

**U-5844**  
**NC 62 WIDEN TO MULTI-LANES FROM RAMADA ROAD (SR 1430)**  
**TO US 70 (CHURCH STREET)**  
**BURLINGTON, ALAMANCE COUNTY, NORTH CAROLINA**  
**STATE CLEARINGHOUSE #**  
**ADMINISTRATIVE ACTION**  
**STATE ENVIRONMENTAL ASSESSMENT AND FINDING OF**  
**NO SIGNIFICANT IMPACT**



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**  
**DIVISION 7**

12/14/2022

**Date**

DocuSigned by:

CA084B4A6412432

**John Jamison, PWS.**  
**Unit Head**  
**Environmental Policy Unit**  
**North Carolina Department of**  
**Transportation**  
**phone (919) 707-6140**  
**johnjamison@ncdot.gov**

12/14/2022

**Prepared By:**

12/13/2022

**Date**

DocuSigned by:

7AB1E75A70BE4E5...

**Dewayne L. Sykes, P.E.**  
**Senior Project Manager**  
**KCI Associates of NC**  
**4505 Falls of Neuse Road Suite 400**  
**Raleigh, NC 27609-6270**  
**Phone (919) 278-2504 fax (919) 783-9266**  
**dewayne.sykes@kci.com**

**Date**

DocuSigned by:

278D12EED30B484

**Ann Steedly, P.E.**  
**Chief Operating Officer**  
**Planning Communities, LLC**  
**9121 Anson Way, Suite 200**  
**Raleigh, NC 27615**  
**Phone (919) 848-5959 fax (919) 948-4883**  
**asteedly@planningcommunities.com**

**Submitted Pursuant to the North Carolina State Environmental Policy Act of 1971 (N.C. Gen. Stat. 113A-1 et seq.)**

## **NC 62 Widening** from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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### **Project Description**

U-5844: Widening NC 62 from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington. The project will widen the road to include a center turn lane and will also improve intersections and add sidewalks.

### **Project Location**

City of Burlington, Alamance County, North Carolina

### **Overview**

The North Carolina Department of Transportation (NCDOT) is proposing to widen NC 62 from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington. The project is listed in the Current Federally Approved 2020-2029 State Transportation Improvement Program (STIP) as the project U-5844 and is being state funded. This State Environmental Assessment (EA)-Finding of No Significant Impact (FONSI) was prepared to evaluate the impacts of the proposed action on natural and built environment.

### **Project Sponsor**

NCDOT Division of Highways – Division 7

### **Contact Person**

Mr. Chris Smitherman, P.E.  
NCDOT Division Highways – Division 7  
Project Team Lead (ES-J)  
P.O. Box 14996  
1584 Yanceyville Street  
Greensboro, NC 27415-4996  
(336) 487-0075  
csmitherman@ncdot.gov

### **Document Availability**

The State Environmental Assessment-Finding of No Significant Impact is available online at the following link:

[https://xfer.services.ncdot.gov/pdea/EnvironmentalDocs/Documents/STIP\\_U-Projects/U-5844\\_FONSI.pdf](https://xfer.services.ncdot.gov/pdea/EnvironmentalDocs/Documents/STIP_U-Projects/U-5844_FONSI.pdf)

## Project Commitments

NC 62 WIDEN TO MULTI-LANES FROM RAMADA ROAD (SR 1430) TO US 70 (CHURCH STREET)

BURLINGTON, ALAMANCE COUNTY, NORTH CAROLINA

U-5844

### **GeoEnvironmental**

Sites of concern should be reviewed by the GeoEnvironmental Section once Final Right of Way plans are complete to determine if Phase II Investigations and Right of Way Recommendations are necessary prior to right of way being acquired.

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### 1.0 Proposed Project Description

#### 1.1 General Description

The North Carolina Department of Transportation (NCDOT), Division of Highways, Division 7, is evaluating proposed transportation improvements along NC 62 (Alamance Road) in Burlington in Alamance County. State Transportation Improvement Program (STIP) project, U-5844, proposes to widen NC 62 from Ramada Road (SR 1430) to US 70 (Church Street), a distance of approximately 1.13 miles within the Burlington City limits. NC 62 in the study area is classified as a minor arterial roadway in the North Carolina Functional Classification System, and it is designated as a major thoroughfare north of South Mebane Street and as a boulevard south of South Mebane Street in the Burlington-Graham Metropolitan Planning Organization (MPO) Comprehensive Transportation Plan (2022). NC 62 also provides a primary route into the City of Burlington from I-40/I-85. NC 62 is a five-lane roadway between I-40/I-85 and South Mebane Street. Immediately north of South Mebane Street, it consists of four lanes, with only one lane northbound and three lanes southbound. The southbound lanes start as a single lane in front of the Stearns Ford dealership south of Trail Six Road and widen to three lanes at South Mebane Street. From this point north, the corridor is a two-lane roadway to the intersection of US 70.

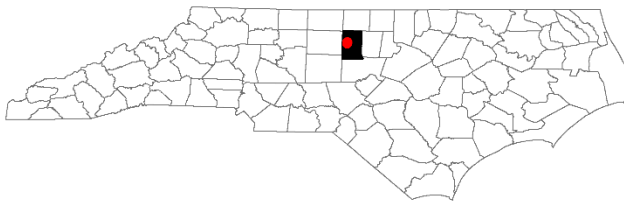
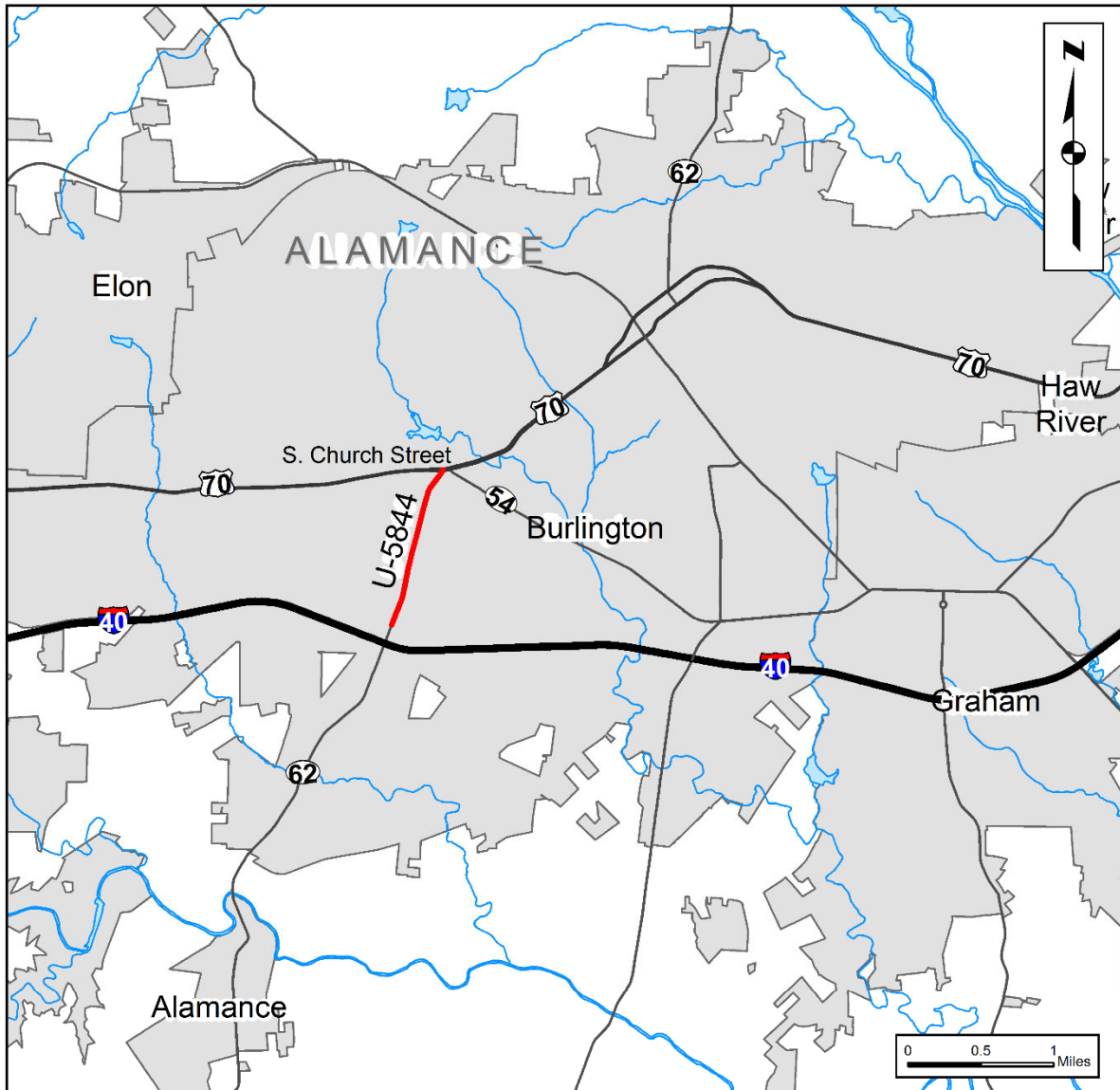
This corridor serves a wide variety of transportation users, as there are several community resources along the corridor, including a church, school, nursing home, medical facilities, and several businesses.


The estimated cost for the proposed action based on the approved 2020-2029 State Transportation Improvement Program (STIP), dated October 2022, is \$24,850,000, which includes \$9,700,000 for right of way acquisition and \$10,000,000 for construction.

The project location is shown on the vicinity map on the following page.

# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

Figure 1: Vicinity Map



	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT
ALAMANCE COUNTY NC 62 WIDENING BURLINGTON TIP PROJECT U-5844	
VICINITY MAP	

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### 1.2 Statewide Transportation Projects

The proposed project is included in the current Federally Approved 2020-2029 State Transportation Improvement Program (STIP) dated August 2022 with right-of-way acquisition scheduled to begin in fiscal year 2024 and construction in fiscal year 2025.

A few other STIP projects are present in the vicinity of the U-5844 project:

- STIP project U-5752, approximately 3 miles west of U-5844, includes intersection improvements at St. Marks Church Road (SR 1301) and US 70 and is currently under construction.
- The U-6011 project, approximately 1.2 miles east of the project U-5844 will improve the intersection of US 70 and SR 1158 (Huffman Mill Road with right of way scheduled for 2022 and construction in 2025.
- U-6114, approximately 0.35 miles south of the project, would install a traffic signal and add turn lanes on NC 62 at SR 1155 (Hatchery Road)/Bonnie Lane, with right-of-way acquisition scheduled for 2025 and construction in 2027.
- The I-6009 project includes the construction of an additional right turn lane on the I-40 westbound ramp and improvement of operations at the Garden Road (SR 1308) intersection, approximately two miles east of U-5844. This project is scheduled for right of way in fiscal year 2028 and construction in 2029.
- U-6184, approximately 0.25 miles east of the project, would reconfigure the intersection at NC 54 (Chapel Hill Road) and SR 1445 (South O'Neal Street). Right of way is schedule for 2027 with construction in a future year.
- Approximately 0.5-mile northeast of the project U-5844, STIP Project U-6009 will widen and construct a center turn lane on US 70 from Tarleton Avenue to Fifth Street with right of way scheduled for 2027. Construction will be scheduled in a future year.

## 2.0 Purpose and Need

### 2.1 Purpose of the Project

The project STIP U-5844 proposes to widen NC 62 from Ramada Road to US 70, approximately 1.13 miles. Due to the high annualized growth rate for this area of Alamance County and the growing number of traffic generating nodes, it is anticipated that the existing NC 62 will be over capacity in 2040. The purpose of the project is to:

- improve traffic flow,
- relieve congestion,
- support regional mobility,
- accommodate bicyclists and pedestrians, and
- enhance safety for all roadway users.

### 2.2 Need for the Project

The proposed project is needed because transportation deficiencies exist along NC 62 and side streets. The existing corridor will be unable to safely and efficiently satisfy travel demands for future land uses in the study area. Project U-5844 intends to address the following needs:

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### 2.2.1 Capacity Deficiencies

The 2015-2035 Burlington Community Assessment Report indicates that according to the Burlington-Graham MPO, congestion continues to be an issue for Burlington especially during peak hours. The most congested areas are where various corridors access interstate 40/85. The report indicates that the city has identified plans to develop a local thoroughfare system by coordinating infrastructure, road, transit, and streetscaping improvements along the City's major corridors to minimize traffic congestion. In addition, the 2015 Destination Burlington Comprehensive Plan introduces a Future Land Use Plan that proposes regional commercial development at the interchange between I-40/I-85 and NC 62 and a mixed-use development node at the area surrounding the NC 62 / US 70 and US 70 / NC 54 intersection areas. Future development of these areas would be expected to lead to increased traffic along the corridor.

To improve traffic flow along NC 62, improvements to traffic signals, intersection design, number of lanes, and bicycle and pedestrian facilities were considered. Without widening NC 62, the level of service for this corridor is expected to worsen, especially considering the anticipated development along the segment of NC 62 between Ramada Road and US 70. Level of service is a way of describing driver experience along a rating scale from "A" to "F", where "A" represents free-flow conditions and "F" indicates severe congestion and long delays. In 2016, NCDOT assessed the level of service to range between C and D overall along the corridor, with some movements at specific intersections reaching level of service E. Projections for the no-build scenario in 2040 show overall level of service ranging from C to E, with an increased number of intersection movements reaching level of service E or F. NC 62 is projected to be over capacity by 2040. The proposed widening of NC 62 would enhance corridor capacity and system capacity in Burlington.

### 2.2.1 Multimodal Mobility

NC 62 currently has sidewalk connectivity and no bicycle lanes or paths. Sidewalks are present only along South Mebane Street. In addition, two transit routes intersect the corridor: the blue route (Burlington-S. Church) runs along US 70, and the red route (Southwest Burlington) follows Mebane Street, crossing NC 62.

Widening NC 62 creates an opportunity to accommodate alternative modes of transportation. While pedestrian and bicycle travel are not currently accommodated along the corridor, these have been identified by the City as desired modes along NC 62 in local plans. Providing sidewalks and enhancing existing pedestrian routes supports implementation of the 2012 Burlington Pedestrian Master Plan, which calls for sidewalks along NC 62. The Burlington – Graham MPO Bike Map shows Davidson Park Loop Route crossing NC 62. Emphasizing multi-modal transportation choices and conducting a complementary Bicycle Master Plan were key recommendations in the 2015 Destination Burlington Comprehensive Plan. Destination Burlington identifies desired future land use along the majority of the project as traditional residential, which emphasizes the importance of sidewalks and local street connections to thoroughfares with public transportation access. Regional commercial uses are identified at the southern end of the project with neighborhood commercial near the Mebane Street intersection, and mixed-use near the intersection with US 70. Neighborhood commercial and mixed-use descriptions also emphasize walkability.

### 2.2.1 Safety Deficiencies

NC 62 in the study area has a crash rate that is five times greater than the state average, and three times greater than the state critical rate. Critical crash rates are statistically adjusted rates based on other roads with similar characteristics. From March 1, 2012 to February 8, 2017, 237 crashes were reported along NC 62. Most crashes involved rear ends (45 percent), angles (15 percent), and left turns (19 percent). Rear end crashes are indicative of stop-and-go traffic due to congestion. The left turn and angle crashes reveal safety issues for turning movements

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

to or from the undivided roadway. The intersections at South Mebane Street, Ramada Road, and US 70 also have high numbers of crashes. The proposed project is needed to reduce the number of crashes along the corridor.

Adding multi-modal transportation choices, such as biking and walking infrastructure, is another key to promoting safety along the corridor. The proposed improvement on NC 62 creates the foundation for providing a transportation system that supports active living and safe commuting for all transportation users.

### 3.0 Alternatives Analysis

#### 3.1 “No-Build” Alternative

The no-build alternative would avoid the anticipated environmental impacts of the proposed project but would not meet the purpose and need of the project. The no action alternative represents existing conditions continuing into the future. It would include no capacity improvements to address current or future congestion, but would include safety, maintenance, or modernization needs to the level that can be accomplished by current plans. If the no-build alternative were selected, traffic on this section of NC 62 would exceed its capacity by 2040, with increasing congestion (overall level of service ranging from C to E, with an increased number of intersection movements reaching level of service E or F by 2040) and safety issues as traffic volumes increase and land use intensifies. The no-build alternative provides a baseline for comparing among alternatives.

#### 3.2 Four-Lane Alternative

The four-lane alternative proposes different lane widths in two segments of the corridor. The segment between Ramada Road and Mebane Street would include four 11-foot lanes, 16-foot turn lanes, a raised median, and sidewalks on both sides of the NC 62 corridor. The segment between Mebane Street and US 70 would include four 12-foot lanes and a 23-foot raised median. This segment of the corridor proposes a sidewalk on the west side and a multi-use path on the east side of the corridor. This alternative includes leftovers at minor intersections and stop lights at major intersections (Ramada Road, S. Mebane Street, and US 70). The U-5844 Four-Lane Alternative is expected to enhance capacity by constructing additional northbound and southbound through lanes and a median island. Capacity improvements would increase the LOS from the no-build scenario for seven of the 23 turning movements along the project in the morning peak traffic period, and for 12 turning movements in the evening peak period. This alternative would potentially decrease rear end crashes. The construction of a median island may also mitigate left turn and angle crashes by eliminating indiscriminate left turning movements. While the four-lane alternative would meet the purpose and need for the project, it would have substantial impacts to properties.

