- Treat all owners and tenants equally
- Fully explain the owner's rights
- Pay just compensation in exchange for property rights
- Furnish relocation advisory assistance



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Relocation Assistance

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance regarding locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The right-of-way agent can explain this assistance in greater detail. Additional information about the right-of-way process can also be found here:

<https://connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx>.

Next Steps:

NCDOT will consider all comments received at the March 14, 2023, public meeting and during the comment period, which closes on March 28, 2023. A final environmental document, called a Categorical Exclusion (CE), will be prepared for each project. The CEs will address the comments received and confirm the selection of the Preferred Alternative for each project. The CEs are expected to be complete in the summer of 2023 and will be posted on the project websites.

Contact Information:

Rachelle Beauregard

NCDOT Project Manager
NCDOT Project Management Unit
1582 Mail Service Center
Raleigh, NC 27699-1582

Jill Gurak, PE, AICP

Consultant Project Manager
Atkins
1616 E. Millbrook Rd, Suite 160
Raleigh, NC 27609

Your Input Is Important:

Public involvement is an important part of the project development process. NCDOT encourages public input throughout the development of these projects and considers this input when selecting alternatives for projects. It is important for the project team to get your input on these alternatives.

In addition, these projects are located within multiple jurisdictions. NCDOT has been coordinating with Wake County, the City of Raleigh, the Town of Cary, and the Capital Area Metropolitan Planning Organization (CAMPO) throughout the project.

Project Timeline (for Both Projects):

Milestone	Date
Environmental Document (Categorical Exclusion)	Summer 2023
Design-Build Award to a Contractor Team	October 2025

Additional Information:

Visit the project website at: ncdot.publicinput.com/40-440-US1-Interchange. At this site, you can view and download the preferred alternative maps and previous public meeting maps and also submit your comments.

NCDOT encourages you to visit the project webpage where you can review information and provide your feedback to assist us in making important project decisions.

<https://ncdot.publicinput.com/40-440-US1-Interchange>

You may leave feedback on the site, email 40-440-US1-Interchange@publicinput.com, or call the project hotline at (984) 205-6615 and enter Project Code 4019 to leave a message. Please submit your comments for this phase of project development by **March 28, 2023**.

Scan with a phone camera to view the project website.



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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	Date: March 14, 2023
Location: Hope Community Church, 821 Buck Jones Road, Raleigh, NC 27606	
TIP No: I-5701 and I-5703	
Project Description: Addition of lanes on I-40/U.S. 1/U.S. 64 Interchange and Lake Wheeler Road and improvements to the I-40/I-440/U.S. 1/U.S. 64 interchange	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation 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 Environmental Analysis Unit, 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: Male Female
Street Name: (i.e. Main Street) _____	Age: Less than 18 45-64 18-29 65 and older 30-44
Total Household Income: Less than \$12,000 \$47,000 – \$69,999 \$12,000 – \$19,999 \$70,000 – \$93,999 \$20,000 – \$30,999 \$94,000 – \$117,999 \$31,000 – \$46,999 \$118,000 or greater	Have a Disability: Yes No
Race/Ethnicity: White Black/African American Asian American Indian/Alaskan Native Native Hawaiian/Pacific Islander Hispanic/Latino Other (please specify): _____	National Origin: (if born outside the U.S.) Mexican Central American: _____ South American: _____ European: _____ Chinese Vietnamese Korean 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 Nondiscrimination Program at (919) 508-1808 or toll free at 1-800-522-0453, or by email at titleVI@ncdot.gov. Thank you for your participation!



(HL-0007)

Attn: Diane Wilson

NCDOT - Environmental Analysis Unit

1598 Mail Service Center

Raleigh, NC 27699-1598

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NCDOT - Environmental Analysis Unit

1598 Mail Service Center

Raleigh, NC 27699-1598

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March 14, 2023 Wake County

The N.C. Department of Transportation appreciates your review of the virtual public meeting materials and appreciates any comments you may have for the proposed I-40 improvements and the I-40/I-440/U.S. 1/U.S. 64 interchange projects.

Comments may be submitted up to March 28, 2023.

You may mail this self-addressed form, visit the webpage (<https://publicinput.com/40-440-US1-Interchange>) or email your comments (40-440-US1-Interchange@publicinput.com). You may also phone in your comments to: (984) 205-6615, enter Project Code 4019 and leave a message.

Name: _____

Company/Organization/Neighborhood: _____

Address: _____ ZIP: _____

E-mail: _____

Would you like to be included on our mailing list for these projects? Please circle one: YES NO

Do you have questions or comments on the Project I-5701 Preferred Alternative?

Do you have questions or comments on the Project I-5703 Preferred Alternative (Alternative 2)?



(HL-0007)

Attn: Diane Wilson

NCDOT - Environmental Analysis Unit

1598 Mail Service Center

Raleigh, NC 27699-1598

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NCDOT - Environmental Analysis Unit

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