



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

Thank you for your interest and participation in this public hearing regarding NCDOT State Transportation Improvement Program (STIP) Project No. U-5307.

The purpose of this hearing is to receive comments on the project environmental document, called the Environmental Assessment (EA), and the NCDOT Recommended Alternative.

The Environmental Assessment provides information on studies, collaboration, and evaluations that led to the NCDOT Recommended Alternative. The designs presented on the maps are based on the studies and details that are contained in the EA.

YOUR INPUT IS VITAL

Informational materials about the project are also available on the project webpage (<https://publicinput.com/capital-boulevard-upgrade>). You are encouraged to review the EA, project designs, available materials, and discuss the proposed improvements with project representatives prior to the formal presentation tonight. Following the formal presentation, public comments will be accepted. Comments will be recorded, and a transcript will be made available after the hearing.

WHAT IS DONE WITH MY INPUT?

After the comment period ends on July 7, 2023, all comments will be reviewed and discussed at a post-hearing meeting. The meeting will include NCDOT project team members, including its planners, engineers, right-of-way agents, and other transportation-related professionals, as well as representatives from

other agencies, such as Federal Highway Administration (FHWA), the U.S. Army Corps of Engineers (USACE), and the N.C. Department of Environmental Quality (NCDEQ).

Issues will be addressed at that time or during the development of final design. Minutes of the post-hearing meeting will be prepared, and a summary will be posted to the project website.

NCDOT considers safety, costs, traffic service, social and natural environmental resource impacts, and public comments in making decisions. Impacts are summarized in the project's Environmental Assessment.

PUBLIC COMMENTS

NCDOT Online Public Engagement Platform

<https://publicinput.com/capital-boulevard-upgrade>



Email Us

capital-boulevard-upgrade@publicinput.com



Call Us

984-205-6615 using project code 3243

Leave a message and it will be forwarded to the project team

Comments are due by July 7, 2023



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PROJECT OVERVIEW

The U-5307 project proposes to upgrade approximately 10 miles of U.S. 1 from I-540 in Raleigh to Purnell Road/Harris Road in Wake Forest to a controlled-access freeway.

Control of access along U.S. 1 means access will be provided only via ramps at interchanges. Cross streets and driveways will no longer intersect U.S. 1 directly.

The project is divided into four segments:

- o **Segment A** – I-540 to north of Durant Road/Perry Creek Road
- o **Segment B** – north of Durant Road/Perry Creek Road to north of Burlington Mills Road
- o **Segment C** – north of Burlington Mills Road to south of N.C. 98 Business
- o **Segment D** – south of N.C. 98 Business to Purnell Road/Harris Road

PROJECT PURPOSE & NEED

The purpose of the U-5307 project is to improve traffic congestion and travel times and maintain regional mobility and local connectivity.

U.S. 1 currently carries between 32,000 and 65,000 vehicles per day and is anticipated to carry between 44,000 and 75,000 vehicles per day by 2040.

Travel times along the corridor are highly variable with a trip in the evening peak hour taking up to four times longer than non-peak trip times. To help with congestion and travel times, the project includes the following:

- o Remove all traffic signals and driveway connections along U.S. 1
- o Improve existing interchanges along U.S. 1 at I-540, N.C. 98 Bypass, and N.C. 98 Business
- o Construct new grade separations along U.S. 1 at Gresham Lake Road north of I-540 and Jenkins Road/Stadium Drive
- o Construct new interchanges at Durant Road/Perry Creek Road, Burlington Mills Road, U.S. 1A (Falls of Neuse Road/South Main Street) and Purnell Road/Harris Road
- o Improve existing service/connector roads and construct new ones throughout the project corridor



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ENVIRONMENTAL ASSESSMENT

The project team has prepared an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA).

The document summarizes the potential environmental impacts and benefits, explains why the project is proposed, and outlines the multiple alternatives considered throughout the project development process. The EA documents avoidance, minimization, and mitigation measures.

The document also includes technical studies and analyses, supporting data, information, and other reports that have been completed since the start of the project.

View the Environmental Assessment here:

<https://www.ncdot.gov/projects/capital-boulevard-upgrade/Pages/environmental-documents.aspx>

The Federal Highway Administration approved the draft EA on May 31, 2023. Following completion of the Public Hearing and corresponding public comment period for the document, NCDOT will proceed through additional coordination with its agency partners before selection of the preferred alternative and anticipated completion of the FONSI (Finding of No Significant Impact).

Additional information on NEPA and project development is available on FHWA's webpage:

<https://www.environment.fhwa.dot.gov/nea/documentation.aspx>

SECTION 4(f)

Section 4(f) of the U.S. Department of Transportation (USDOT) Act stipulates that the FHWA and other USDOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless:

- o There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- o The Administration determines that the use of the property will have a *de minimis* impact.

A *de minimis* impact is one that, after considering avoidance, minimization, mitigation and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

Four historic and one recreational property were identified as Section 4(f) resources:

- o Powell House (National Register Property) – driveway relocation resulting in a *de minimis* impact determination.
- o Wakefields/Sutherland (National Register Property) – minimal right-of-way and easement adjacent to U.S. 1; mitigation includes retaining wall, fencing, and landscaping resulting in a *de minimis* impact determination.
- o No Impact to the Raleigh & Gaston Rail Corridor, Purefoy-Dunn Plantation, and Joyner Park.



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TRAFFIC NOISE STUDY

During planning and design for highway projects, NCDOT must:

- o Identify traffic noise impacts
- o Examine potential noise abatement
- o Incorporate reasonable and feasible noise abatement measures
- o Coordinate with local officials to provide helpful information on compatible land use planning and control

NCDOT has performed an initial Traffic Noise Study (completed March 2022) for this project. Noise walls have been identified as preliminarily feasible and reasonable at several locations throughout the project corridor. These are shown as Potential Noise Abatement Areas on the Public Hearing Maps.

Following selection of the Preferred Alternative, final designs will be prepared. NCDOT will then complete additional noise studies and make final decisions regarding noise walls as part of the Design Noise Report.

Determination of whether a noise wall is feasible and reasonable may change as a result of these additional studies or changes to the project design. Balloting of property owners and occupants of properties potentially benefitted from the wall will occur after this time. The balloting process will be explained later in this presentation.

Additional information on NCDOT Noise Regulations and Policies is available here:

<https://www.ncdot.gov/initiatives-policies/environmental/reducing-noise-pollution/Pages/regulations-policies.aspx>

PUBLIC INVOLVEMENT HISTORY

Two open house style public meetings have been held for this project as well as several small group meetings, stakeholder meetings, and municipal meetings.

The project team has continued to engage with members of the public, elected officials, municipal staff, and developers throughout the planning and design for this project.