#### 3.3 Three-Lane Alternative - Preferred Alternative

This alternative would widen the two-lane portion of the road from Trail Six Road to US 70 to three lanes with a continuous center left turn lane. The travel lanes would be 12 feet wide, and the center turn lane would be 14-foot wide. From Mebane Street to Trail Six, the proposed road would include two 12-foot southbound lanes, one 12-foot northbound lane, and a 14-foot center turn lane. From Ramada Road to Mebane Street, the four-lane section would be retained, with two 11-ft lanes traveling in each direction, plus an 11-ft left-turn lane protected by a four-foot raised median. Bicycle and pedestrian improvements would include five-foot sidewalks on both sides of NC 62 from Ramada Road to Mebane Street, and a five-foot sidewalk on one side of the road and a 10-foot sidewalk on the other side of the road from Mebane Street to US 70. The U-5844 Three-Lane Alternative is anticipated to improve capacity by removing left turning movements from the through lane, which may mitigate rear end crashes. This alternative would meet the purpose and need, although it would have more delays than the



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

four-lane alternative. Most of these delays would be attributed to left-turning traffic. The Three-Lane Alternative would improve the LOS of five turning movements in the morning peak and six turning movements in the evening peak compared to the no-build scenario. This alternative includes stoplights at major intersections. A roundabout option at the intersection of NC 62 and Lacy Street was considered, but is not included in the preferred alternative.

**The three-lane alternative is the recommended alternative because it best meets Burlington’s mobility and safety needs, while minimizing costs and limiting property access impacts. The proposed sidewalk and multi-use path would benefit multimodal travel in the corridor and would be consistent with local plans. The design of the preferred alternative was refined to minimize impacts on businesses and residential properties to the greatest extent possible.**

Several alignment options were considered for the northern portion of the three-lane alternative based on existing conditions at the intersection with US 70. These options are described Section 3.5.

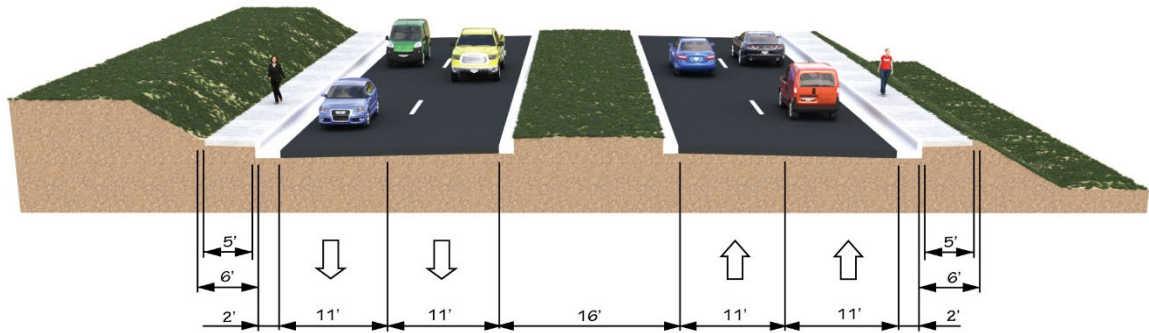
### 3.4 Two-Lane Divided Alternative

The two-lane divided alternative is similar to the three-lane alternative, but would have a raised, landscaped median in place of the continuous center left turn lane. From Trail Six Road to US 70, the travel lanes would be 18 feet wide, with a five-foot sidewalk on one side of the road and a 10-foot multi-use path on the other side of the road. This alternative includes a continuous center left turn lane from Lacy Street to US 70 and a median from Trail Six Road to Lacy Street. From Mebane Street to Trail Six, the road would include two 12-foot southbound lanes and one 18-foot northbound lane with a variable width median ranging from 11 to 23 feet wide. This section of the road would also have a five-foot sidewalk on one side and a 10-foot multi-use path on the other side. From Ramada Road to Mebane Street, the road would have two 11-foot lanes traveling in each direction, plus an 11-foot turn lane protected by a four-foot wide raised median. Six-foot wide sidewalks would be included on both sides of the road. The raised medians would limit left turns, improving traffic flow and safety over the three-lane alternative, while reducing impacts compared to the four-lane alternative. This alternative includes stoplights at major intersections and a roundabout at the intersection of NC 62 and Lacy Street. A leftover would be constructed at the Trail Five intersection. In addition, this alternative would provide opportunities for landscaping, supporting the City’s vision for an attractive gateway corridor. Projections for the LOS improvements anticipated to result from the Two-Lane Divided Alternative are not available but are anticipated to be similar to the three-lane alternative.

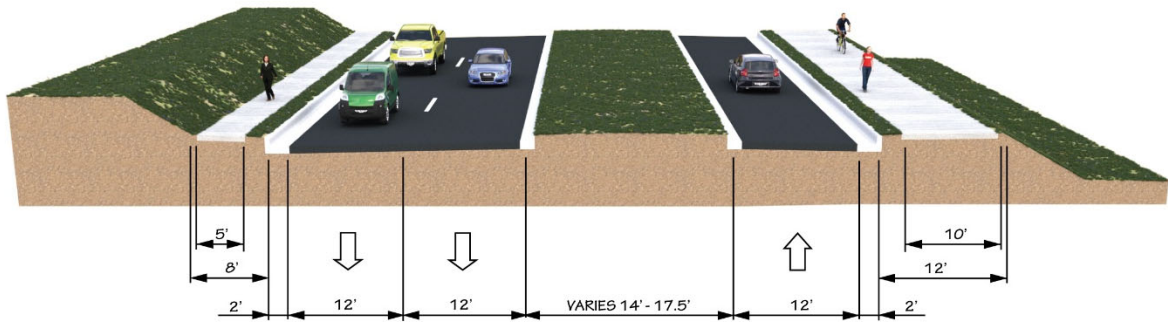
The two-lane divided alternative is not the preferred alternative because it would restrict access at some driveways and be more expensive to construct than the three-lane alternative.

# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

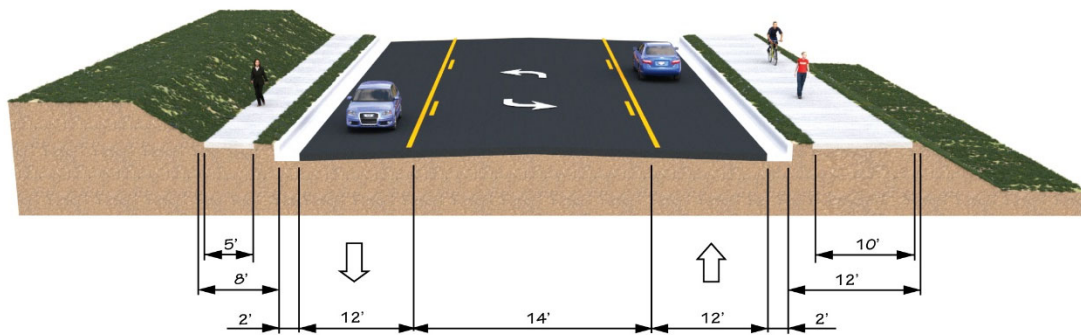
Figure 2: Proposed Typical Sections – Preferred Alternative



**TYPICAL SECTION**  
RAMADA RD. TO MEBANE ST.

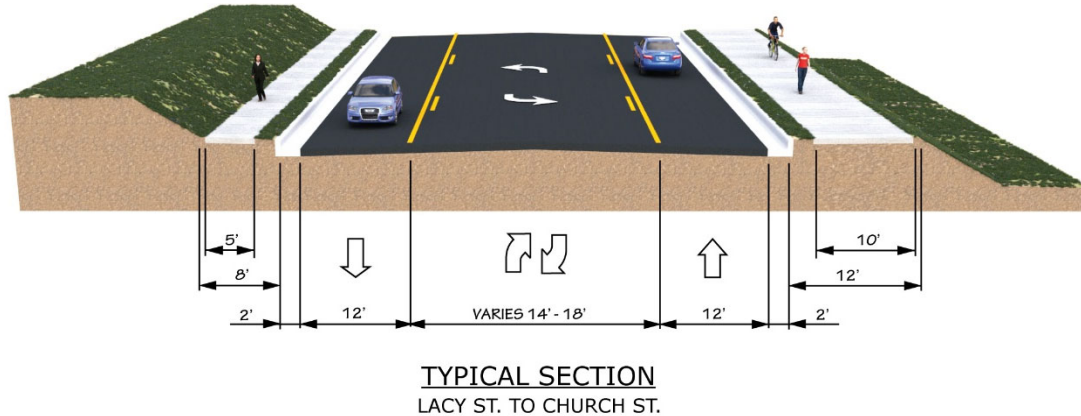


**TYPICAL SECTION**  
MEBANE ST. TO TRAIL SIX



**TYPICAL SECTION**  
TRAIL SIX TO LACY ST.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



### 3.5 Alignment Options

Currently, NC 62 intersects with US 70 at an angle that limits visibility. Options considered at this location included realigning the intersection to the west, shifting NC 62 west of Home Place of Burlington (a senior living facility) to connect at the intersection of US 70 and E. Lake Drive, or widening the roadway along the existing alignment. The possibility of realigning the intersection to the east was eliminated from consideration and more detailed review earlier in the planning process due to potential negative impacts to residential areas and schools.

Realignment to the west would have impacts on local businesses and traffic patterns in the immediate vicinity of the intersection. This option was considered because of its potential to eliminate the safety hazard caused by the limited visibility at the current intersection and improve traffic operations in the northern portion of the study area. However, local residents were concerned that the changes in traffic pattern had the potential to alter the character of an established residential neighborhood. This concern, plus the potential for impacts to local businesses eliminated this option from further consideration.

The preferred alternative includes widening the intersection at its existing alignment. The intersection will continue to have somewhat limited visibility, but other improvements are included to improve safety and improve traffic operations in the vicinity. Trail One currently intersects with NC 62 less than 100 feet from US 70, which creates challenges for improving traffic operations at both intersections. This alternative would sever the connection of NC 62 with Trail One, and redirect traffic traveling on Trail One to access NC 62 at Trail Four.

### 3.6 Construction and Costs

No detour route is anticipated. Staged construction is anticipated, and the project would be widened or constructed in phases from one side to another. Traffic will be maintained during the project construction using this staged construction. Temporary pavement widening may be needed, as determined during final design.

Current estimated projects costs for the preferred alternative are presented in Table 1.

**Table 1 Estimated Project Costs – Preferred Alternative**

Project Phase	Cost Estimate
Right-of-Way	\$13,300,000
Construction	\$8,700,000
Utilities	\$3,400,000
Project Development & Design	\$1,750,000
<b>Total Costs</b>	<b>\$27,150,000</b>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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### 4.0 Existing Environmental Characteristics of the Study Area

Environmental characteristics are briefly summarized on the Environmental Features Map included in Appendix A.

#### 4.1 Topography

The project occurs in an urbanized area with relatively flat terrain. The landscape surrounding the immediate study area consists of gently rolling hills with narrow floodplains along streams. The preferred alternative would not result in construction within floodplains.

#### 4.2 Soils

Soils in the study area are generally well-drained or moderately well-drained sandy loams or loams. Hydric soil is present along a small tributary in the northern portion of the study area, northeast of NC 62.

#### 4.3 Land Use

Existing land use along this corridor is a mixture of institutional, residential, and commercial uses. Based on the Zoning Atlas for the City of Burlington, the future zoning ordinance anticipates a high concentration of businesses at the intersections of NC 62 with US 70 and Mebane Street, with a linear distribution of institutional and office land uses along the NC 62 corridor from US 70 to Mebane Street. Commercial uses dominate the portion of the corridor near the I-40/I-85 and Mebane Street intersections. Larger lot uses are common in this area, including big box retail and a few car dealerships.

The 2015 Destination Burlington Comprehensive Plan identifies a variety of future desired land uses along the corridor, including regional development at the I-40/I-85 and NC 62 interchange, a neighborhood commercial node at the intersection of NC 62 and Mebane Street, residential areas along NC 62 between Mebane Street and US 70, and a node of mixed-use development at the NC 62/US 70/ NC 54 intersection area. The 2014 Burlington Community Assessment Report identifies NC 62 as the preferred signed entrance, or a gateway corridor, to downtown Burlington from I40/I-85.

There are several businesses and commercial clusters along the NC 62 corridor within the study area. These are described in detail in the Community Impacts Assessment Technical Report. Eleven GeoEnvironmental sites of concern, including auto service and sales facilities with hydraulic lifts, aboveground storage tanks, underground storage tank sites, one of which is also a small quantity hazardous waste generator, were identified in the study area. These locations are shown in Figure 5: Location of GeoEnvironmental Sites of Concern in Appendix A.

#### 4.4 Wetlands

One jurisdictional wetland, classified as a headwater forest, was identified along the unnamed tributary in the northwestern portion of the study area.

#### 4.5 Prime or Unique Agricultural Lands

No agricultural lands were identified in the study area.

#### 4.6 Public Lands and Scenic, Recreational, and State Natural Areas

No public lands or scenic, recreational, or state natural areas were identified in the study area.

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### 4.7 Areas of Archaeological or Historical Value

The NCDOT Archaeology Team has reviewed the project scoping information and has recommended that no archaeological survey will be needed because the project is located on a landform with low to moderate potential for archaeological sites, and because most of the area of potential effects is developed. A No Archaeological Survey Required form was completed on 10/3/2016. As of October 11, 2022, the conditions have not changes and no survey is required.

### 4.8 Air Quality

Air pollution originates from various sources. Emissions from industry and internal combustion engines are the most prevalent sources. The impact resulting from highway construction ranges from intensifying existing air pollution problems to improving the ambient air quality. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. Motor vehicles emit carbon monoxide (CO), nitrogen oxide (NO), hydrocarbons (HC), particulate matter, sulfur dioxide (SO<sub>2</sub>), and lead (Pb) (listed in order of decreasing emission rate).

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). These were established in order to protect public health, safety, and welfare from known or anticipated effects of air pollutants. The NAAQS contain criteria for SO<sub>2</sub>, particulate matter (PM<sub>10</sub>, 10-micron and smaller, PM<sub>2.5</sub>, 2.5-micron and smaller), CO, nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), and lead (Pb).

The primary pollutants from motor vehicles are unburned HC, NO<sub>x</sub>, CO, and particulates. HC and NO<sub>x</sub> can combine in a complex series of reactions catalyzed by sunlight to produce photochemical oxidants such as O<sub>3</sub> and NO<sub>2</sub>. Because these reactions take place over a period of several hours, maximum concentrations of photochemical oxidants are often found far downwind of the precursor sources. These pollutants are regional problems.

A project-level air quality analysis was prepared for this project. A copy of the unabridged version of the full technical report entitled *Air Quality Report, NC 62 Widen to Multi-Lanes from Ramada Road (SR 1430) To US 70 (Church Street) in Burlington, Alamance County*, dated August 2019, is available upon request.

#### 4.8.1 Mobile Source Air Toxics (MSAT)

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS)<sup>1</sup>. In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 2014 National Air Toxics Assessment (NATA)<sup>2</sup>. These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority MSAT, the list is subject to change and may be adjusted in consideration of future EPA rules.

<sup>1</sup> <https://www.epa.gov/iris>

<sup>2</sup> <https://www.epa.gov/national-air-toxics-assessment>



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According to EPA, the latest model MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy- duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data.

MOVES2014 incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014-2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344). Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 [MOVES2014a Questions and Answers Guide](#),<sup>3</sup> EPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

Using EPA's MOVES2014a model, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

MSAT analyses are intended to capture the net change in emissions within an affected environment, defined as the transportation network affected by the project. The affected environment for MSATs may be different than the affected environment defined in the NEPA document for other environmental effects, such as noise or wetlands. Analyzing MSATs only within a geographically-defined "study area" will not capture the emissions effects of changes in traffic on roadways outside of that area, which is particularly important where the project creates an alternative route or diverts traffic from one roadway class to another. At the other extreme, analyzing a metropolitan area's entire roadway network will result in emissions estimates for many roadway links not affected by the project, diluting the results of the analysis.

### 4.8.2 Incomplete or Unavailable Information for Project Specific MSAT Health Impact Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through

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<sup>3</sup> <https://www.epa.gov/moves/moves2014a-latest-version-motor-vehicle-emission-simulator-moves>

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assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects”<sup>4</sup>. Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA’s *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations<sup>5</sup> or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI<sup>6</sup>. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk ([https://iris.epa.gov/static/pdfs/0642\\_summary.pdf](https://iris.epa.gov/static/pdfs/0642_summary.pdf)).”

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in

<sup>4</sup> EPA, <https://www.epa.gov/iris/>

<sup>5</sup> HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

<sup>6</sup> Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>

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order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable<sup>7</sup>.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

### 4.9 Noise Levels

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects that construct a highway on new location, add new through lanes to an existing highway, substantially change the horizontal or vertical alignment of an existing highway, add or relocate interchange ramps or loops to complete an existing partial interchange, or involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

The proposed project does not meet the criteria of a Type I project under Title 23 CFR 772 and the North Carolina Department of Transportation Traffic Noise Policy. The project will widen the pavement, but will not add through traffic lanes or substantially alter the horizontal or vertical alignment of the roadway. No traffic noise analysis will be required unless warranted by a substantial change in the project’s design concept or scope.

### 4.10 Water Resources (Surface Water and Groundwater)

Two unnamed tributaries to Little Alamance Creek occur within the study area. Both are located in the northwestern portion of the study area northwest of NC 62, as shown on Figure 3 of the Natural Resources Technical Report (NRTR). Water features in this area are part of the Cape Fear River Basin. There are no designated Outstanding Resource Waters (ORW), High Quality Waters (HQW), or water supply watersheds (WS-I or WS-II) within 1.0 mile downstream of the study area. The 2022 Final 303(d) list of impaired waters does not identify waters within the study area or within 1.0 mile downstream of the study area as impaired water due to excessive sedimentation and turbidity. No fish sampling locations were found within 1.0 mile of the study area. Benthic samples were collected at three locations within 1 mile of the study area: from Coble Bridge at Engleman Ave (“Not Rated” on 06/24/2003), Little Alamance Creek at NC-54 (“Poor” on 09/12/2006), and Little Alamance

<sup>7</sup> [https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)



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Creek at Overbrook Rd (“Poor” on 06/24/2003). The project location is over the Piedmont and Blue Ridge crystalline-rock aquifers, a major source of groundwater for private domestic supply<sup>8</sup>.

### 4.11 Shellfish or Fish and their Habitats

There are no anadromous fish waters in the study area designated by the North Carolina Wildlife Resources Commission (NCWRC). There are no Primary Nursery Areas (PNA) present in the study area.

### 4.12 Wildlife and Natural Vegetation

Maintained and disturbed areas occur throughout the study area. Approximately 3 percent of the study area consists of hardwood/pine forest. These small areas of native vegetation shown on Figure 4 of the Natural Resources Technical Report may support a variety of wildlife. As of October 20, 2022, the United States Fish and Wildlife Service (USFWS) does not list any federally protected species within the project study area.

### 4.13 Forest Resources

Several small areas classified as Hardwood/Pine Forest are scattered throughout the study area, including a jurisdictional wetland classified as headwater forest located along the unnamed tributary in the northwestern portion of the study area. Forest locations are mapped on Figure 4 of the Natural Resources Technical Report.

### 4.14 Community Context

A Community Characteristics Report and Community Impact Assessment were prepared for this project. The study area is growing at a faster rate than the county as a whole. Home values in the area are higher than average, but vacancy rates are also higher.

#### 4.14.1 Bicycle, Pedestrian, and/or Greenway Facilities and Active Transportation

The O’Neil Loop bicycle route is included on the Burlington-Graham MPO Bike Routes map and is partially located within the Direct Community Impacts Area (DCIA), with access from Trail Six. Incomplete pedestrian facilities are present within the DCIA, but local planners noted that the area is heavily traveled despite the lack of pedestrian and bicycle facilities.

#### 4.14.2 Transit Routes, Facilities, and/or Activity

Link Transit bus service offers two routes that currently intersect the DCIA. The blue route (Burlington-S. Church) runs along US 70 through the DCIA and the red route (Southwest Burlington) follows Mebane Street, crossing NC 62 in the DCIA.

#### 4.14.3 Driveways and Cross Streets

There are several cross streets and intersecting roads along NC 62 within the DCIA. There is no control of access along the facility, and there are numerous driveways and accesses for residences and businesses, and many businesses and parking lots are very close to the existing road.

#### 4.14.4 Business and Economic Resources and Transportation Activity

There are businesses scattered throughout the DCIA. Shopping centers include Eighty-Five Plaza shopping center, located in the northwest quadrant of the I-40/I-85 and NC 62 interchange and is accessed by Ramada Road and the Grove Park Plaza shopping center at US 70 and O’Neal Street.

<sup>8</sup> <https://www.usgs.gov/news/technical-announcement/groundwater-quality-east-piedmont-and-blue-ridge-crystalline-rock>

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### **4.14.5 Emergency Management Services (EMS) Operations**

Local EMS officials noted that the project could result in restricted traffic flow and emergency response during construction, but that detour routes are identified and available.

### **4.14.6 School Bus Routes**

The local school transportation officials noted that bus routes are present with the DCIA. Grove Park Elementary School is located in the northeast portion of the DCIA.

### **4.14.7 Community Resources**

There are several notable socio-economic resources and community facilities in the DCIA, including a church, school, nursing home, and medical facilities.

### **4.14.8 Environmental Justice (EJ) and Title VI Populations**

Census data indicates a notable presence of minority and low-income populations. There are minority populations in Census Tract 207.02, Block Group 1 (51.2 percent) and Census Tract 207.02, Block Group 4 (63.5 percent) that exceed 50 percent of the total block group population. There are low income populations below the poverty level in Census Tract 206.01, Block Group 3 (13.6 percent) and Census Tract 207.02, Block Group 3 (19.2 percent) that exceed the county population (7.9 percent) by more than 5 percentage points.

In addition, there are two retirement homes within the DCIA, indicating a potential population of elderly and/or disabled persons. Home Place of Burlington (118 Alamance Road) is an assisted living facility, and Cedar Ridge (2680 South Mebane Street) is an independent senior living community.

## **5.0 Predicted Environmental Effects of Project**

### **5.1 Topography**

The proposed project is not anticipated to result in major changes to the surrounding topography. The preferred alternative would not encroach on floodplains.

### **5.2 Soils**

The proposed project is not anticipated to substantially change soil composition. According to current estimates, approximately 6,760 cubic yards of earth would be excavated and placed in fill areas on the project site. An additional 2,570 cubic yards of borrow soil would be secured from an acceptable location off site. Potential soil contamination is not anticipated as a result of best management practices, identifying acceptable borrow locations, and screening sites of concern.

### **5.3 Land Use**

The project would have direct impacts to land use, as some land would be acquired and converted to transportation use. The three-lane alternative would displace 12 structures. Low monetary and scheduling impacts are anticipated as a result of the eleven identified geoenvironmental sites of concern.

Overall, this project is expected to result in minor indirect land use effects. Given that the project is widening of an existing corridor, and given current growth trends in the area, this project is not expected to result in induced growth or a change in land use that would not otherwise occur. The Indirect Land Use Effects Screening Tool was used for the project and concluded that a Land Use Scenario Assessment was not likely to be warranted.

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### **5.4 Wetlands**

Alignment options considered at the northern end of the project have potential to affect one small wetland; since the preferred option retains the existing alignment, wetland impacts are anticipated to be avoided. If impacts to wetlands cannot be avoided, they will be addressed during the permitting and mitigation process.

### **5.5 Prime or Unique Agricultural Lands**

No impacts are anticipated as prime or unique agricultural lands are not present.

### **5.6 Public Lands and Scenic, Recreational, or State Natural Areas**

No impacts are anticipated as public lands, scenic, recreational, or state natural areas are not present.

### **5.7 Areas of Archeological or Historical Value**

The NCDOT Archaeology Team has reviewed the project scoping information and has recommended that no archaeological survey will be needed because the project is located on a landform with low to moderate potential for archaeological sites, and because most of the area of potential effects is developed. A No Archaeological Survey Required form was completed on 10/3/2016.

### **5.8 Air Quality**

Vehicles are a major contributor to decreased air quality because they emit a variety of pollutants into the air. Changing traffic patterns are a primary concern when determining the impact of a new highway facility or the improvement of an existing highway facility. New highways or the widening of existing highways increase localized levels of vehicle emissions, but these increases could be offset due to increases in speeds from reductions in congestion and because vehicle emissions will decrease in areas where traffic shifts to the new roadway. Significant progress has been made in reducing criteria pollutant emissions from motor vehicles and improving air quality, even as vehicle travel has increased rapidly.

For the Preferred Alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced where the proposed alignment shifts closer to buildings and areas of outdoor use. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In sum, with the Preferred Alternative in the design year it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No Build Alternative, due to EPA's MSAT reduction program.

The proposed project is located in Alamance County, which complies with the NAAQS. The proposed project is located within an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. Therefore, the project is not anticipated to create any adverse effects on the air quality of this attainment area. This evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act Amendments and the NEPA process. No additional reports are necessary.

### **5.9 Noise Levels**

The proposed project does not meet the criteria of a Type I project under Title 23 CFR 772 and the North Carolina Department of Transportation Traffic Noise Policy. No traffic noise analysis will be required unless warranted by a substantial change in the project's design concept or scope.

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In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Finding of No Significant Impact (FONSI). NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

### **5.10 Water Resources (Surface Water and Groundwater)**

Two jurisdictional streams and one wetland occur along the project. Alignment options considered at the north end may affect these resources. Because the preferred option would not realign the northern intersection, impacts to streams and wetlands are likely to be avoided. If impacts cannot be avoided altogether, designers will avoid and minimize impacts to these resources to the greatest extent practicable.

If impacts cannot be avoided, a permit will be required; final permitting decisions are subject to the discretion of the U.S. Army Corps of Engineers (USACE). If a USACE permit is required, then a corresponding Water Quality Certification will be required.

No impacts to groundwater resources are anticipated.

### **5.11 Shellfish or Fish and their Habitats**

No impacts are anticipated because habitats for shellfish or fish are not present.

### **5.12 Wildlife and Natural Vegetation**

Impacts to two terrestrial community types are possible. Most of the study area is characterized as Maintained/Disturbed, with some areas of Hardwood/Pine Forest. The project is anticipated to impact 6.8-acres of Maintained/Disturbed vegetation, and 0.17-acres of Hardwood/Pine Forest. Impacts to forest vegetation would occur along the edges of small forested areas that are scattered throughout the study area in undeveloped sites and along streams, causing a minimal loss of habitat to any wildlife.

### **5.13 Forest Resources**

Impacts to small areas of forest are possible. Approximately 0.17-acres of forest remnants (Hardwood/Pine Forest) may be impacted.

### **5.14 Community Impacts**

#### **5.14.1 Bicycle, Pedestrian, and/or Greenway Facilities and Active Transportation**

Sidewalks are proposed on both sides of the NC 62 corridor from Ramada Road to Mebane Street. From Mebane Street to Church Street, continuous sidewalks are proposed on the east side of the proposed widening project and a multiuse path on the west side to accommodate bicyclists. The addition of sidewalks and a multiuse path will provide new facilities where none currently exist. The addition of medians would provide a refuge for pedestrians when crossing.

#### **5.14.2 Transit Routes, Facilities, and/or Activity**

The proposed project will not affect existing bus stops or routes, which currently run along US 70 and cross NC 62 at Mebane Street. The City of Burlington has requested the consideration of a bus stop facility along the NC 62 corridor.

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### **5.14.3 Driveways and Cross Streets**

The three-lane alternative would avoid potential impacts to driveways and cross streets associated with alternatives that include a raised median.

### **5.14.4 Business and Economic Resources and Transportation Activity**

The proposed widening of NC 62 will cause temporary and permanent direct right of way impacts to businesses along the corridor and changes in access to resources. Approximately seven businesses will be displaced along the corridor, but these displacements are not anticipated to result in an overall impact to business or economic resources in the project area.

### **5.14.5 Emergency Management Services (EMS) Operations**

As noted by local EMS officials, the project could result in restricted traffic flow and emergency response during construction. Detour routes are available for EMS use during construction.

### **5.14.6 School Bus Routes**

No impacts to school bus routes are anticipated, other than possible delays during construction.

### **5.14.7 Community Resources**

Minimal impacts to community resources are anticipated, although some community facilities may lose property. Both Home Place of Burlington and Grove Park Baptist Church would lose small portions of their existing parking lots. Head Start Junction Day Care will lose most of their front parking lot with the proposed project alternative. This accounts for approximately half of their overall parking availability, which may result in displacement of the facility. Grove Park Baptist Church and Grove Park Elementary School both have driveways onto Trail One, which would no longer connect directly to NC 62; traffic would need to access NC 62 at Trail Four.

### **5.14.8 Environmental Justice (EJ) and Title VI Populations**

While minority and low-income populations are present in the DCIA, no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

## **6.0 Indirect and Cumulative Effects**

Overall, this project is expected to result in minor indirect land use effects. Given that the project is widening an existing corridor, and given current growth trends in the area, this project is not expected to result in induced growth, or a change in land use that would not otherwise occur. The Indirect Land Use Effects Screening Tool resulted in a total score of 11 out of a total of 46 points. Based on the information gathered from local land use and transportation plans, mapping, field visits, and the scored output of the screening tool, a Land Use Scenario Assessment was not likely to be warranted.

## **7.0 Mitigative Measures**

Designers applied a “best fit” approach to the project, making small adjustments to avoid and minimize impact to the greatest extent possible. Minimizing direct impacts was a major consideration in the selection of alternatives. Narrower lane widths were retained in the portion of the project near Ramada Road to avoid impacts associated with additional widening.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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Impacts to water resources, forest resources, and other natural and community resources will be avoided during final design where possible and minimized to the greatest extent practicable when avoidance is not possible. Erosion and sediment control best management practices will be used during land clearing and construction. GeoEnvironmental sites of concern such as underground storage tanks will be assessed when final right of way plans are available to determine if additional investigations or mitigation measures are warranted. At this time, no impacts that would require additional mitigation are anticipated.

### 8.0 Public Involvement

The public has had a number of opportunities to provide input into the design of this project. A general timeline of public outreach efforts is provided below. Public involvement summaries are included in Appendix C.

- February 2, 2017 – Postcards announcing the project were mailed to residents and businesses in the study area.
- May 1, 2017 – A Local Officials Meeting was held to discuss traffic, crash data, traffic patterns, other proposed projects in the area, and other factors that could influence project design. Fourteen (14) individuals attended.
- May 15, 2017 – An interactive public workshop was held to allow the community to review project information and provide input regarding the proposed widening. Ninety-six (96) individuals attended the workshop.
- August 23, 2017 and October 23, 2017 – Small group meetings were held with representatives of Grove Park Baptist Church, Grove Park Elementary School, and local businesses with the potential to be affected by the project.
- April 26, 2018 – A public meeting was held. Participants were able to review project information, view the proposed alternative design maps, and provide input regarding the proposed widening. One hundred fifteen (115) individuals attended the meeting.
- March 24, 2022 – A virtual public meeting was held. Participants were able to hear a live presentation, review project information, and provide input regarding the proposed project. Approximately thirty-three (33) individuals participated in the live meeting, although the website was available for review and comment asynchronously as well. Forty-eight (48) comments were received.

### 9.0 State and Federal Permits Required

Based on the preferred alternative, no state or federal permits are anticipated.

### 10.0 Basis for Finding of No Significant Impact

Based upon a study of the proposed project documented in this assessment and upon input to date from state agencies, local agencies, and the public, it is the finding of the North Carolina Department of Transportation that this project will not have a significant adverse impact upon the human or natural environment. The proposed project is consistent with local plans and will not disrupt communities. Per this evaluation, a Finding of No Significant Impact is applicable for this project. Therefore, no further environmental analysis will be required.