Public Meeting 1 (October 2018)

Two in-person meetings to present the general concept of widening U.S. 1 and the interchange concept designs. A total of 477 citizens attended the meetings and submitted over 160 comments via comment forms and online options.

Public Meeting 2 (December 2021)

One virtual meeting was held via GoTo Meeting due to COVID-19 limitations. The preliminary design for the U.S. 1 widening, interchange alternatives, and service/connector roadways were presented. Approximately 300 citizens participated in the online survey from 3,000+ website visits.

Small Group Meetings

Multiple conference calls or meetings have been held with various small groups including: South Forest Business Park, Southeastern Baptist Theological Seminary, Duke Energy, Wake Forest Crossing Shopping Center, Celebration Church, Casa de Su Presencia, Guerbet, Mallinckrodt Pharmaceuticals, the Circle Drive community as well as representatives for several property owners along the corridor.



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Municipal Coordination

Following Public Meeting 2, NCDOT engaged in multiple discussions over the course of a year with the City of Raleigh, Town of Wake Forest, and Capital Area Metropolitan Planning Organization (CAMPO) to develop the current project recommendations.

A summary of these coordination efforts is available in Appendix F of the EA.

PROJECT COST ESTIMATES

Preliminary cost estimates by Segment for the **NCDOT Recommended Alternative** are below. For a complete table detailing cost estimates for all alternatives evaluated, see Section 5 of the EA.

Segment A		
Right-of-Way	\$90.7M	\$279.8M
Utilities	\$17.4M	
Construction	\$171.7M	
Segment B		
Right-of-Way	\$74.5M	\$183.4M
Utilities	\$8.8M	
Construction	\$100.1M	
Segment C		
Right-of-Way	\$28.1M	\$163.3M
Utilities	\$6.5M	
Construction	\$128.6M	
Segment D		
Right-of-Way	\$48.0M	\$166.1M
Utilities	\$9.1M	
Construction	\$109.0M	
Total Project Cost Estimate		\$792.6M

IDENTIFYING PROJECT ALTERNATIVES

Multiple alternatives were evaluated for the U.S. 1 corridor and each interchange or potential interchange along the project limits. It was determined that the **No-Build Alternative would not meet the project needs to reduce congestion and improve travel times.**

Build alternatives were evaluated with NCDOT's agency partners based on a number of factors including traffic analyses, potential impacts, feasibility, and costs. Build alternatives include removal of at-grade intersections along U.S. 1 and the conversion of major intersections to interchanges. Based on traffic analyses, it was determined that the intersections of U.S. 1 at Durant Road/Perry Creek Road, Burlington Mills Road, Falls of Neuse Road/U.S. 1A (South Main Street), and Purnell Road/Harris Road should be converted to interchanges. Any remaining intersections would be closed, and entrances moved to service/connector roadways.

The NCDOT Recommended Alternative for each project segment is available on the following pages.

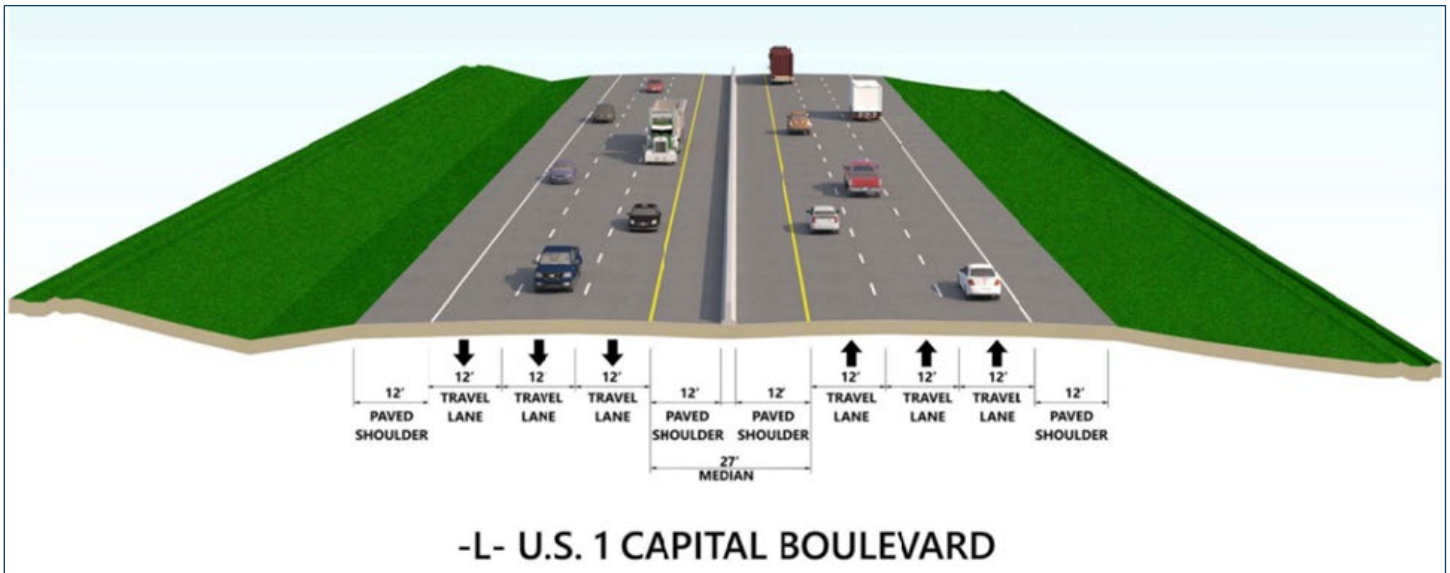
Please note, final determination of the preferred alternative will occur later this year after additional coordination with our agency partners.



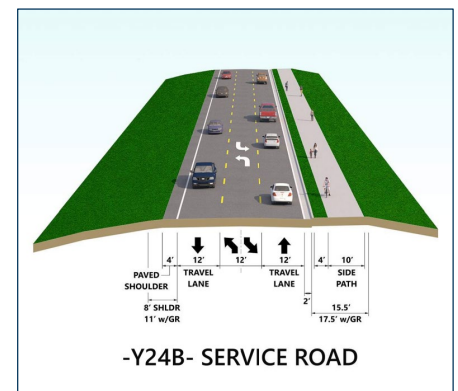
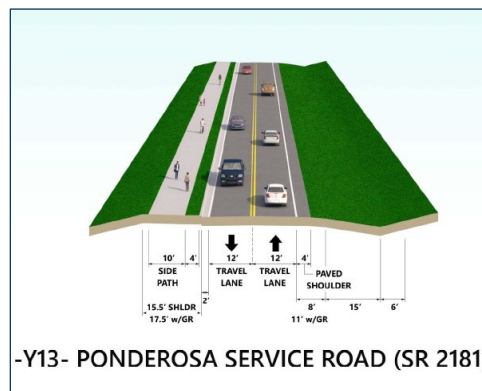
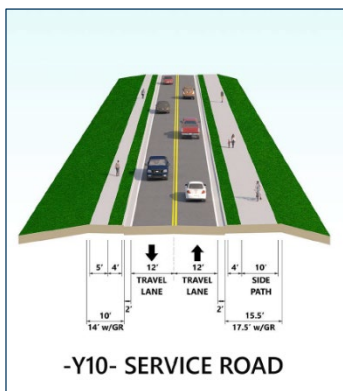
U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

PROPOSED TYPICAL SECTIONS

The build alternatives were developed using American Association of State Highway and Transportation Officials (AASHTO) and NCDOT guidelines for a freeway using a 70-mph design speed. Six 12' lanes, three in each direction, will be provided along U.S. 1 with auxiliary lanes and transition lanes between interchanges where warranted.