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NCDOT. State Transportation Improvement Program 2016-2025. (2015) <https://connect.ncdot.gov/projects/planning/Pages/State-Transportation-Improvement-Program.aspx>

## **NC 62 Widening** from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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### **Appendices**

#### **Appendix A: Figures**

Environmental Features Map

Preferred Alternative

#### **Appendix B: Comments Received from Local, State, and Federal Agencies**

#### **Appendix C: Public Involvement Summaries**



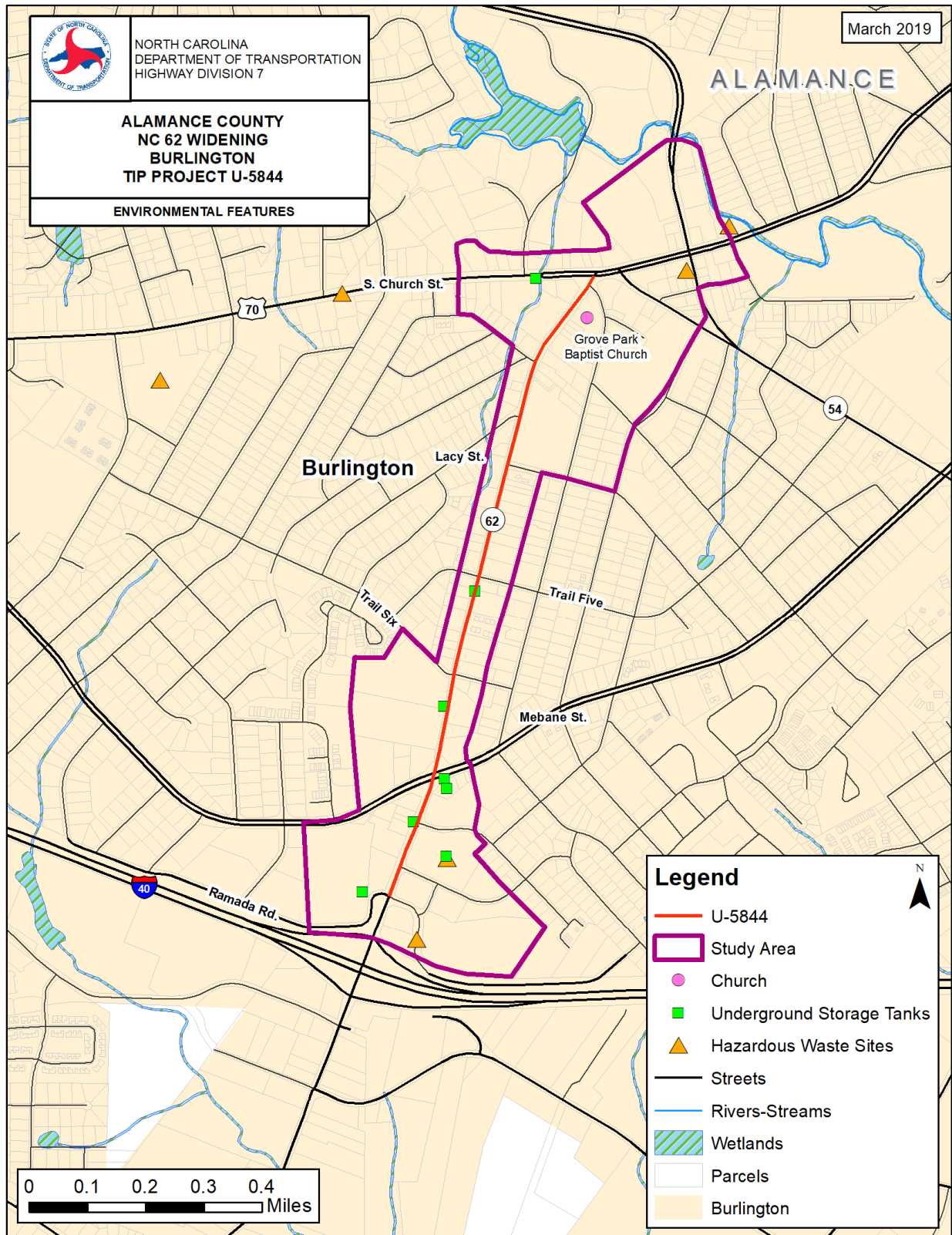
## **NC 62 Widening** from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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### Appendix A: Figures

# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

Figure 3: Environmental Features Map



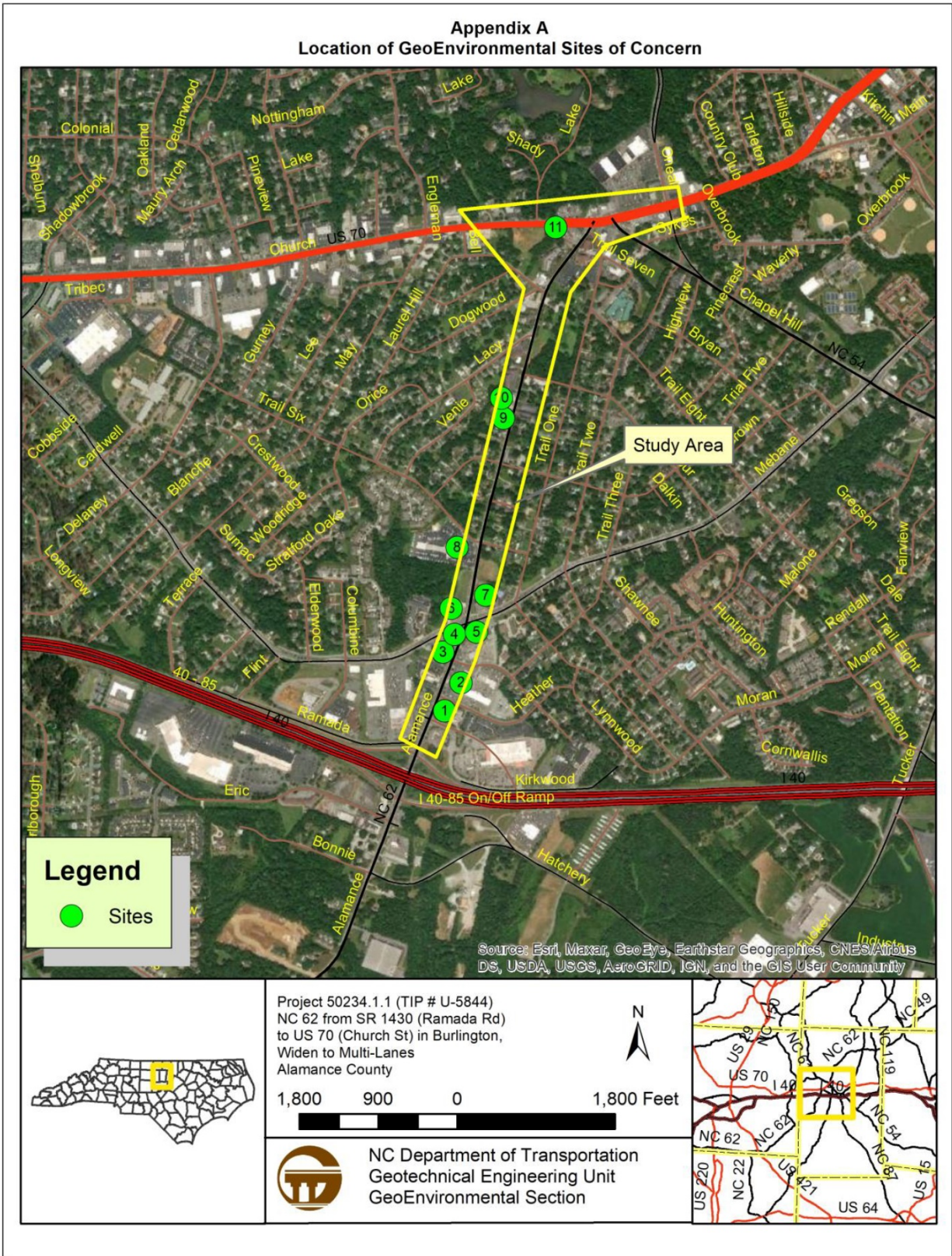






# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

Figure 5: Location of GeoEnvironmental Sites of Concern



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### Appendix B: Comments Received from Local, State, and Federal Agencies



PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

MEMO TO: John Williams  
Project Development and Environmental Analysis

FROM: Kendra Bridges  
Division of Bicycle and Pedestrian Transportation

DATE: April 25, 2016

SUBJECT: Preliminary Scoping Review for U-5844, Alamance County

In response to your request for information on U-5844, widen NC 62 from Ramada Road (SR 1430) to Church Street (US 70) in Burlington, Alamance County, the Division of Bicycle and Pedestrian Transportation has the following comments.

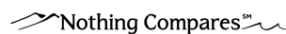
The project corridor is characterized by commercial development, interspersed with residences, and varies in width from 4 lanes to 2 lanes as it moves north. Accordingly, we would anticipate pedestrian and bicycle travel may be current or desired modes along the corridor, even if not currently accommodated.

The Burlington Pedestrian Master Plan (2012: <http://www.burlingtonnc.gov/DocumentCenter/View/5832>) indicates that NC 62 along the project corridor is recommended to include sidewalks. In addition, intersection improvements to facilitate pedestrian crossing are proposed for the intersections of NC 62 at Mebane Street and Church Street (US 70).

In preparing these comments, we consulted with Mike Nunn on the Burlington MPO staff. He indicated that pedestrian accommodations are desired for both sides of the street on NC 62, as well as a crossing improvement at the Trail 5 crossing or another location within the project, including pedestrian signal heads/flashers and crosswalk to allow safe pedestrian crossings. We would also highly recommend including pedestrian crossing treatments at the Church Street intersection, as it appears very challenging to people travelling by means other than automobile. A multi-leg crossing utilizing refuge islands would be beneficial in assisting pedestrians to cross this wide and busy intersection.

In addition to anticipated pedestrian use, bicycle accommodations may be warranted for the project area. A bicycle route, part of an extensive local network, crosses NC 62 at Mebane Street. The route is shown on the Burlington Bicycle Map (<http://www.burlingtonnc.gov/1499/Bike-Routes-and-Maps>). Mr. Nunn indicated that bike lanes could be added on NC 62 and connect to the Mebane Street route, though accommodation at the project end near Church Street could pose a challenge. We recommend working with Mr. Nunn on this issue, and are happy to participate if further input is desired.

We appreciate the opportunity to comment on this project. We are happy to provide more detailed comments as the project progresses.



State of North Carolina | Department of Transportation | Division of Bicycle and Pedestrian Transportation  
1 South Wilmington St | 1552 MSC | Raleigh, NC 27699-1552  
919-707-2600

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



PAT McCRORY  
Governor

NICHOLAS J. TENNYSON  
Secretary

May 2, 2016

MEMORANDUM TO: John Williams, PE, Project Development Engineer, Project Development,  
Western Region, Project Development and Environmental Analysis

FROM: Gordon Box, LG  
GeoEnvironmental Project Manager  
GeoEnvironmental Section  
Geotechnical Engineering Unit

TIP NO: U-5844  
WBS: 50234.1.1  
COUNTY: Alamance  
DIVISION: 7  
DESCRIPTION: NC 62 from SR 1430 (Ramada Rd) to US 70 (Church St) in Burlington,  
Widen to Multi-Lanes

SUBJECT: **Pre-Scoping Comments**

DocuSigned by:  
  
0DA1A1D2E9DB479...

5/2/2016

The GeoEnvironmental Section searched the GIS databases within the given project study area to identify known potential hazardous waste sites. Nine (9) UST facilities, one of which is also a small quantity hazardous waste generator, were identified as sites of concern. Refer to the attached Table and Appendix A for a list of sites of concern and their anticipated impacts.

A detailed study of the preferred alternative should be performed to field verify the hazardous waste sites and to identify any other unknown sites. This detailed study should be included in the environmental document.

cc:

John Pilipchuk, LG, PE, State Geotechnical Engineer  
David Chang, Ph.D, PE, State Hydraulics Engineer  
Charles Brown, PE, PLS, State Locations and Surveys Engineer  
Tom Koch, PE, Assistant State Structures Engineer  
Vickie Davis, PE, Area Roadway Construction Engineer  
Heather Fulghum, Senior Right of Way Agent, Division Right of Way Agent  
Chris Chen, Ph.D., PE, Geotechnical Design Supervisor  
Cheryl Youngblood, LG, Geotechnical Investigations Supervisor  
Rob Hanson, PE, Project Development, Eastern Region  
Roger Worthington, PE, State Utilities Engineer, Utilities Unit  
Chris Smitherman, PE, Division Design Constr. Engr.  
NCDOT Service Account, Roadway Design  
Row-notify@ncdot.gov  
File



State of North Carolina | Department of Transportation | Geotechnical Engineering Unit  
1020 Birch Ridge Drive | 1589 Mail Service Center | Raleigh, NC 27699-1589  
919 707 6850



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

Project # 50234.1.1

T.I.P.#: U-5844

Page 2 of 6

Table  
USTs, Landfills & Other Potentially Contaminated Sites

Site #	Type	Location	UST Facility ID #	Property Name	UST Owner / Property Owner	Anticipated Impact	Anticipated Risk	Comments
1	UST	2628 Alamance Rd. Burlington, NC	37024	Sheetz Inc. 417	Sheetz Inc. 5700 6 <sup>th</sup> Ave., Altoona, PA/LHS Burlington LLC, 4517 W. Market St. Greensboro, NC	Low	Low	NA
2	Small Quantity Generator of Hazardous Waste & UST	2616 Alamance Rd. Burlington, NC	22817	Dick Shirley Chevrolet. Inc.	George Parrish, 2616 Alamance Dr. Burlington, NC / Shirley Richard H & Linda Bentley PO Box 480, Burlington, NC	Low	Low	Incident 17786, c. 1996, groundwater contamination associated with waste oil; NC0981863855.
3	UST	2611 Alamance Rd. Burlington, NC	WS-7178	Alamance Road Auto Service	Susan Small 120 Hillstone Ct. Winston-Salem, NC/Spoonmore James B 1522 Regency Ct. Burlington, NC	Low	Low	Currently Alamance Rd Auto Service with possible hydraulic lifts at bay doors at 2611 Alamance Rd. But this may historically be Moss Auto Sales that is listed as 2601 Alamance Rd. (address no longer existing) in DEQ database with Incident 30604 (a different building was on-site, c. 1993), State Lead, c. 2007.

Project # 50234.1.1

T.I.P.#: U-5844

Page 3 of 6

Table  
USTs, Landfills & Other Potentially Contaminated Sites

Site #	Type	Location	UST Facility ID #	Property Name	UST Owner / Property Owner	Anticipated Impact	Anticipated Risk	Comments
4	UST	2602 Alamance Rd. Burlington, NC	22816 (USTs closed c. 2009), WS- 6863, WS- 8066	Leonard & Enterprise Dealer	Circle K Stores Inc. 5650 Breckenridge Pk. Dr. Ste 300 Tampa, FL AKA The Pantry Inc. PO Box 1410/1801 Douglass Dr. Sanford, NC/ Shirley Richard H & Linda Bentley PO Box 480 Burlington, NC AKA Conoco Philips Co. Kim Alderman 10150 Highland Manor Dr Ste 200, Tampa, FL AKA Circle K Stores Inc. 2440 Whitehall Rark Dr. Ste 800, Charlotte, NC	Low	Low	Apparent former gas station pre-2008 suggested by canopy and driveway in historical aerials suggest this site matches the DEQ database entry for Circle K 270-4106-B AKA Pantry 3792 DBA Kangaroo with Incident 30334, 37094 (both closed out, c. 2009).

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

Project # 50234.1.1  
T.I.P.#: U-5844  
Page 4 of 6

Table  
USTs, Landfills & Other Potentially Contaminated Sites

Site #	Type	Location	UST Facility ID #	Property Name	UST Owner / Property Owner	Anticipated Impact	Anticipated Risk	Comments
5	UST	2602 S. Mebane St. Burlington, NC	35022	Marathon Gas Station Tru Buy #71	Lee Moore Oil Co. PO Drawer 9 1807 Douglass Dr. Sanford, NC/Leee Moore Capital co. c/o The Pantry Inc. PO Box 8019 305 Gregson Dr. Cary, NC	Low	Low	Empty lot pre-1999, per Google historical aerials.
6	UST	625Alamance Rd. Burlington, NC	4124	Shed Dealer	Mike West EXXON Co, USA, PO Box 4415, Houston, TX, AKA Beth Conklin 217 Country Club Park PMB 101 Birmingham, AL/Koury Properties Co. LLC c/o Carolina Hoisery PO Drawer 850 Burlington, NC	Low	Low	Possible former gas station suggested by c. 1993 Google historical aerial, which could be a former address 2160 Alamance Rd. (no longer existing) that could correspond with DEQ database entry for EXXON 4-6580 with Incident 4023 closed out c. 2006 including groundwater contamination revealed by monitoring wells.