Because U.S. 1 will be a controlled-access freeway, all at grade intersections and driveways along U.S. 1 will be relocated. Local service/connector roads will be included as part of this project and are proposed to have two 11' to 12' lanes, one in each direction, with left-turn lanes as needed. A 10' multi-use path (MUP)/side path to accommodate bicycles and pedestrians will be included in addition to a sidewalk along the local service/connector roads (as appropriate). Example service/connector roadway typical sections are shown below:





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SEGMENT A

I-540 to north of Durant Road/Perry Creek Road

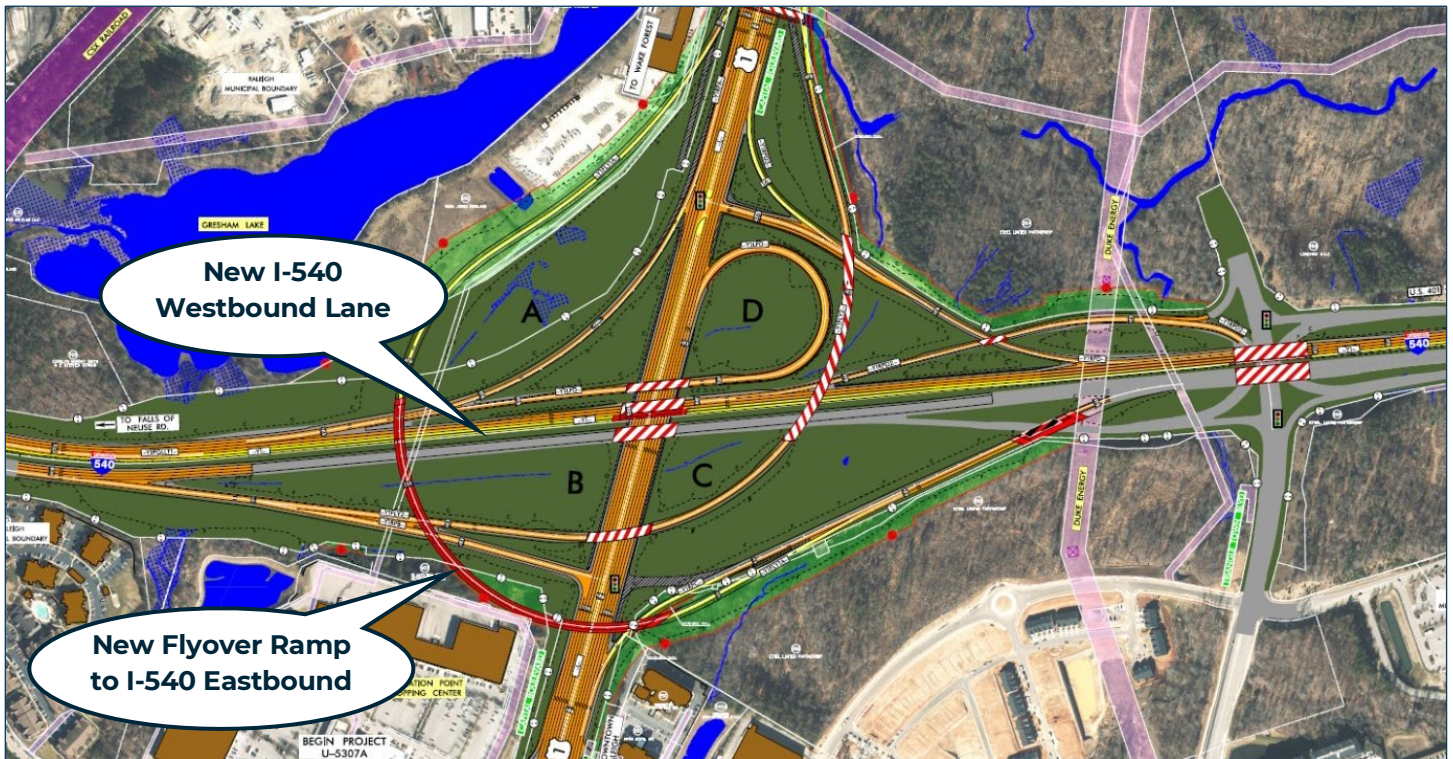
This segment includes the following locations:

- o I-540 at U.S. 1 Interchange
- o Gresham Lake Road Extension
- o Durant Road/Perry Creek Road at U.S. 1 Interchange

I-540 at U.S. 1 INTERCHANGE

NCDOT Recommended Alternative – Flyover with No Loop

The proposed project includes the addition of a flyover carrying U.S. 1 southbound traffic onto I-540 eastbound (toward Knightdale) and the addition of a third westbound through lane on I-540.





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GRESHAM LAKE ROAD GRADE EXTENSION

Four alternatives were evaluated for the Gresham Lake Road area. These options include a cul-de-sac at Gresham Lake Road, overpass, extension to Triangle Town Boulevard, or a full connection (overpass and Triangle Town Boulevard extension). Following extensive coordination with the City of Raleigh and CAMPO, Option 2 (Gresham Lake Road Overpass) was determined to provide the most benefit to the community while still meeting the project's purpose of improving traffic congestion and travel times and maintain regional mobility and local connectivity.

NCDOT Recommended Alternative – Option 2 (Gresham Lake Road Overpass)

This option shifts the intersection of Gresham Lake Road, Capital Hills Drive, and Overlook Road to the north and connects Gresham Lake Road to a new service road via overpass east of U.S. 1.





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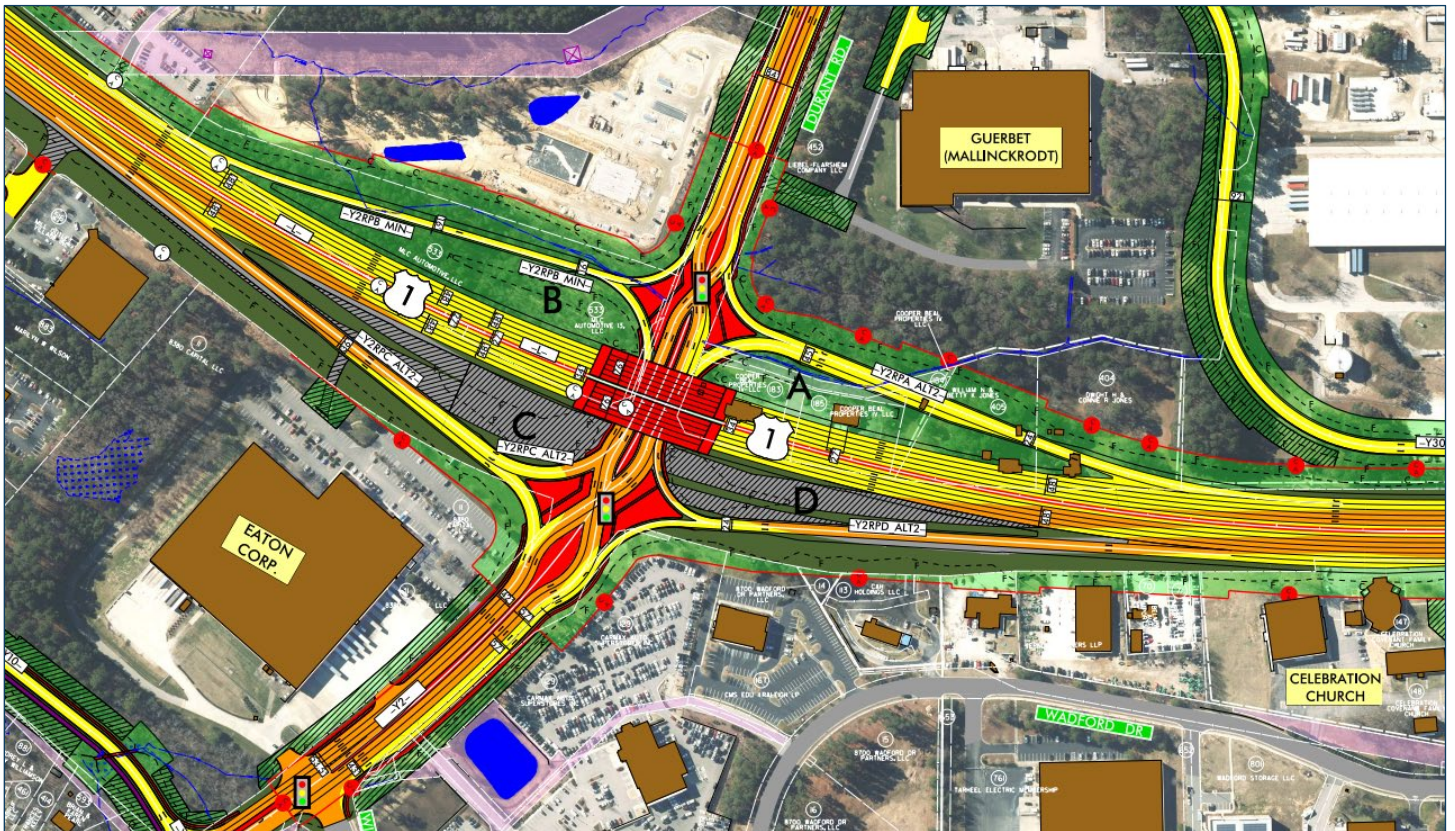
U.S. 1 at DURANT ROAD/PERRY CREEK ROAD INTERCHANGE

Three alternatives were considered for the Durant Road/Perry Creek Road interchange. A Partial Cloverleaf Interchange and Diamond Interchange were evaluated but eliminated due to greater impacts to properties, high construction costs, and potential traffic operations issues. Following additional analysis and coordination with our local and agency partners, a Minimized Diverging Diamond Interchange was developed as the NCDOT Recommended Alternative.

NCDOT Recommended Alternative – Minimized Diverging Diamond Interchange

A Diverging Diamond Interchange (DDI) allows two directions of traffic to temporarily cross to the left side of the road. It moves high volumes of traffic through an intersection without increasing the number of lanes and traffic signals. This movement provides easier access to a major highway or interstate. With this concept, traffic on U.S. 1 would pass over the Durant Road/Perry Creek Road DDI.

A video of how to navigate a DDI is available here: <https://www.youtube.com/watch?v=HD-0QnUILOQ>





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT A IMPACT SUMMARY

The following table summarizes potential impacts resulting from the NCDOT Recommended Alternative for Segment A. For the complete impact summary table, see Table 5-10 of the Environmental Assessment.

Impact Category	NCDOT Recommended Alternative
Natural Environment	
Streams (linear ft)*	4,687 (3,240)
Wetlands (acres)*	1.13 (0.89)
Human Environment	
Section 4(f) Historic	0
Section 4(f) Parks	0
Potential Noise Abatement Areas	1
Community Resources	1
Right-of-Way Impacts (Displacements)	
Residential	4 (1 minority)
Commercial	12 (1 minority)
Non-Profit	1
Project Cost Estimate**	
Right-of-Way	\$90,730,107
Utilities	\$17,412,082
Construction	\$171,695,000
Total	\$279,837,189

*Stream and wetland impacts are shown as slope stake width +25' (slope stake width only)

**Preliminary Project Cost Estimate (12/07/2022) – Subject to Change



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT B

North of Durant Road/Perry Creek Road to Burlington Mills Road

This segment includes the following locations:

- o U.S.1 at Burlington Mills Road Interchange
- o Neuse River Crossing

U.S. 1 at BURLINGTON MILLS ROAD INTERCHANGE

A total of six interchange options have been evaluated at Burlington Mills Road. Four options were previously evaluated but eliminated due to more extensive property impacts: Flyover, Partial Cloverleaf, Trumpet, and Diamond Interchange with U.S. 1 passing over Burlington Mills Road. A Skewed Partial Cloverleaf Interchange is still a current alternative (Option B); however, it is not recommended due to its potential property impacts.

NCDOT Recommended Alternative – Option A (Diamond Interchange with U.S. 1 passing under Burlington Mills Road)

This option would convert the current U.S. 1 at Burlington Mills Road intersection to a Diamond Interchange with U.S. 1 continuing under Burlington Mills Road.