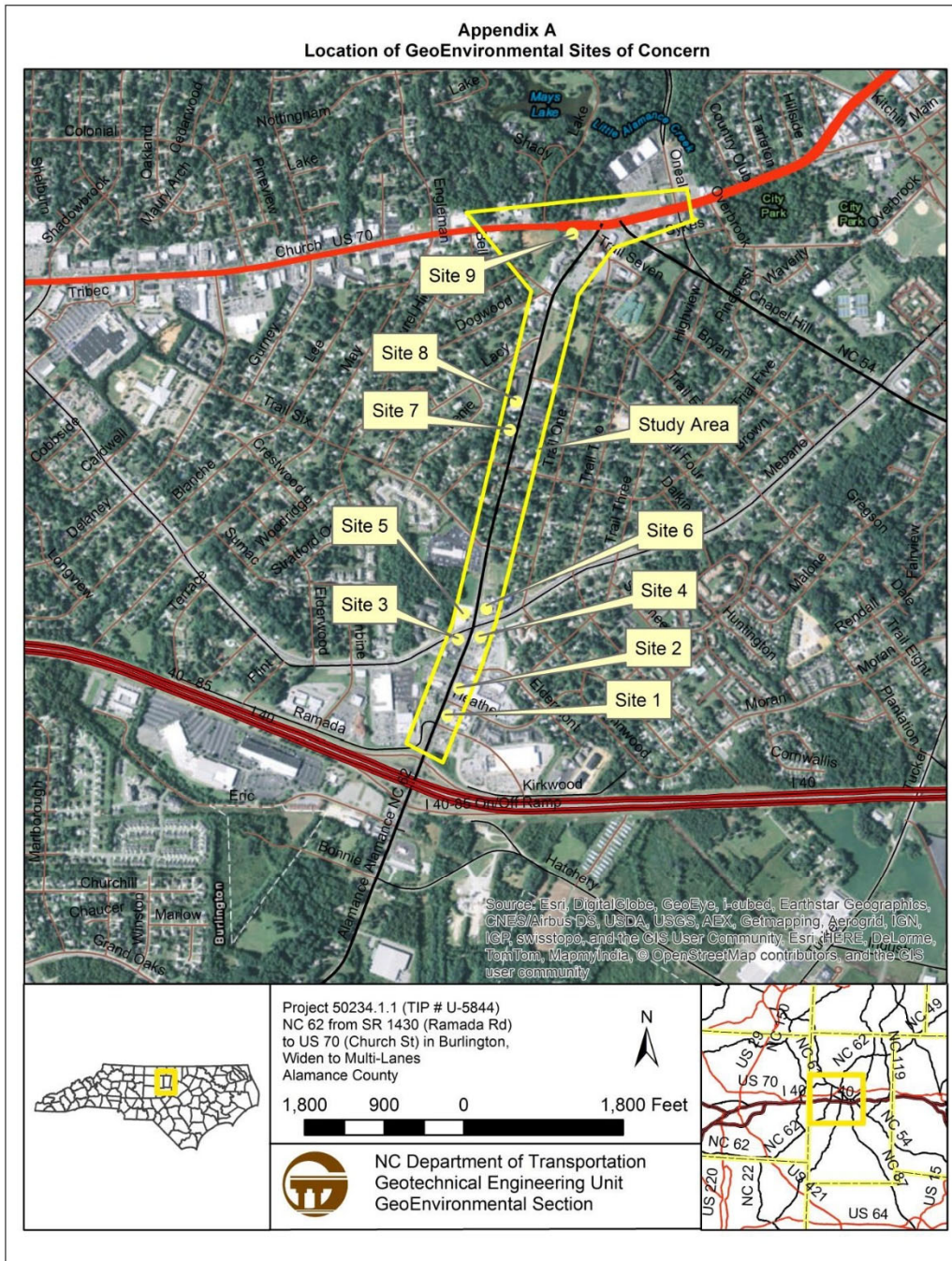
Project # 50234.1.1  
T.I.P.#: U-5844  
Page 5 of 6

Table  
USTs, Landfills & Other Potentially Contaminated Sites

Site #	Type	Location	UST Facility ID #	Property Name	UST Owner / Property Owner	Anticipated Impact	Anticipated Risk	Comments
7	UST	414 Alamance Rd. Burlington, NC	NA	Dennis Jones Property	Robert Rogers PO Box 2439 Burlington, NC/ Dennis Jones 414 Alamance Rd., Burlington, NC	Low	Low	Incident 6405, closed c. 2005 – soil contamination found c. 1989 when property owner removed UST; State Lead.
8	UST	410 Alamance Rd. Burlington, NC	NA	Norris Automotive, Inc.	Brown Service Center 410 Alamance Rd. Burlington, NC	Low	Low	Possible hydraulic lifts in 2 bay doors; architecture is suggestive of a former gas station.
9	UST	1909 S. Church St. Burlington, NC	WS-8117	Small Commercial Building	Richard Gunn 827 S. Church St. Burlington, NC/Shatterly Family Irrevoc. Trust 2414 Blanch Dr. Burlington, NC	Low	Low	Incident 37419 involving two heating oil USTs, c. 2009, at Bell Brothers 1906 S. Church St. may be associated with this site.



# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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**From:** [Mike Nunn](#)  
**To:** [Christy Shumate](#)  
**Cc:** [Williams, John L](#); [Dewayne Sykes](#); [Jason Geary](#); [Lanny Rhew](#); [Nolan Kirkman](#)  
**Subject:** RE: NCDOT STIP U-5844 (Alamance County) Start of Study Scoping  
**Date:** Friday, April 22, 2016 8:33:10 AM

---

Thank you for the opportunity for the City of Burlington to provide comments on the widening of Alamance Road (NC 62) from Ramada Road to Church Street/Hwy 70. We understand this is the preliminary request to assist with items to include in the required environmental study for the project. The items listed below will provide necessary information to assist with the planning and design of the project.

City of Burlington comments:

- The intersection at Church Street and the increased turning traffic that will use this new facility as direct access to I85/40 - proximity to NC 54 and O'Neal Street intersections – capacity issues and truck traffic turning movements
- Alternative alignments vs. the current location at Church Street
- Sidewalk and pedestrian improvements on both sides of the street
- Cross section alternatives – divided with landscape median north of Mebane Street is preferred
- School traffic impacts – Grove Park Elementary
- Church traffic impacts / daycare and operations / Grove Park Baptist Church
- Pedestrian access with pedestrian heads/flashers, crosswalk, etc. at Trail 5 intersection (or other location in project) to allow safe pedestrian movements
- Plan for street lights will be installed in the corridor
- Include Eric Lane and interstate ramps in traffic analysis
- Southbound ramp from I85/40 will need additional capacity
- Alternatives for Ramada Road to improve/fix current alignment

We look forward to the study and the future completion of this project. If you need additional information or data please let me know.

Please also keep us updated and included on any emails or meetings that occur as this project moves forward.

Thank you  
Mike Nunn

Mike Nunn, AICP  
Director of Transportation  
City of Burlington  
234 East Summit Avenue  
Burlington, North Carolina 27215  
Phone: 336-513-5418

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



### ☒ North Carolina Wildlife Resources Commission ☒

Gordon Myers, Executive Director

#### MEMORANDUM

TO: Christy Shumate  
Planning Communities, LLC

FROM: Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

DATE: April 20, 2016

SUBJECT: Response to the start of study notification regarding fish and wildlife concerns for the proposed widening of NC 62 from SR 1430 to US 70 in Alamance County, North Carolina. NCDOT TIP No. U-5844.

This memorandum responds to a request for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

At this time we do not have any specific concerns related to this project; however, to help facilitate document preparation and the review process our general informational needs are outlined below:

1. Description of fishery and wildlife resources within the project area, including a listing of federally or state designated threatened, endangered, or special concern species. Potential borrow areas to be used for project construction should be included in the inventories. A listing of designated plant species can be developed through consultation with:

NC Natural Heritage Program  
Dept. of Environment & Natural Resources  
1601 Mail Service Center  
Raleigh, NC 27699-1601.  
[WWW.ncnhp.org](http://WWW.ncnhp.org)

and,

---

**Mailing Address:** Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721  
**Telephone:** (919) 707-0220 • **Fax:** (919) 707-0028

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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U-5844

Page 2

April 20, 2016

### NCDA Plant Conservation Program

P. O. Box 27647  
Raleigh, N. C. 27611  
(919) 733-3610

2. Description of any streams or wetlands affected by the project. The need for channelizing or relocating portions of streams crossed and the extent of such activities.
3. Cover type maps showing wetland acreages impacted by the project. Wetland acreages should include all project-related areas that may undergo hydrologic change as a result of ditching, other drainage, or filling for project construction. Wetland identification may be accomplished through coordination with the U. S. Army Corps of Engineers (COE). If the COE is not consulted, the person delineating wetlands should be identified and criteria listed.
4. Cover type maps showing acreages of upland wildlife habitat impacted by the proposed project. Potential borrow sites should be included.
5. The extent to which the project will result in loss, degradation, or fragmentation of wildlife habitat (wetlands or uplands).
6. Mitigation for avoiding, minimizing or compensating for direct and indirect degradation in habitat quality as well as quantitative losses.
7. A cumulative impact assessment section which analyzes the environmental effects of highway construction and quantifies the contribution of this individual project to environmental degradation.
8. A discussion of the probable impacts on natural resources which will result from secondary development facilitated by the improved road access.
9. If construction of this facility is to be coordinated with other state, municipal, or private development projects, a description of these projects should be included in the environmental document, and all project sponsors should be identified.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 707-0370.



# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



PAT MCCRORY

Governor

DONALD R. VAN DER VAART

Secretary

S. JAY ZIMMERMAN

Director

April 19, 2016

## MEMORANDUM

To: Christy Shumate, Planning Communities, LLC

From: Brian Wiern, NC Division of Water Resources, Central Office

Subject: Sooping comments on proposed improvements to NC 62 in Alamance County, TIP U-5844.

Reference your correspondence dated April 14, 2016 in which you requested comments for the referenced project. Preliminary analysis of the project reveals the potential for impacts to streams and jurisdictional wetlands in the project area. More specifically, impacts to:

Stream Name	River Basin	Stream Classification(s)	Stream Index Number	303(d) Listing
Little Alamance Creek	Cape Fear	16-19-11	WS-V,NSW	Yes

Further investigations at a higher resolution should be undertaken to verify the presence of other streams and/or jurisdictional wetlands in the area. In the event that any jurisdictional areas are identified, the Division of Water Resources requests that NCDOT consider the following environmental issues for the proposed project:

### Project Specific Comments:

1. Little Alamance Creek is class WS-V, NSW waters of the State. Furthermore, Little Alamance Creek is on the 303(d) list for impaired use for poor aquatic life. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of sediment and nutrient runoff to these water bodies. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250, the NCDWR requests that road design plans provide treatment of the stormwater runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual.
2. An unnamed tributary to Little Alamance Creek appears to run parallel to the west of NC 62. NCDWR requests that improvement alternatives widen to the east away from the creek in this vicinity, if possible.

### General Project Comments:

1. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from stormwater runoff. These alternatives shall include road designs that allow for treatment of the stormwater runoff through best management practices as detailed in the most recent version of NCDWR's *Stormwater Best Management Practices Manual*, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost

State of North Carolina Environmental Quality | Water Resources  
 1111 Mail Service Center, Raleigh, North Carolina 27611-1111  
 Phone: 1 800 411-4111

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- functions and values. North Carolina Division of Mitigation Services may be available for assistance with wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available for assistance with stream mitigation.
  5. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
  6. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
  7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resource Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
  8. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
  9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
  10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
  11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWR's *Stormwater Best Management Practices*.
  12. Sediment and erosion control measures should not be placed in wetlands or streams.
  13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
  14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
  15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an individual permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
  16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
  17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
  19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
  20. If foundation test borings are necessary, it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
  21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
  22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
  23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
  24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
  25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
  26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

Thank you for requesting our input at this time. The NCDOT is reminded that issuance of a 401 Water Quality Certification requires that appropriate measures be instituted to ensure that water quality standards are met and designated uses are not degraded or lost. If you have any questions or require additional information, please contact me at 919-707-8792 or [brian.wrenn@ncdenr.gov](mailto:brian.wrenn@ncdenr.gov).

Electronic copy only distribution:

David Bailey, US Army Corps of Engineers, Raleigh Field Office  
 Dr. Cynthia Van Der Wiele, US Environmental Protection Agency  
 File Copy



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

**From:** [Felix.Davila@dot.gov](mailto:Felix.Davila@dot.gov)  
**To:** [Christy.Shumate](mailto:Christy.Shumate@ncdot.gov); [jwilliams@ncdot.gov](mailto:jwilliams@ncdot.gov)  
**Cc:** [Joseph.Geigle@dot.gov](mailto:Joseph.Geigle@dot.gov)  
**Subject:** RE: NCDOT STIP U-5844 (Alamance County) Start of Study Scoping - FHWA  
**Date:** Thursday, April 14, 2016 10:37:15 AM  
**Attachments:** [image003.jpg](#)  
[U-5844 Vicinity Map.pdf](#)

Good Morning!

The information provided indicates that "Your comments will be used in the preparation of a state environmental document, prepared in accordance with the North Carolina Environmental Policy Act."

Please verify no federal aid funds were used in "prior years"

No additional comments

Thanks,

*Felix Davila P.E.  
Preconstruction and Environment Engineer  
Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601  
Phone (919)747-7021  
Fax (919)747-7030*

 Please consider the environment before printing this email



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**From:** Christy Shumate [mailto:[cshumate@planningcommunities.com](mailto:cshumate@planningcommunities.com)]  
**Sent:** Thursday, April 14, 2016 9:12 AM  
**To:** [kcompton@fs.fed.us](mailto:kcompton@fs.fed.us); [renee.gledhill-earley@ncdcr.gov](mailto:renee.gledhill-earley@ncdcr.gov); [vanderwiele.cynthia@epa.gov](mailto:vanderwiele.cynthia@epa.gov); [gary.jordan@fws.gov](mailto:gary.jordan@fws.gov); [travis.wilson@ncwildlife.org](mailto:travis.wilson@ncwildlife.org); [david.e.bailey@usace.army.mil](mailto:david.e.bailey@usace.army.mil); Davila, Felix (FHWA); [dave.wanucha@ncdenr.gov](mailto:dave.wanucha@ncdenr.gov)  
**Cc:** Williams, John L; Dewayne Sykes  
**Subject:** NCDOT STIP U-5844 (Alamance County) Start of Study Scoping

Good morning,

The Project Development and Environmental Analysis Unit of the North Carolina Department of Transportation is starting the project development, environmental and engineering studies for the widening of NC 62 (Alamance Road) from SR 1430 (Ramada Road) to US 70 (Church Street) in Alamance County, State Transportation Improvement Program (STIP) Project **U-5844**. A vicinity map is attached for reference.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments will be used in the preparation of a state environmental document, prepared in accordance with the North Carolina Environmental Policy Act. **Please respond by May 2, 2016**, so that your comments can be used in the development of alternatives to be studied for this project.

Should you have questions or wish to provide comments regarding the project, please contact me at 919-803-6769 or via email at [cshumate@planningcommunities.com](mailto:cshumate@planningcommunities.com).

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### Appendix C: Public Involvement Summaries

#### U-5844 Winter-Spring 2017 Outreach Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen N.C. 62 (Alamance Road) from Ramada Road to South Church Street (U.S. 70), approximately 1.1 miles, in Burlington, Alamance County. The purpose of the project is to improve traffic flow, relieve congestion, support regional mobility, accommodate bicyclists and pedestrians and enhance safety for all roadway users. The project is state funded and included in the State Transportation Improvement Program (STIP) as Project U-5844. A series of stakeholder and public outreach activities was conducted in early 2017 for the project including notification postcards, an interactive public workshop and local officials meeting.

#### Notification Postcards:

Postcards announcing the project were mailed to approximately 313 residents and property owners in the project area on February 2, 2017 based on NCDOT parcel data and incorporating input and stakeholder contacts provided by Alamance County. The postcard included a project vicinity map, information regarding the location and purpose of the project, notification of fieldwork being conducted in the area, and a project schedule including the public meeting.

Postcards announcing the public meeting were mailed to approximately 315 residents and property owners in the project area on April 25, 2017. The postcard included a summary of the proposed improvements and the purpose of each project. It also provided interested recipients with the link to NCDOT webpage containing updated information and materials related to the project.

#### Local Officials Meeting

A local officials' meeting was held for the widening of N.C. 62 (Alamance Road) from 3:30 – 4:30 p.m. on May 1, 2017 at the Burlington Municipal Building. There were 14 individuals in attendance at the local officials' meeting. Local officials provided input on current traffic patterns along the corridor and other proposed projects in the vicinity of U-5844. Questions were asked regarding the addition of a sidewalk or multiuse path and the possibility of adding a transit stop along the corridor. Traffic counts, traffic forecasts, crash data and level of service descriptions were also shared and discussed. Following the local officials' meeting, the project and public meeting were announced at the City Council Meeting.

#### Public Workshop

A public meeting was held on May 15, 2017 from 4:00 p.m. – 7:00 p.m. at Grove Park Baptist Church. The public meeting was a hands-on workshop that allowed the community to review project information and provide input regarding the proposed widening. There were 96 individuals in attendance at the public workshop. Meeting attendees were welcomed with a recorded PowerPoint presentation providing an overview of the project and guide to participating in the workshop. Participants were then directed to the main meeting room for the workshop where they had the opportunity to review project information available on technical display boards and were guided through three interactive exercises at the workshop designed to obtain input in key areas to inform project development. Attendees were asked to provide input about existing conditions along the project corridor (Existing Conditions activity), to identify origins and destinations and how they utilize the corridor (Routing activity) and to share their vision for what the future corridor should look like (Typical Section activity).

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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The results for each activity have been compiled and are summarized in the following sections.

### *Existing Conditions Exercise*

For the “Existing Conditions” exercise, participants were provided with stickers with the following preprinted labels describing use of and concerns along the corridor: Walk here, Work here, Safety concern, Heavy traffic, Bike here and Place I visit. Participants were also provided with different color stickers to enable them to indicate whether they owned a home or business within the project study area. Individuals could review large aerial maps of the project study area and place their stickers in locations that applied to each category. The goal of this activity was to understand how the residents of Burlington use the corridor on a daily basis and to identify specific locations where traffic and safety issues or needs are present.