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

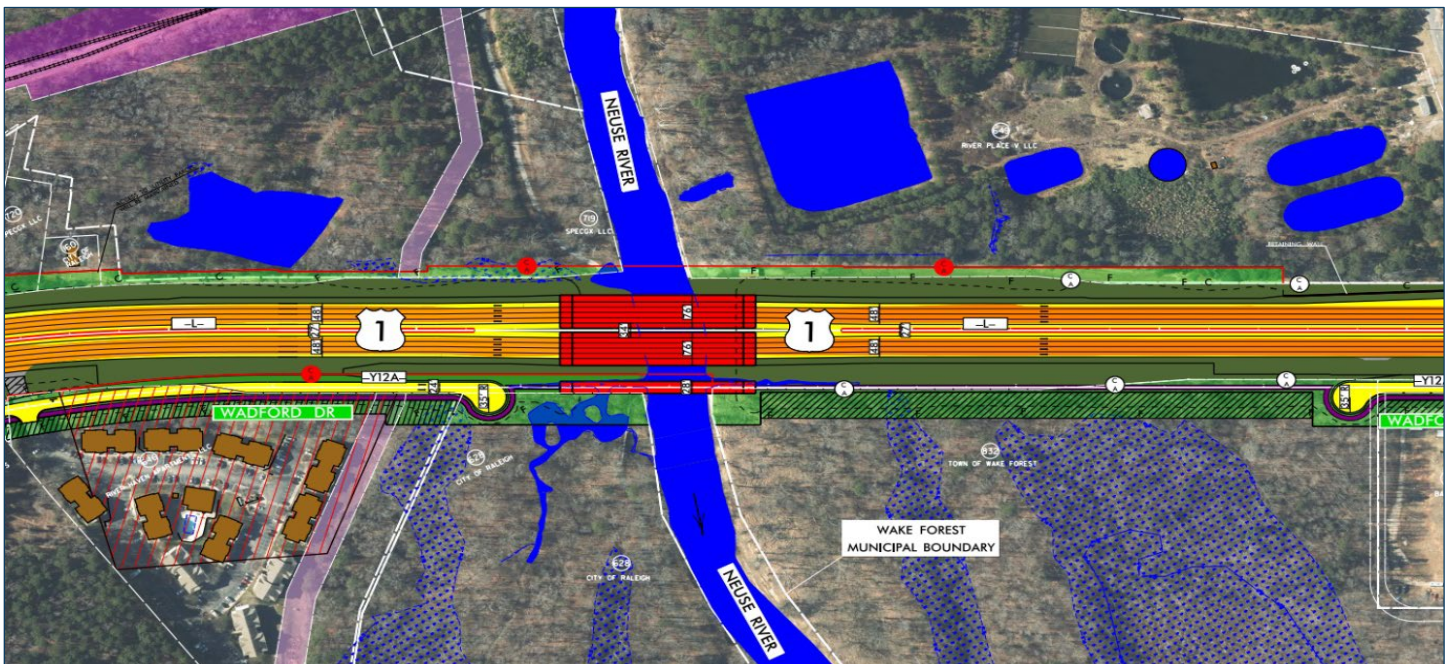
U.S. 1 OVER THE NEUSE RIVER

Several options for spanning the Neuse River have been evaluated. Through extensive coordination with our local and agency partners, the NCDOT Recommended Alternative (Option 1) will include replacement of the current U.S. 1 mainline bridges over the Neuse River with dual 345' bridges. This option also includes an additional 65' of length for wildlife crossings underneath.

Two options for the service/connector road bridge adjacent to U.S. 1 have also been evaluated. To address municipal concerns and maintain local bicycle/pedestrian connectivity, NCDOT is recommending an exclusive bicycle/pedestrian bridge adjacent to the U.S. 1 mainline bridges.

NCDOT Recommended Option – Option 1 (U.S. 1 Mainline Bridges with MUP/Side Path Bridge)

This option includes a bridge that would be used for construction phasing temporarily and then converted to a pedestrian MUP/side path connection over the Neuse River once construction was complete. This option connects the Wadford Drive and Meadstone Way cul-de-sacs via MUP only.





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT B IMPACT SUMMARY

The following table summarizes potential impacts resulting from the NCDOT Recommended Alternative for Segment B. For the complete impact summary table, see Table 5-11 of the Environmental Assessment.

Impact Category	NCDOT Recommended Alternative
Natural Environment	
Streams (linear ft)*	1,197 (833) lft
Wetlands (acres)*	0.94 (0.59) acres
Human Environment	
Section 4(f) Historic	0
Section 4(f) Parks	0
Potential Noise Abatement Areas	1
Community Resources	1
Right-of-Way Impacts (Displacements)	
Residential	8 (1 minority)
Commercial	16
Non-Profit	0
Project Cost Estimate**	
Right-of-Way	\$74,549,130
Utilities	\$ 8,775,919
Construction	\$100,100,000
Total	\$183,425,049

*Stream and wetland impacts are shown as slope stake width +25' (slope stake width only)

**Preliminary Project Cost Estimate (12/07/2022) – Subject to Change



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT C

North of Burlington Mills Road to south of N.C. 98 Business

This segment includes the following locations:

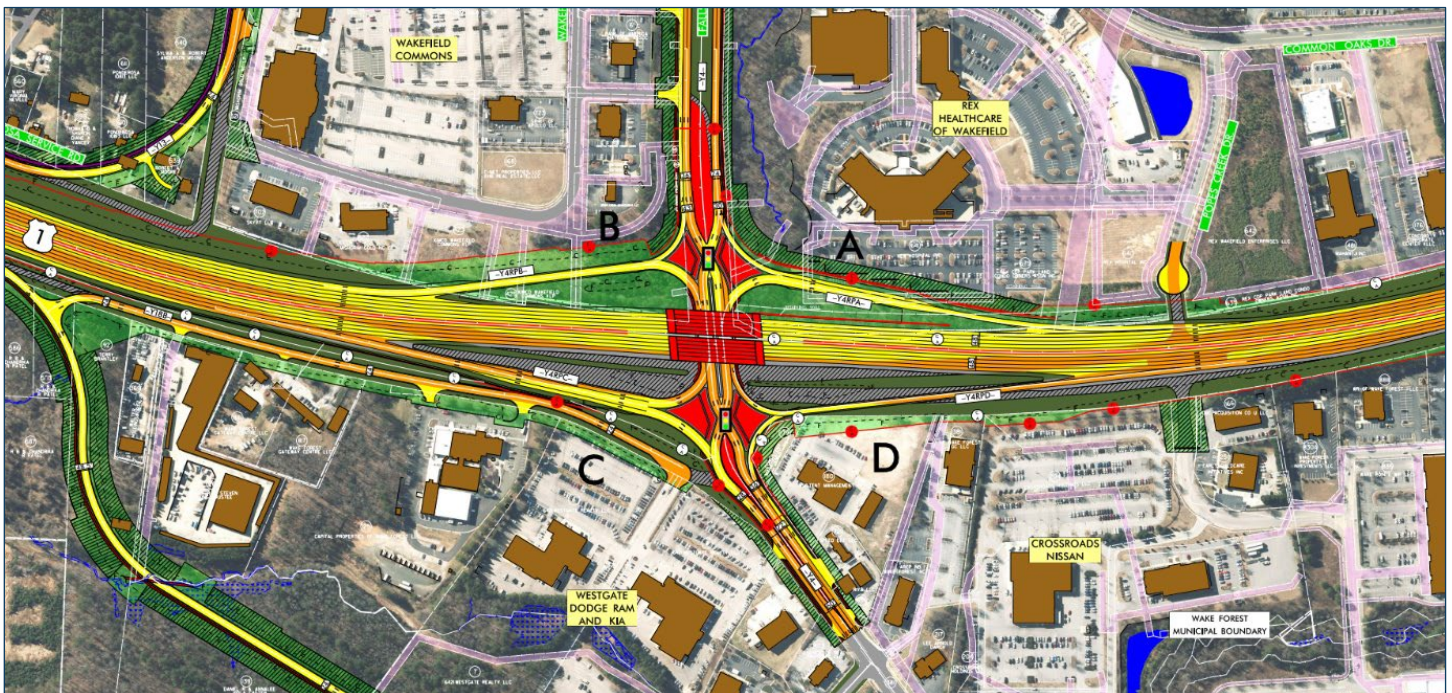
- o U.S. 1 at Falls of Neuse Road/U.S. 1A (South Main Street) Interchange
- o U.S. 1 at N.C. 98 Bypass Interchange