“Heavy traffic” was noted along the entire project corridor from Ramada Road to South Church Street. Areas where “Heavy traffic” was most frequently noted included the intersections of N.C. 62 with South Church Street, Kirkwood Drive, Mebane Street and Eldermont Street. “Safety concerns” were mentioned by participants where roads intersect N.C. 62, including the intersections with Heather Road, Trail Six, Trail Eight, South Church Street and Mebane Street. Safety concerns were also identified around Grove Park Elementary School and on ONeal Street. Participants identified the highest concentrations of congestion and safety concerns at the intersection of N.C. 62 and South Church Street.

Participants noted that pedestrians frequently walk along the corridor and where N.C. 62 intersects with Eldermont Street, Overbrook Road, Trail Eight and Heather Road. Additional locations where walking was identified included Trail One, Trail Two, Trail Five, Trail Four, Saintsbury Drive and Lacy Street. Residents noted concerns regarding students at Grove Park Elementary School walking within the project study area before and after school. Participants also expressed their concerns about pedestrians crossing N.C. 62 for Sunday services at Grove Park Baptist Church. Some bicycle activity was identified along the N.C. 62 corridor and on Trail One, Trail Two, Trail Eight and Lacy Street.

Participants also labeled destinations that they visit along the corridor. Areas noted as the most visited places were mainly concentrated where N.C. 62 intersects with South Church Street and Kirkwood Drive. Locations identified by participating attendees included: K & W, Grove Park Baptist Church, La Fiesta Burlington, State Employees’ Credit Union, Dick Shirley Automotive, Sheetz on Heather Road, Grove Park Elementary School, Hursey’s Bar-B-Q, Home Place of Burlington, Alamance Glass, Norris Automotive, Grove Park Place Condominiums, Streams Ford, Kangaroo Express, Biscuitville near Ramada, Biscuitville on South Church Street, Food Lion, Dollar General, Executive Village and Home Depot on Kirkwood Drive.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



*Existing Conditions Sticker Exercise Sample Results*

Individuals were provided the opportunity to label where they owned or operated a business or their place of employment. Businesses and institutions represented included Grove Park Baptist Church, Grove Park Elementary School, La Fiesta Burlington, Home Place of Burlington, Alamance Glass, South Church Center, Biscuitville near Ramada Road, Carolina Bank, Roxie's Florist, Wells Fargo Advisors, Dick Shirley Automotive, Leonard Buildings & Truck Accessories, Enterprise Rent-a-car, Batteries Plus Bulbs, Stearns Ford, Grove Park Place Condos, Norris Automotive, Executive Village and Sawyer Extermination.

### ***Route Tracing Exercise***

The route tracing exercise was designed to understand participants' daily travel patterns along and around the studied corridor, N.C. 62. Participants were organized in groups of 3 to 5 persons. Group members were provided a unique color marker to trace their daily trips on the map (in a few cases two individuals collaborated and drew lines with a single marker). Workshop participants were asked to circle the starting point of their trips and draw lines along the N.C. 62 and side roads to reach destinations using an arrow at the ending point of their trip. Results from each map have been summarized.

#### ***Map #1: 5 participants***

- Green – Started traveling from westbound I-40, north on N.C. 62 towards Executive Village.
- Yellow – Started at Grove Park Baptist Church, traveled north on Trail One, north on N.C. 62, east on South Church Street, north on ONeal
- Orange – Route 1: Started traveling east on South Church Street from west of the area, south on N.C. 62 to Hursey's Bar-B-Q. Route 2: Started traveling east on South Church Street from west of the area, south on N.C. 62 to Grove Park Baptist Church

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- Blue – Routes 1, 2 & 3: Started traveling from a residence on Lacy Street west of Orice Street, east on Lacy Street, north on N.C. 62 to Homeplace of Burlington, Hursey’s Bar-B-Q, and east of the area on South Church Street. Noted traffic back-ups on N.C. 62 northbound at Trail Six.
- Purple – Route 1: Started traveling south on Saintsbury Drive from a multifamily unit, east on Mebane Street, north on N.C. 62 towards Norris Automotive. Route 2: Started traveling south from Norris Automotive on N.C. 62, west on Mebane Street (off of the map).

### Map #2: 3 participants

- Green – “Car road test routes” Route 1: Started traveling east on South Church Street from a dealership to the west and then south on N.C. 62 and west on Mebane Street back to the dealership. Route 2: Started traveling east on South Church Street from the dealership to the west then southeast on Chapel Hill Road (off of the map) and then back west on Mebane Street either continuing west or turning north on N.C. 62 and west on South Church Street again to return to the dealership. Route 3: Started traveling from the west (from dealership) east on Trail Six, turning northeast on Trail Five, north on Trail One, south on Trail Eight towards a home on Trail Eight at the intersection with Trail Two.
- Purple – Route 1: Started traveling from a home on Trail Eight at the intersection with Trail Two, south on Trail two, west on Mebane Street towards Wal-Mart. Route 2: Started traveling north on Trail Two, north on ONeal Street towards Aldi’s. Route 3: Started traveling north on Trail Two, east on South Church Street towards a church in Mebane. Route 4: Started traveling north on Trail Two, east on Chapel Hills Road towards Graham for “errands/trips”
- Blue – Route 1: Started traveling from a home just visible on the map east on Surich Drive, north on Grove Park Drive, northeast on Venie Street, northeast on Lacy Street, north on N.C. 62 towards Grove Park Baptist Church. Route 2: Started traveling from home east on Surich Drive, southeast on Saintsbury Drive, east on Mebane Street, South on N.C. 62, west on I-40 (“Safety concern” noted at intersection of Saintsbury Drive with Mebane Street)

### Map #3: 2 participants

- Orange: Started traveling north on N.C. 62 from the I-40 interchange towards Grove Park Baptist Church
- Purple – Suggested Route/Design: A route was suggested that would bring traffic traveling both from the south and the north along N.C. 62 via a new connector to ONeal Road that connect to N.C. 62 somewhere between Lacy Road and south of Trail Four.

### Map #4: 5 participants

- Red – Routes 1 and 2: Started traveling north on N.C. 62 from Grove Park Condos towards the intersection of N.C. 62 and South Church Street, east on South Church Street and west on South Church Street. Routes 3 and 4: North on N.C. 62 from Grove Park Condos, east and west on Trail Five. Route 5: North on N.C. 62 from Grove Park Condos, east on Trail Four, north on Trail One, southeast on Trail Eight, north on Trail Two, east on Chapel Hill Road. Route 6: South on N.C. 62 from Grove Park Condos, west on Trail Six. Routes 7, 8 and 9: South on N.C. 62 from Grove Park Condos, west and east on Mebane Street, or continuing south on N.C. 62 (Light cycle issues noted at intersections with Ramada Road and ramps to I-40 on the north side). Route 10: Started from Sheetz to access N.C. 62 at Ramada Road.



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- Green – Multiple routes: Started traveling west on South Church Street from the east, south on N.C. 62 towards several destinations on N.C. 62: Dixon Pool and Spa, an unspecified destination across N.C. 62 from Grove Park Condos, Kangaroo Express, Biscuitville (south of Mebane Street), Sheetz, K&W/Dollar General, and across I-40 continuing south on N.C. 62.
- Orange – Multiple routes (originating near Trail Five): Started traveling along N.C. 62 both north and south from the intersection of Trail Five to several destinations including west on South Church Street and several destinations south of Mebane Street near the intersections with Eldermont Street and Heather Road (Dick Shirley Chevrolet, Sheetz, etc.); an alternative route turning east on Trail Four from N.C. 62, south on Trail Two, west on Mebane Street. Multiple routes (originating or ending at Dick Shirley Chevrolet): Entrances to the dealership were noted along N.C. 62, on Heather Road and on Eldermont Street, where it was noted that parts are delivered daily via this entrance on the north side of the dealership.
- Blue – Route 1: Traveling from an origin on Chapel Hill Road just southeast of Sykes Street northwest south (perhaps through the parking areas), northwest on Trail Seven, north on Trail One, South on N.C. 62, then east and west on Mebane Street. Route 2: Traveling north and south on N.C. 62 from Grove Park Condos
- Purple – Started traveling south on N.C. 62 at Roxie’s Florist towards the interchange of I-40 and N.C. 62

### Map #5: 3 participants

- Orange – Route 1: Started at the intersection of Trail Five and Trail One, south on Trail One, west on Mebane Street towards Food Lion. Route 2: Started at the intersection of Trail Five and Trail One, west on Trail Five, north on N.C. 62, west on South Church Street
- Red (origin unclear, assumes same as Orange) – Route 1: Started traveling north on Trail One to Grove Park Baptist Church. Route 2: Started traveling east on Trail Five, south on Trail Two, southwest on Trail Three, southeast on Trail One, south on Lynnwood Drive to a destination on Heather Road just west of Lynnwood. Route 3: Started traveling east on Trail Five to a road off of the map used to travel north to go east on Chapel Hill Road
- Purple – Destinations: Two points of interest were circled on the map by this participant: the intersection of South Church Street and O’Neal & Hursey’s Bar-B-Q

### Map #6: 4 participants

- Orange – Route 1: Started traveling from slightly north of Carolina Bank towards the intersection of N.C. 62 and South Church Street. Route 2: Started traveling south on Country Club Drive from north of the area, west on South Church Street, south on N.C. 62 to Homeplace of Burlington
- Red – Started traveling from just north of Carolina Bank on N.C. 62 towards the intersection of N.C. 62 and South Church Street
- Purple – Wells Fargo Advisors circled. Arrows drawn at both ends between N.C. 62 at Wells Fargo and I-40 to the west
- Yellow – Started at Alamance Glass, traveling south on N.C. 62 towards I-40

### Map #7: 4 participants

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- Red – Started traveling from at or across from Grove Park Elementary on Trail Eight southeast on Trail Eight, north on Trail Two, west on South Church Street
- Orange – Route 1: Started traveling from same point at or across from Grove Park Elementary northwest on Trail Eight, south on Trail One, west on Trail Four, south on N.C. 62, west on Mebane Street towards Food Lion shopping center or south across I-40. Route 2: Started traveling southeast on Trail Eight at Grove Park Elementary School, south on Trail Two, west on Mebane Street, south on N.C. 62 towards I-40 or continuing on Mebane Street towards Food Lion shopping center
- Green – Route 1: Started traveling south from a multifamily unit on Saintsbury Street towards Food Lion. Route 2: Started traveling south on Saintsbury Street, east on Mebane Street towards the east. Route 3: Started traveling south on Saintsbury Street, east on Mebane Street, north on N.C. 62, east on South Church Street, north on ONeal to the Office Depot shopping center
- Blue – No specified destination for this route traveling along N.C. 62 between I-40 to the west and South Church Street to the north and east

### Map #8: 5 participants

- Red – Started at Stearns Ford, west on Trail Six, north on a road off of the map, northeast on May Drive, continuing across South Church Street and to the north.
- Blue – Route 1: Started at Dixon Pool and Spa, west on Laurel Hill Drive, southwest on Orice Street, southeast on Trail Six ending near Stearns Ford. Route 2: Started at Grove Park Baptist Church, south on N.C. 62 to I-40 interchange or beyond.
- Green – Route 1: Started traveling south on ONeal Road off of the map, west on South Church Street, south on N.C. 62 to I-40 interchange. Route 2: Started traveling south on ONeal Road, west on South Church Street, south on N.C. 62, west on South Mebane Street off map.
- Yellow – Started at or south of the I-40 interchange, north on N.C. 62, east on South Church Street off map.
- Purple – Route 1: Started traveling east on South Church Street from off of the map, south on N.C. 62 to Mebane Street. Route 2: Started at or south of the I-40 interchange, north on N.C. 62 to Grove Park Baptist Church.

### Map #9: 5 participants

- Red – Started traveling south on Shannon Drive from off of the map, east on South Church Street, south on N.C. 62 to Grove Park Baptist Church.
- Green – Started traveling east on South Church Street from a point near the edge or off of the map, south on N.C. 62 to Carolina Bank.
- Orange – Started traveling at or south of the I-40 interchange, north on N.C. 62 to Grove Park Baptist Church.
- Blue – Route 1: Started traveling east on South Church Street from the Shannon Road. intersection, south on N.C. 62 to Grove Park Baptist Church. Route 2: Traveling east on South Church Street from the Shannon Road intersection to the intersection of South Church Street and ONeal Road.
- Purple – Started at Domino's on South Church Street, south on N.C. 62 to I-40 interchange.



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### Map #10: 1 participant

- Blue – Routes 1, 2 and 3: Started at South Church Centre, east on South Church Street, south on N.C. 62 to points south of I-40 and west and east on I-40. Route 2: Started at South Church Centre, east on South Church Street, north on East Lake Drive to a residential property. Route 3: Started at South Church Centre, east on South Church Street, north on ONeal off of the map

### Map #11: 5 participants

- Red – Started traveling east on South Church Street from near or off of map, south on N.C. 62 to Carolina Bank
- Green – Route 1: Started on Kingsbury Court at a multifamily unity, north on Venie Street, east on Lacy Street, north on N.C. 62, east on South Church Street, north on Country Club Drive off of map. Route 2: Started on Kingsbury Court at a multifamily unity, north on Venie Street, east on Lacy Street, north on N.C. 62 to Grove Park Baptist Church.
- Orange – Started at a residential property traveling north on Orice Street, east on Trail Six, northeast on Lacy Street, north on N.C. 62 to Grove Park Baptist Church
- Yellow – Started at a residential property traveling northwest on Huntington Court, southwest on Huntington Road, north on Trail Two, west on South Mebane Street, south on N.C. 62 to Dick Shirley Mazda
- Purple – Route 1: Started traveling at or south of I-40 interchange, north on N.C. 62 to Grove Park Baptist Church. Route 2: Started traveling south on ONeal from off of map, west on South Church Street, south on N.C. 62 to Grove Park Baptist Church

### Map #12: 3 participants

- Green – Started off of the map traveling south on ONeal Street, west on South Church Street, south on N.C. 62 to I-40 interchange.
- Orange – Route 1: Started traveling from a property across from Grove Park Condos, north on N.C. 62, east on South Church Street, north on ONeal Street off of the map. Route 2: Started traveling from a property across from Grove Park Condos, north on N.C. 62, east on South Church Street off of the map. Route 3: Started traveling from a property across from Grove Park Condos, south on N.C. 62, to/from I-40 to the west.
- Blue – Route 1: Started traveling from a property across from Grove Park Condos, south on N.C. 62, west on South Mebane Street off of the map. Route 2: Started traveling from a property across from Grove Park Condos, south on N.C. 62, east on South Mebane Street off of the map. Route 3: Started traveling from a property across from Grove Park Condos, north on N.C. 62, east on South Church Street, north on ONeal Street off of the map

### Map #13: 3 participants

- Red (noted as Biscuitville representative) – Route 1: Started traveling north on N.C. 62 from I-40 interchange, east on South Church Street to Biscuitville. Route 2: Started traveling west on South Church Street off of the map to Biscuitville on South Church Street. Route 3: Started traveling north on N.C. 62

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from I-40 interchange to Biscuitville on N.C. 62. Route 3: Started traveling west on South Church Street off of the map, south on N.C. 62 to Biscuitville on N.C. 62.

- Orange – Route 1: Started traveling at or south of the I-40 interchange, north on N.C. 62, west on South Mebane Street off of the map. Route 2: Started traveling at or south of the I-40 interchange, north on N.C. 62, west on Trail Six. Route 3: Started traveling at or south of the I-40 interchange, north on N.C. 62, west on South Church Street
- Purple – Routes 1 and 2: Started traveling south on ONeal from off of map, west on South Church Street, south on N.C. 62, west on South Mebane Street to Food Lion shopping center and off of map. Routes 3 and 4: Started south on ONeal from off of map, west on South Church Street, south on N.C. 62, west and east on I-40. Route 5: Started at or across from Stearns Ford, northwest on Trail Six, north on May Drive off of map.
- Blue – Route 1: Started traveling south on ONeal from off of map, west on South Church Street, south on N.C. 62, to Grove Park Baptist Church. Route 2: Started traveling south on North Gurney Street from off of map, east on South Church Street, south on N.C. 62, to Grove Park Baptist Church. Route 3: Started traveling south on North Gurney Street from off of map, east on South Church Street, south on Bell Street, east on Laurel Hill Drive, north on N.C. 62, to Grove Park Baptist Church.