U.S. 1 at FALLS OF NEUSE ROAD/U.S. 1A (S MAIN STREET) INTERCHANGE

Four interchange options were evaluated at this location as part of the project development process: Diverging Diamond Interchange (DDI), Diamond Interchange, Diamond Interchange with Loops, and Displaced Left-Turn Interchange. All but the DDI option were eliminated from further consideration due to traffic operations, potential property impacts, access issues, and construction costs.

NCDOT Recommended Alternative – Diverging Diamond Interchange (DDI)

This option includes a DDI with U.S. 1 traffic passing over Falls of Neuse Road/U.S. 1A (South Main Street).





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

U.S. 1 at N.C. 98 BYPASS INTERCHANGE

NCDOT Recommended Alternative – Existing Interchange Modifications

Due to the recent construction of the N.C. 98 Bypass, it was determined that there was no need to replace this interchange at this time. Improvements at N.C. 98 Bypass include minor modifications to the end of the existing ramps to tie into the work along U.S. 1 mainline.





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT C IMPACT SUMMARY

The following table summarizes potential impacts resulting from the NCDOT Recommended Alternative for Segment C. For the complete impact summary table, see Table 5-12 of the Environmental Assessment.

Impact Category	NCDOT Recommended Alternative
Natural Environment	
Streams (linear ft)*	1,588 (620) lft
Wetlands (acres)*	0.66 (0.43) acres
Human Environment	
Section 4(f) Historic	3
Section 4(f) Parks	0
Potential Noise Abatement Areas	3
Community Resources	1
Right-of-Way Impacts (Displacements)	
Residential	2
Commercial	0
Non-Profit	0
Project Cost Estimate**	
Right-of-Way	\$28,124,000
Utilities	\$6,530,960
Construction	\$128,600,000
Total	\$163,254,960

*Stream and wetland impacts are shown as slope stake width +25' (slope stake width only)

**Preliminary Project Cost Estimate (12/07/2022) – Subject to Change



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT D

South of N.C. 98 Business to Purnell Road/Harris Road

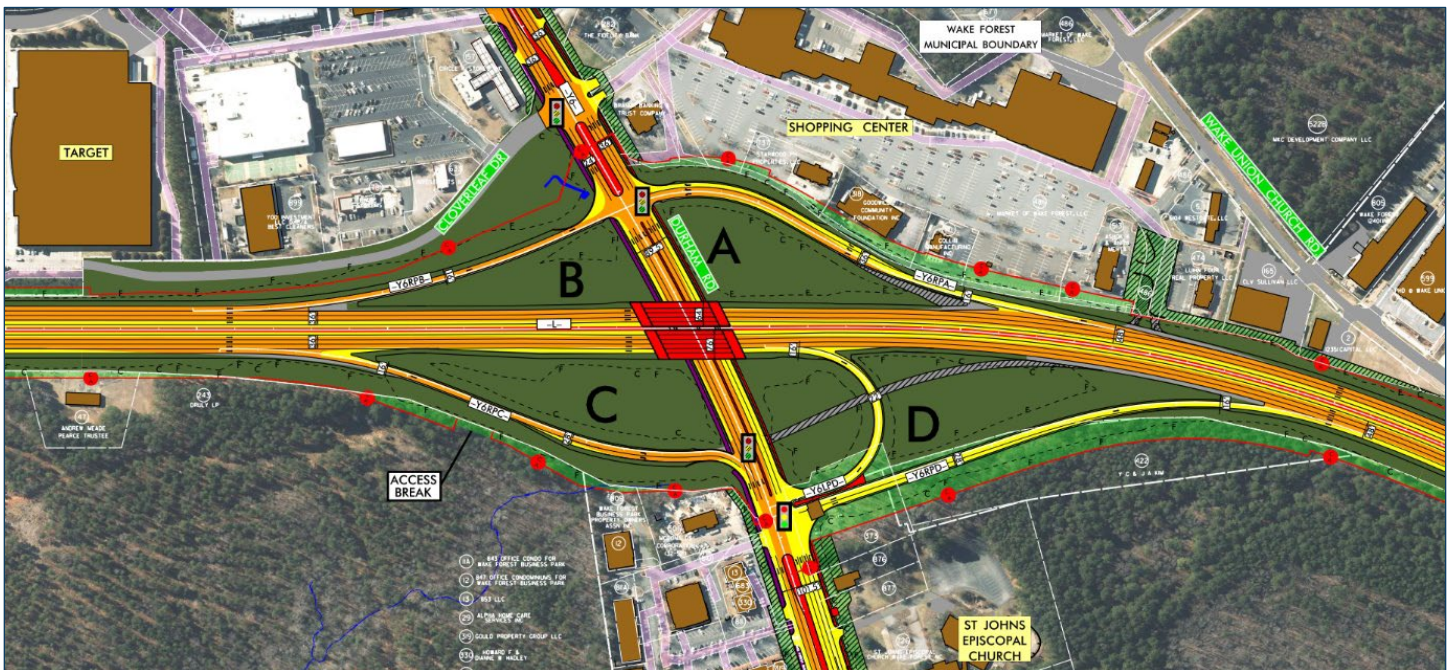
This segment includes the following locations:

- o U.S.1 at N.C. 98 Business Interchange
- o U.S.1 at Jenkins Road/Stadium Drive Grade Separation
- o U.S.1 at Purnell Road/Harris Road Interchange

U.S. 1 at N.C. 98 BUSINESS INTERCHANGE

NCDOT Recommended Alternative – Interchange Modifications

Options for only constructing ramp modifications were evaluated at N.C. 98 Bypass; however, after additional review, it was determined that replacing the U.S. 1 mainline bridges would be needed due to the age and condition of the structure and to provide adequate space for additional lanes along N.C. 98 Business. The NCDOT Recommended Alternative includes replacing the existing U.S. 1 bridges over N.C. 98 Bypass and construct ramp/loop additions.





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

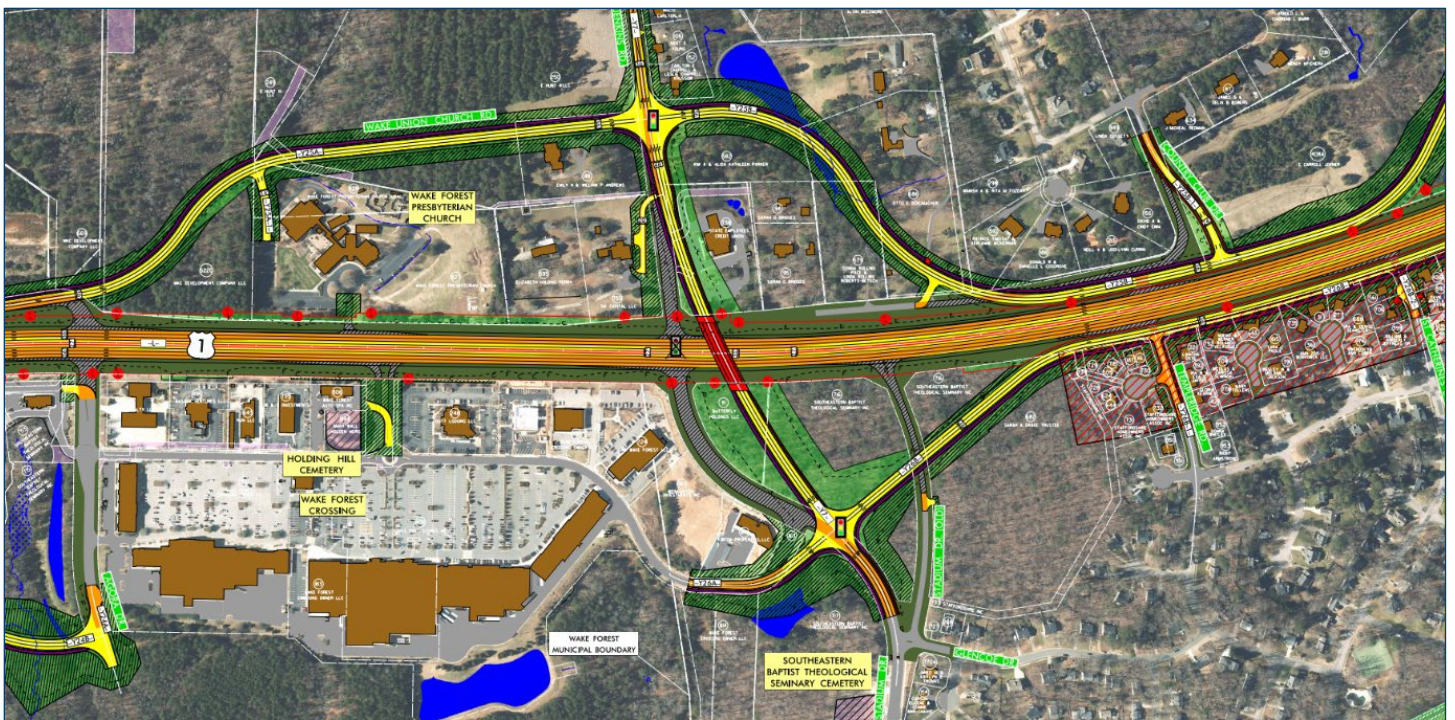
U.S. 1 at JENKINS ROAD/STADIUM DRIVE GRADE SEPARATION

One option was developed for this intersection and includes replacing the existing intersection of U.S. 1 at Jenkins Road/Stadium Drive with a grade separated overpass. Currently, an interchange is not required here to meet the project purpose and need.

A Hot SPOT analysis was completed as part of the CAMPO Northeast Area Study (NEAS) on possibly adding an interchange as a future project. The currently recommended project design does not preclude an interchange in the future.

More information on the CAMPO NEAS is available here: <https://www.campo-nc.us/programs-studies/area-studies/northeast-area-study>