### Map #14: 5 participants

- Red – Route 1: Started at a property east of N.C. 62 traveling east on Trail Four, north on Trail Two, east on Sykes Street, north on Overbrook, east on South Church Street off of map. Route 2: Started at a property east of N.C. 62 traveling east on Trail Four to Mebane St. Routes 3 and 4: Started at a property east of N.C. 62 traveling east on Trail Four, south on Trail Two to Mebane St. east and west.
- Green (Fire Chief) – Route 1: Started from Fire Station 4 located further west traveling east on South Mebane Street to: Clear Ridge (requires U-turn, would prefer mountable median). Route 2: Started from Fire Station 5 located south of I-40 traveling north on N.C. 62 to: Lab Corporations, Clear Ridge, east on Trail Four, and Grove Park Elementary School (main station for points east of N.C. 62 and further south). Route 3: Started from Fire Station 4 located further west traveling east on South Church Street to: west on Trail Six, Homeplace of Burlington, Grove Park Elementary School (main station for points west of N.C. 62 and further north). Route 4: Started from Fire Station 1 located further east traveling west on South Church Street to: Grove Park Elementary School, Homeplace of Burlington (secondary station for the north area of the project)
- Orange – Route 1: Started traveling at Stearns Ford, north on N.C. 62, east on South Church Street. Route 2: Started traveling at Stearns Ford, south on N.C. 62, east on I-40. Route 3: Started traveling east on Trail Six from off of map to Stearns Ford.
- Blue – Route 1: Started at Stearns Ford, south on N.C. 62 (and/or onto Trail Six prior to getting on N.C. 62), east on South Mebane Street. Route 2: Started from I-40 eastbound, north on N.C. 62 to Stearns Ford (southern entrance). Route 3: Started at Stearns Ford, north on N.C. 62, east on South Church Street
- Purple – Started at I-40 from both directions, north on N.C. 62 to Stearns Ford directly off of N.C. 62 (southern entrance) and via the entrance off of Trail Six.
- Yellow – Grove Park Condos circled as a destination.

### Map #15: 2 participants

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

- Orange – Route 1: Started traveling from residence north of Trail Six on east side of N.C. 62, south on N.C. 62 to Dick Shirley Chevrolet. Routes 2 and 3: Started south on N.C. 62 to both and east and west South Mebane Street.
- Purple – Multiple Routes: Started traveling west on South Church Street from off of map, south on N.C. 62 to: Wells Fargo, Roxie’s Florist, Dick Shirley Mazda, Biscuitville, Sheetz and K&W.

### Corridor Typical Cross-Section Activity

The roadway cross-section activity was designed to provide participants with an understanding of the typology of street design options and to share the street design elements they desired to see after the completion of the project. Individuals in small groups had the opportunity to select individual rendered cross-sectional elements to “build” their desired road profile. A total of 10 groups participated in this exercise. Most participants selected elements comprising a two-lane road with center turn lane, curb gutter, grass and trees and sidewalks on one side. One participant/group selected separated bike lanes on both sides and some selected the multi-use path, often in combination with a sidewalk on the opposite side of the street. The roadway cross-section activity results are summarized in the table below and images of the work of each set of participants are presented on the pages that follows.

Design Elements \ Road Width	Median/ Center turn lane	Sidewalk on one side	Sidewalk on both sides	Multi-Use Path	Bike Lane	Grass &/or Trees	Curb & Gutter
<b>Two-lane (7 total)</b>	Center turn lane	★	✓	✓	✓	★	★
<b>Four-lane (3 total)</b>	Median		✓	★		★	★

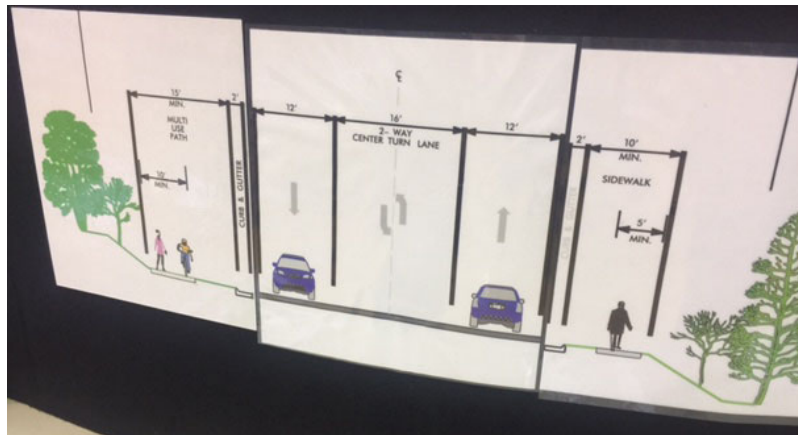
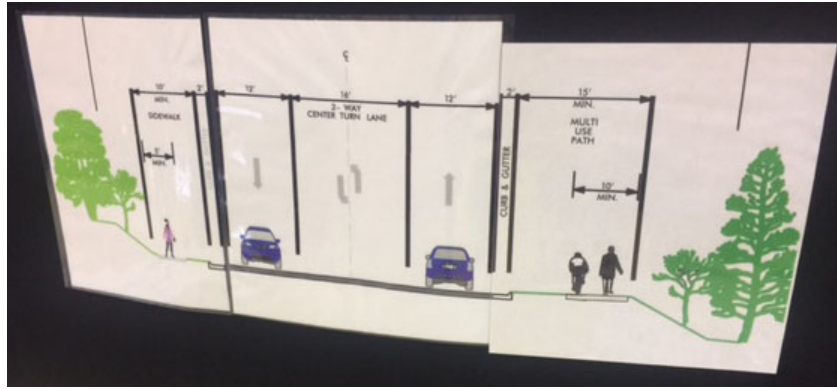
★ Frequently Included (>=50%)

✓ Included Less Frequently

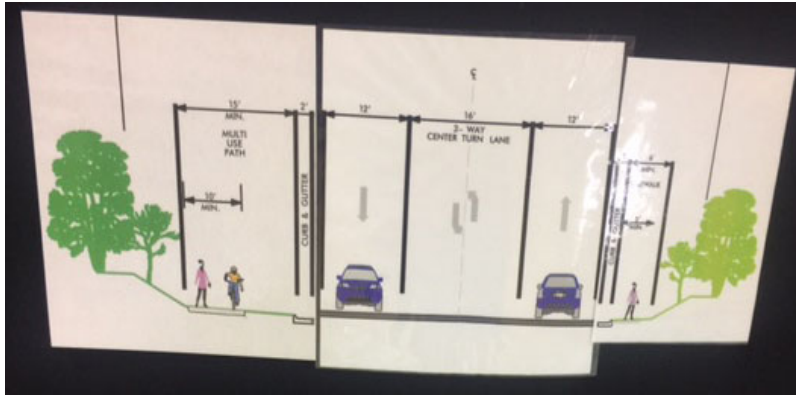
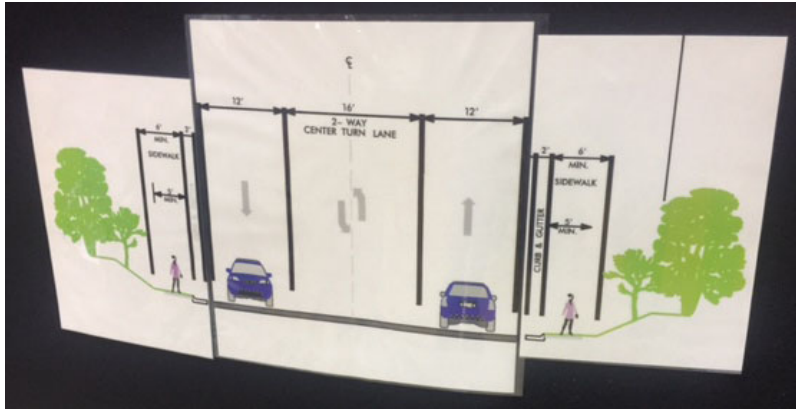
### 2-Lane Typical Sections



# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington



# NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington





## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### 4-Lane Typical Sections



### Comments

23 written comments and several verbal comments were received at the workshop and 9 comments were received by mail or email following the workshop. Comments were categorized and addressed a range of topics similar to those reflected in the workshop exercises including: Traffic / Capacity (16); Safety (11); Signalization & Turning Concerns (9); Business / Institutional Impacts (13); Residential Impacts (5); Walking / Biking (7); Road Design / Alternatives (14); Aesthetics & Environment (5); and other issues (4). Comments received (written and verbal) at the public meeting are highlighted below.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
<p><b>Traffic/Capacity</b></p>	<ul style="list-style-type: none"> <li>- Impact of traffic from school, church and neighborhood to get to Mebane and Highway 62 Alamance Rd.</li> <li>- Very busy office/high traffic cannot have interruption to business-STATE can use our land which cuts through from Alamance to Dogwood as access if needed.</li> <li>- High traffic area with heavy cross traffic to business, nursing home, church &amp; school.</li> <li>- Large numbers of trucks, emergency vehicles and official vehicles for funerals need additional lanes.</li> <li>- I am concerned about traffic to Grove Park School. They need a street for direct traffic pattern for buses, cars, emergency vehicles and trucks for cafeteria. The traffic pattern does need to be improved for the church and the school.</li> <li>- There is a lot of "cut through" traffic through the church parking lot - mostly to Grove Park School.</li> <li>- Grove Park Church parking lot is used as a thru-way as there are not road to Grove Park School. Many cars cut through the parking lot to the school from Grove Park Church. Access to N.C. 62 from Trail One is impossible. Also, to move from N.C. 62 to Trail One is difficult.</li> <li>- There is a lot of traffic and congestion on Alamance Rd. It is difficult to get into and out of La Fiesta and Crazy Mexican. Alamance Rd and Trail One is hard to maneuver.</li> <li>- Roads emptying into South Church Street and N.C. 62 have become a bottleneck. During school hours traffic is very heavy.</li> <li>- <i>Heavy congestion on South Church Street.</i></li> <li>- <i>Heavy traffic on U.S. 70 and ONeal.</i></li> <li>- <i>Traffic backs up at the intersection of U.S. 70 and ONeal.</i></li> <li>- <i>Congestion from Ramada to Mebane.</i></li> <li>- <i>People are cutting through Hursey's to avoid the stoplight on NC-62 and NC-70.</i></li> <li>- <i>People cut through the Grove Park Baptist Church parking lot to access Trail One.</i></li> <li>- <i>Hard to access U.S. 70 from Trail One.</i></li> </ul>
<p><b>Safety</b></p>	<ul style="list-style-type: none"> <li>- Do not want road close to my house on Laurel Hill Dr., a lot of kids &amp; adults walk &amp; ride bikes on that street.</li> <li>- Many people cut through Hursey's &amp; Grove Park Baptist Church</li> <li>- No U-turns in project because of elderly people that use this road. Already experience elderly persons coming down wrong side toward us on Mebane near Food Lion.</li> <li>- People currently park in the church parking lot and walk across Hwy 62 to go to the Homeplace Nursing Home. My concern is that the church sanctuary, children's wing and fellowship are very close to Hwy 62.</li> </ul>



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<ul style="list-style-type: none"> <li>- There are enough paved walkways for pedestrians and no stoplights/crosswalks to provide pedestrians with central access for changes with cars/buses etc.</li> <li>- <i>There are no places to walk or run on NC-62 because of the cars and trucks.</i></li> <li>- <i>There is a lot of speeding on Mebane Street and Trail Eight and this is a concern being so close to Grove Park Elementary.</i></li> <li>- <i>Fix the road for safety's sake.</i></li> <li>- <i>People park at Hursey's on Sunday and cross the street to Grove Park Baptist Church.</i></li> <li>- <i>Residents at Homeplace Burlington cross the street to Grove Park Baptist Church.</i></li> <li>- <i>There is no signage on Chapel Hill Road.</i></li> </ul>
<p><b>Signalization / Turning Concerns</b></p>	<ul style="list-style-type: none"> <li>- Synchronize turn signals; turn lane from S. Church to re-routed Hwy 62.</li> <li>- Between Ramada Rd and Mebane Street, create medians to limit left turns.</li> <li>- Without barrier medians and dedicated turn lanes traffic tries to take alternate routes through parking lots or business entrances many times against traffic central lights or pavement markings - Road markings and signs cause non-residents to be changing lanes at last minute or against oncoming traffic.</li> <li>- We do understand, based on the information provided, the cause for concern to create a safer overall &amp; better flow traffic pattern. We do hope consideration will be taken to work with these traffic patterns in still providing left-turn access, U-turn opportunities if only right turn out required, etc.</li> <li>- Between the options I would rather see the turning lane in the middle with a narrow sidewalk.</li> <li>- <i>People cut up Trail Six, then take May Avenue – there needs to be a left turn lane on Trail Six.</i></li> <li>- <i>I don't want medians limiting turn-ins.</i></li> <li>- <i>Left turn onto Trail Six would be helpful (traffic and safety concerns).</i></li> <li>- <i>Multiple suggestions to construct a new roadway behind Homeplace of Burlington to alleviate left turn pressure at the intersection of N.C. 62 and U.S. 70.</i></li> </ul>
<p><b>Business / Institutional Impacts</b></p>	<ul style="list-style-type: none"> <li>- I attend GPBC. We have concern about how close the new road will come to the building. How close will the road come to church building? How will the entrance &amp; exiting of church parking areas be affected? Grove Park Elementary has difficulty at their entrance &amp; exit Drivers from school &amp; others currently cut through church parking area. How will that be addressed? A better pattern from Trail 1 to Church St./70. Could entrance be moved west and funneled through other ways onto 70/Church St?</li> <li>- I am a member of Grove Park Baptist Church and it has been in this location since 1947. I don't think the new road should take part of our sanctuary, nursery or fellowship hall. It would be disruptive to our</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<p>worship. I think you should consider going through the property beside the shoe shop for the intersection on Church St.</p> <ul style="list-style-type: none"> <li>- Close off intersection of 62 &amp; 70 as it is now - have controlled access to Grove Park Church, Homeplace Nursing Home and Grove Park Elementary School. Reroute Hwy 62 to the West so it comes into South Church Street/Route 70 west of where it currently intersects.</li> <li>- We request that our church building not be negatively impacted by N.C. 62 change.</li> <li>- Condo at 505 Alamance Rd. Concerned about entrance and right of way Trail Six intersection.</li> <li>- We operate two Biscuitville restaurants within the proposed development area; one at the northern end near I-85 and one at the southern end, corner of S. Church and ONeal. My concern lies with what, if any, effect the proposed road changes may have on our business.</li> <li>- Own a business (and building) near the center of the project zone. We understand the need for expanding; however, it needs to be done to protect the feel of the road. The western side of Alamance Rd has several 100+ year old homes, which should certainly be considered. Our business is in one of these homes.</li> <li>- A median is not necessary and will really cause issues turning into the several businesses on the project path.</li> <li>- Concerns of full median between Kirkwood &amp; Mebane area; Full median would create more restricted access to our location, which is driven currently by convenience &amp; ease of access for our guests.</li> <li>- We employ a large number of associates at these two locations and serve a very large number of guests on a daily basis. We ask that strong consideration be given to continuing to provide ease of access for our guests. We will plan to remain very involved in monitoring the process and providing ongoing feedback.</li> <li>- <i>I don't want a median in front of Biscuitville. I'm worried about the negative impact on my business. If there has to be a median at least make it with a left turn cut-in.</i></li> <li>- <i>I'm the owner of Roxie's Florist. Lane widening will ruin my business and the income I earn from the property next door (Both properties are already on the road).</i></li> <li>- <i>I don't want medians to take away the left turn into my business</i></li> </ul>
<p><b>Residential Impacts</b></p>	<ul style="list-style-type: none"> <li>- I live on Alamance Rd. so I am very concerned about what will happen to our property.</li> <li>- The impact chart 2017 vs 2040 - proposed changes only impact 62 &amp; Mebane by 30 seconds. All other scenarios do not change. Awful lot of loss of homes for not much impact.</li> <li>- Condo at 505 Alamance Rd. Concerned about entrance and right of way Trail Six intersection.</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<ul style="list-style-type: none"> <li>- I'm buying a house on Alamance Rd so I'm worried about the road frontage that will be taken &amp; the noise it may cause, also decreasing the value of the house.</li> <li>- Impact to people's property values. Most have worked hard to purchase homes and do not need for the state to devalue them.</li> </ul>
Walking / Biking	<ul style="list-style-type: none"> <li>- The addition of bike lanes would add/create conflicts with bus movements (both transit and schools). Please add bus bays or crosswalks at bus stops.</li> <li>- Strongly prefer 4-lane with one sidewalk and bike lane.</li> <li>- Sidewalks only on one side.</li> <li>- Sidewalks would be nice. But not sure bike lanes would be utilized.</li> <li>- Max we need is turn lane (2 if needed) and sidewalk on one side (although there is little to no foot traffic on road).</li> <li>- <i>We don't need bike lanes; from experience, they are not used.</i></li> <li>- <i>I walked here from Grove Park Condos and had to step down into ditches due to the lack of sidewalk; sidewalks are needed so people can walk safely.</i></li> </ul>
Road Design / Alternatives	<ul style="list-style-type: none"> <li>- Huge problem is combination of Hwy 62 and ONeal Street - On South Church - Best option would be to re-route Hwy 62 behind Homeplace to make a perpendicular intersection and create more distance to ONeal.</li> <li>- From Trail Six to Lacey St. is not where the congestion &amp; accidents occur. I would prefer no changes in this section. However, if you must do it, 3 lanes only.</li> <li>- 3 lanes, no sidewalk or bike route, never see anybody walk or ride. Median will cause more wrecks if you can't turn left.</li> <li>- I feel that (3) lanes would be adequate for this area and just 1 bicycle lane; if needed. I don't think Trail Six by my house should be changed. I live next door to Sterns Ford.</li> <li>- Think 4 lanes and limit access is preferred, no round-a-bouts.</li> <li>- Do not see based on what was presented how the road grade would improve much on Hwy 62.</li> <li>- Would be concern how the Trail Eight, Trail One, Trail Two figure in to project.</li> <li>- 1) 1st choice 4 lane/5 lane without concrete median 2) 2nd choice 3 lanes with turn lane being one of the lanes, sidewalks w/buffer for safety of people walking. Sidewalk/bike lane combo if possible.</li> <li>- We prefer the type of road that is currently used in front of Biscuitville and Sheetz. Second choice is a 2-lane with a turning lane, bike route and pedestrian zone.</li> <li>- 3-lanes would be best. Need the ability to turn right or left and not have to go around the block to access your residence.</li> <li>- I'm not recommending a 4-lane road with median between Trail Six &amp; Lacy St. because it's residential on both sides of the street &amp; you're cutting off people's access into their driveways. You'd force people to go to the end of a median and make a U-turn across two lanes of traffic to get into their driveways.</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<ul style="list-style-type: none"> <li>- The eastern side has much more space when approaching South Church Street. Bottom line- minimal widening needed.</li> <li>- <i>Trail Five is a critical access to school – currently can get through. I don't want a median to ruin that. (Trail Four is not good access). My Homeplace is across the street.</i></li> <li>- <i>Suggestion to extend Trail Eight to connect to N.C. 62.</i></li> </ul>
Aesthetics & Environment	<ul style="list-style-type: none"> <li>- Concerns about end units near 62, proximity to traffic and noise and losing landscaping.</li> <li>- There is a creek that goes through and goes into May's Lake. Not good for environment for the rd. to go through.</li> <li>- <i>We should add trees, sidewalks and make this the entrance to Burlington.</i></li> <li>- <i>This should be landscaped to become the entrance to Burlington (better entrance than Maple).</i></li> <li>- <i>Updates to the nearby airport will make N.C. 62 a new gateway to Burlington and it should look aesthetically pleasing, consider a roundabout at the intersection of U.S. 70 and N.C. 62.</i></li> </ul>
Other	<ul style="list-style-type: none"> <li>- Parking lots to Grove Park Elementary School off Trail One.</li> <li>- Would any streets be cut off?</li> <li>- If it can be utilized, Grove Park Place owns row over to Trail One.</li> <li>- <i>Updates to the nearby airport will make N.C. 62 a new gateway to Burlington and it should look aesthetically pleasing, consider a roundabout at the intersection of U.S. 70 and N.C. 62.</i></li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### U-5844 August 2017 Stakeholder Meetings Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen N.C. 62 (Alamance Road) from Ramada Road to South Church Street (U.S. 70), approximately 1.1 miles, in Burlington, Alamance County in order to improve traffic flow, relieve congestion, support regional mobility, accommodate bicyclists and pedestrians and enhance safety for all roadway users. The project is state funded and included in the State Transportation Improvement Program (STIP) as Project U-5844.