NCDOT Recommended Alternative – New Grade Separation



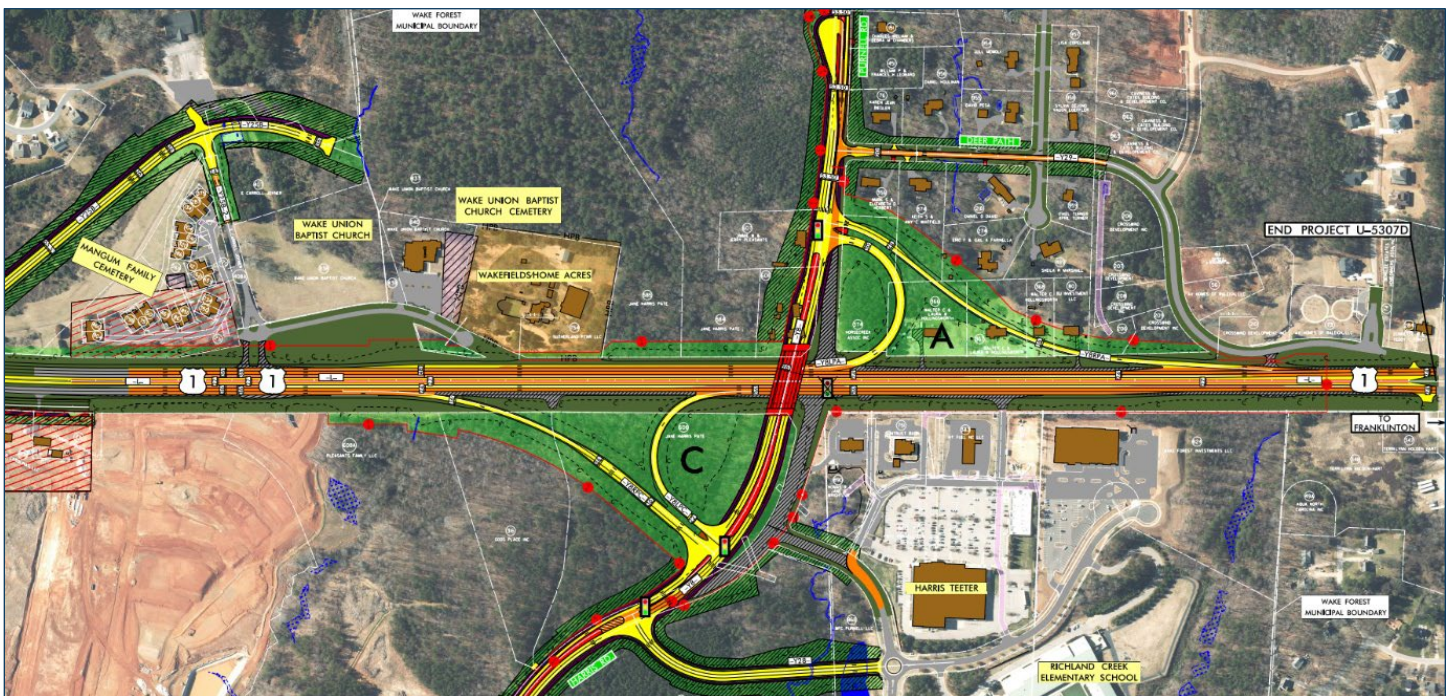


U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

U.S. 1 at PURNELL ROAD/HARRIS ROAD INTERCHANGE

Several configurations of a Partial Cloverleaf Interchange were evaluated at this location. These options vary based on constructability and geometric constraints. A Diamond Interchange was previously evaluated but eliminated due to potential historic property impacts and impacts to adjacent properties.

NCDOT Recommended Alternative – Option 2 (Partial Cloverleaf Interchange)





U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

SEGMENT D IMPACT SUMMARY

The following table summarizes potential impacts resulting from the NCDOT Recommended Alternative for Segment D. For the complete impact summary table, see Table 5-13 of the Environmental Assessment.

Impact Category	NCDOT Recommended Alternative
Natural Environment	
Streams (linear ft)*	1,392 (1,154) lft
Wetlands (acres)*	0.06 (0.05) acres
Human Environment	
Section 4(f) Historic	1
Section 4(f) Parks	0
Potential Noise Abatement Areas	2
Community Resources	4
Right-of-Way Impacts (Displacements)	
Residential	20 (4 minority)
Commercial	7
Non-Profit	0
Project Cost Estimate**	
Right-of-Way	\$47,956,500
Utilities	\$9,099,654
Construction	\$109,000,000
Total	\$166,056,154

*Stream and wetland impacts are shown as slope stake width +25' (slope stake width only)

**Preliminary Project Cost Estimate (12/07/2022) – Subject to Change



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

ANTICIPATED PROJECT SCHEDULE

The current NCDOT 2024-2033 STIP (June 2023) has programmed Segment A as a Design-Build project and includes right-of-way, utility, and construction dates beginning in October 2025. Segments B, C, and D are currently funded for Preliminary Engineering only.



Additional information on the NCDOT STIP is available here:

<https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx>

PROJECT DELIVERY

Segment A is scheduled to be 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.

Currently, Segments B, C, and D are planned for the traditional design-bid-build process.



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS

RIGHT-OF-WAY ACQUISITION & RELOCATION ASSISTANCE

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 also 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.

The current market value of the property at its highest and best use when appraised will be offered as compensation.

The Department of Transportation must:

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



For additional information on NCDOT's Right-of-Way Process and Policies, visit the NCDOT Right-of-Way webpage:

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

Pamphlets summarizing right of way and relocation procedures are available at the sign in table.

U.S. ARMY CORPS OF ENGINEERS PUBLIC NOTICE

The information provided in this handout is also provided on behalf of the Department of the Army, who will, at a future time, be asked for authorization to discharge dredged or fill material into waters of the United States.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments.

For activities involving the discharge of dredged or fill materials in waters of the United States, the evaluation of the impact of the activity on the public interest will include application of the Environmental Protection Agency's 404(b)(1) guidelines (40 CFR Part 230).

The Corps of Engineers is soliciting comments from the public; Federal, State and local agencies and officials, including any consolidated State Viewpoint or written position of the Governor; Native American Tribes and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to select the least environmentally damaging practicable alternative (LEDPA) for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and other public interest factors. Public interest factors may include, but are not limited to: conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values (in accordance with Executive Order 11988), land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. All comments received will also be evaluated and used in the determination of whether to (1) process this project under an Individual Permit, in which case the Corps will prepare a project specific Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS) pursuant to NEPA, or (2) verify that this project meets the terms and conditions for use of Regional General Permit 31 or another general permit. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Although all comments provided on the subject project will be shared between the NCDOT Project Team and the Corps of Engineers, comments may also be provided directly to the Corps of Engineers representative for the subject project:

Eric Alsmeyer

U.S. Army Corps of Engineers, Wilmington District

3331 Heritage Trade Drive, Suite 105, Wake Forest, NC 27587

eric.c.alsmeyer@usace.army.mil

(919) 817-1570

(919) 554-4884 x23

PROJECT CONTACT INFORMATION

Terry Farr, PE

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

Charles Cox, PE

Consultant Project Manager
RS&H
6521 Six Forks Road, Suite 400
Raleigh, NC 27615



Email Us

capital-boulevard-upgrade@publicinput.com



Call Us

984-205-6615 using project code 3243

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 Hearing	Date: June 21, 2023
Location: Living Word Family Church, 10520 Star Rd, Wake Forest, 27587	
TIP No: U-5307	
Project Description: Upgrade approximately 10 miles of U.S. 1 from I-540 in Raleigh to Purnell Road/Harris Road in Wake Forest to a controlled-access freeway.	

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: <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"/> European: _____ <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 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!



NCDOT – Environmental Analysis Unit
Attn: Diane Wilson
1598 Mail Service Center
Raleigh, NC 27699-1598

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Raleigh, NC 27699-1598



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS PUBLIC HEARING COMMENT FORM

Let us know if you have any additional comments on the Environmental Assessment or the NCDOT Recommended Alternative. **Please submit all comments via mail or email by July 7, 2023.**

Contact Information (Optional)

Name _____ Zip _____

Email Address (check to receive updates) _____

After reviewing the environmental document, do you have comments or questions you would like to provide?

Do you have any comments or questions about the overall project?



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS PUBLIC HEARING COMMENT FORM

Do you have a comment on the NCDOT Recommended Alternative at any of the following locations?

I-540 at U.S. 1 Interchange _____

Gresham Lake Road (Option 2) _____

Durant Road/Perry Creek Road Interchange _____

Burlington Mills Road (Option A) Interchange _____

From north of Burlington Mills Road to south of Falls of Neuse Road/U.S. 1A (South Main Street)



U.S. 1 (CAPITAL BOULEVARD) IMPROVEMENTS PUBLIC HEARING COMMENT FORM

Falls of Neuse Road/U.S. 1A (South Main Street) Interchange _____

N.C. 98 Bypass Interchange _____

N.C. 98 Business Interchange _____

Jenkins Road/Stadium Drive Grade Separation _____

Purnell Road/Harris Road (Option 2) Interchange _____



NCDOT – Environmental Analysis Unit
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