#### Stakeholder Meetings

Two stakeholder meetings were held on August 23, 2017 to present and discuss possible revisions to the project alternatives and designs and gather input from Grove Park Baptist Church, Grove Park Elementary School and businesses owners along the N.C. 62 corridor. Meetings were held with church and school representatives from 12:30 p.m. to 1:30 p.m. and with business owners from 2:00 p.m. to 3:00 p.m. at Grove Park Baptist Church.

Community input and traffic/safety information have been used to generate a number of different project alternatives. After a brief introduction of the project, a summary of the public workshop participation and activities and a facilitated group discussion, participants were able to review and discuss proposed project alternatives with the project team. Participants were prompted for discussion and feedback on the following issues:

- Property access (including patrons, employees, deliveries, and students and parents for the school)
- Bottlenecks along the corridor
- Specific localized safety concerns (vehicular, pedestrian, other)
- Questions or concerns regarding medians
- Ideas for improving access
- Safety improvement ideas

Three main considerations about the public workshop were discussed: [1] *Traffic was more discussed than Safety (which was somewhat surprising)*, [2] *There is a big issue of cut-through traffic at Grove Park Baptist Church, to Grove Park Elementary and also Hursey's Bar-B-Q, and* [3] *There was a good representation of corridor users (businesses, employees, residents, and patrons) at the public workshop.*

#### Comments

Several verbal comments were received at the stakeholder meetings and two written comments were received after the stakeholder meetings. Comments from the meetings addressed a wide range of topics including: Alternatives; Impacts to Buildings; Walking / Biking; Traffic / Capacity; Safety Concerns; Access Issues; and Next Steps. Verbal and written comments are highlighted in the following table:



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	CHURCH / SCHOOL	BUSINESSES
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>- Alternatives don't affect people coming to the church from the south, traffic from the north may have a longer commute</li> <li>- School prefers connector alternative</li> </ul>	<ul style="list-style-type: none"> <li>- Questions regarding who made the design plans</li> <li>- Left-turn access from Stearns Ford to Alamance Road</li> <li>- There is no left-turn access off of Trail Six on to Alamance Road: "Do we really want them [trucks] to use Trail Six, May Drive, or Delaney Street where there is a school?"</li> </ul>
<b>Impact to Buildings / Funding</b>	<ul style="list-style-type: none"> <li>- Minimizing impacts to the church; potentially using temporary construction easements</li> <li>- Questions regarding R/W, compensation for temporary easements</li> </ul>	<ul style="list-style-type: none"> <li>- Questions regarding funding – The project is state-funded and the City will fund sidewalks/multi-use paths</li> <li>- Questions regarding city role and if they requested this project/sidewalks</li> </ul>
<b>Walking / Biking</b>	<ul style="list-style-type: none"> <li>- Very few pedestrians (walking to church)</li> <li>- People walk to the church from Hursey's: there are safety issues related to crossing the street (it is better to be an island/median for crossing)</li> </ul>	<ul style="list-style-type: none"> <li>- Not supportive of pedestrian facilities due to funding/space and stated belief that they will not be used</li> <li>- Mentioned low number of bicyclists</li> </ul>
<b>Traffic / Capacity</b>	<ul style="list-style-type: none"> <li>- School bus traffic: Trail One to Trail Seven / Eight</li> </ul>	<ul style="list-style-type: none"> <li>- Put a traffic light at Trail Six and make that a full movement intersection &gt; "This would also help to slow the speed of the traffic on Alamance Road"</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

<p><b>Safety Concerns</b></p>	<ul style="list-style-type: none"> <li>- Safety Concerns: left turn into Grove Park Baptist Church</li> </ul>	<ul style="list-style-type: none"> <li>- Safety Issues - Stearns Ford traveling north trying to turn on Trail Six</li> </ul>
<p><b>Access Issues</b></p>	<ul style="list-style-type: none"> <li>- Access to the Church: N.C. 62 is the business entrance &gt; Access from Trail One is recommended</li> <li>- Cut through: Trail One to access NC 62, NC 62 to access Trail One to Chapel Hill/Mebane</li> <li>- Cut through: commuters and carpool traffic</li> </ul>	<ul style="list-style-type: none"> <li>- Biscuitville – concerned with other projects: intersection improvement to NC 54; plans to develop adjacent parcels at the north end; desire for median break for southern location across from Dick Shirley</li> <li>- Full movement intersection at Stearns Ford [to] Trail Six</li> <li>- Room for U-Turn at Hursey’s</li> </ul>
<p><b>Next Steps</b></p>	<ul style="list-style-type: none"> <li>- Research school bus routes close to school</li> <li>Investigate options for northern end of project:             <ul style="list-style-type: none"> <li>- West relocation with connector at Lacy</li> <li>- Dead-end Laurel Hill Drive possibly</li> <li>- KCI to explore lanes, typical section and signals and coordinate with congestion management</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Comments regarding contact/scheduling</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### U-5844 October 2017 Stakeholder Meetings Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen N.C. 62 (Alamance Road) from Ramada Road to South Church Street (U.S. 70), approximately 1.1 miles, in Burlington, Alamance County in order to improve traffic flow, relieve congestion, support regional mobility, accommodate bicyclists and pedestrians and enhance safety for all roadway users. The project is state funded and included in the State Transportation Improvement Program (STIP) as Project U-5844.

#### Stakeholder Meetings

Two stakeholder meetings were held on October 23, 2017 to present and discuss possible revisions to the project alternatives and designs and gather input from Grove Park Baptist Church, Grove Park Elementary School and consultants representing a planned carwash. Meetings were held with church and school representatives from 1:00 p.m. to 2:00 p.m. and with consultants representing the carwash from 2:30 p.m. to 3:30 p.m. at Grove Park Baptist Church.

Community input, traffic/safety information, and comments received at the previous stakeholder meeting have been used to generate a number of different project alternatives. After a brief introduction of the project and review of previous stakeholder small group input, participants were able to review and discuss revised proposed project alternatives with the project team. Participants were prompted for discussion and feedback on the following project alternatives/design refinements:

- Leftovers south of Mebane Street
- Turn lanes at Mebane Street Intersection
- Trail Six Intersection (signal evaluation results)
- Trail Six to Lacy (3-lane and 2-lane median divided alternatives)
- Reconfigurations at north end of project including:
  - Lacy Street intersection
  - Dogwood intersection
  - Trail One typical section
  - Leftovers in this area

Two main considerations were discussed: [1] *How do the revisions to the designs address the issues of access and safety in the vicinity of your property? (vehicular, pedestrian, other) and* [2] *Do you have questions about specific elements of the revised alternatives/designs?*

#### Comments

Several verbal comments were received at the stakeholder meetings and two written comments were received after the stakeholder meetings. Comments from the meetings addressed a wide range of topics including: Alternatives; Impacts to Buildings; Walking / Biking; Traffic / Capacity; Safety Concerns; Access Issues; and Next Steps. Verbal and written comments are highlighted in the following table:

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	CHURCH / SCHOOL	CARWASH
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>▪ Is there a west option and an existing widening option? – Now just a west option</li> <li>▪ Is Trail One dead-ended? – Yes</li> <li>▪ Will visibility change at the north end? It was noted that the current marquee cost the church \$8K. Will there be a guardrail so as not to block the sign? What are the options for raising the signage?</li> <li>▪ How much did the right-of-way change in narrowing from 4-lane to 3-lane? – This narrowed from 120' to 100' and does not substantially impact right-of-way needs, but is more of a visual impact.</li> <li>▪ A question was asked regrading lane widths – The team is starting with 12' lanes.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Has widening along existing NC 62 at the very north end been eliminated? – Yes.</li> <li>▪ When NC 54 is improved will the westernmost section that connects with Church Street stay NC 54 or will the designation change to another street (e.g. O'Neal Street).</li> <li>▪ KHA asked about the potential to have a westbound Church Street U-turn. – This is not recommended.</li> <li>▪ U-turn bulb at Trail One?</li> </ul>
<b>Impact to Buildings / Funding</b>	<ul style="list-style-type: none"> <li>▪ Is the project team considering the proposed car wash east of the project on Church Street?</li> <li>▪ Are there any issues to the 7<sup>th</sup> Day Adventist Church property?</li> <li>▪ What is the difference in total number of relocations? – With the three-lane option there are 5-7 fewer relocations.</li> </ul>	
<b>Traffic / Capacity</b>		<ul style="list-style-type: none"> <li>▪ Concern that the proposed design will loop traffic causing more cars in front of Grove Park Elementary School.</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

		<ul style="list-style-type: none"> <li>▪ Is Trail One cut-through a traffic concern?</li> </ul>
<p><b>Access Issues</b></p>	<ul style="list-style-type: none"> <li>▪ Will access be more limited in the new alternative?</li> <li>▪ A concern was expressed for Hursey’s serving as a cut-through because of Church Street access.</li> <li>▪ School buses currently turn left from NC 62 to Trail One. This access will remain the same with the Lacy Street Extension.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The current design shows left in and left out access to the carwash.</li> <li>▪ KHA would prefer to extend Trail One to NC 62 and it right-in/right-out at Trail One.</li> </ul>
<p><b>Next Steps</b></p>		<ul style="list-style-type: none"> <li>▪ The project team requested a site plan.</li> <li>▪ KHA said a Traffic Impact Assessment is required by the City and NCDOT for the development.</li> <li>▪ Provide KHA with the updated project timeline.</li> </ul>



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### U-5844 Public Meeting #2 Outreach Summary

The North Carolina Department of Transportation (NCDOT) proposes to widen N.C. 62 (Alamance Road) from Ramada Road to South Church Street (U.S. 70), approximately 1.1 miles, in Burlington, Alamance County. The purpose of the project is to improve traffic flow, relieve congestion, support regional mobility, accommodate bicyclists and pedestrians and enhance safety for all roadway users. The project is state funded and included in the State Transportation Improvement Program (STIP) as Project U-5844. Continued public outreach activities were conducted for the project in 2018 including notification postcards and a second public meeting.

#### Notification Postcards:

Postcards announcing the public meeting were mailed to approximately 455 residents and property owners in the project area on April 10, 2018 based on NCDOT parcel data and incorporating input and stakeholder contacts provided by Alamance County and collected during the previous public meeting. The postcard included information regarding the purpose of the project, as well as information regarding the proposed alternative and design. It also provided interested recipients with the link to the NCDOT webpage containing updated information and materials related to the project.

#### Public Workshop

A public meeting was held on April 26, 2018 from 4:00 p.m. – 7:00 p.m. at Grove Park Baptist Church. The public meeting allowed the community to review project information, view the proposed alternative design maps, and provide input regarding the proposed widening. There were 115 individuals in attendance at the public meeting. Meeting attendees were given a handout detailing the project and the previous public workshop held in May 2017. Participants were then directed to the main meeting room for the meeting where they had the opportunity to review project information available on technical display boards and were then able to view large maps of the proposed design. Attendees were asked to provide input about the proposed alternative and were provided with comment forms. Comments were accepted at the meeting and also via US mail and email until May 26, 2018.

#### Comments

In total, 6 written comments were received at the meeting and 12 comments were received by mail or email following the meeting. Comments were categorized and addressed a range of topics similar to those reflected in the workshop exercises including: Traffic / Capacity (1); Safety (3); Signalization & Turning Concerns (1); Business / Institutional Impacts (10); Residential Impacts (10); Walking / Biking (2); Road Design / Alternatives (3); Aesthetics & Environment (3); and other issues (3). Comments received are highlighted.

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
Traffic/Capacity	<ul style="list-style-type: none"> <li>- There is a need for widening of NC 62 under I-85/I-40 to Grand Oaks University Drive. Dumping 4 lanes of traffic on to this short 2-lane roadway will create traffic jams and limited access.</li> </ul>
Safety	<ul style="list-style-type: none"> <li>- There are a lot of older people on this road and going down to make a U-turn could cause accidents that you are trying to avoid.</li> <li>- The front drive of HeadStart pre-school connects Trail Five with Alamance Road and allows access for several types of traffic: 1) school</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<p>buses dropping off and picking up preschoolers twice a day, 2) parents doing the same, 3) once a day catering deliveries of snacks and meals for the kids, 4) emergency access for fire, police, and medical services. I have no idea how an alternate arrangement would provide a similar level of access and safety.</p> <ul style="list-style-type: none"> <li>- NCDOT shows that there are a high number of accidents on NC 62. I have never seen an accident, except for the portion that has already been widened.</li> </ul>
<b>Signalization / Turning Concerns</b>	<ul style="list-style-type: none"> <li>- Concerned about only a righthand turn coming out of my driveway and having to go down and make a U-turn.</li> </ul>
<b>Business / Institutional Impacts</b>	<ul style="list-style-type: none"> <li>- There is not a left turn coming from Mebane Street, or I-40 to 210 Alamance Road (Wells Fargo – is a very busy business) and most traffic will be from the south side into 210 Alamance Road. Please consider a U-turn into that building or just past it (west side between Dogwood and Lacy Street).</li> <li>- Traffic coming from I-85/I-40 seems to be diverted from the direction of Hursey’s. We have a highway sign. Would NCDOT allow us to put a sign at the new bypass cut in, stating that Hursey’s is straight ahead?</li> <li>- Hursey’s – The loss of visibility and convenience could cause us to lose 30% or more of sales. We would prefer to just widen the road all the way down Alamance Road and take us. We can use the money to relocate. Appreciate any consideration and help with maintaining our current income.</li> <li>- Moving left hand turn on east bound 70 to incorporate most heavy traffic flow into shopping center or current Skid’s parking lot. Skid and shopping center have heavier traffic than Domino’s Pizza. Skids property owner has interest in both Skid’s and Domino’s Pizza. Not to diminish one business or the other for the benefit of one or the other.</li> <li>- As discussed with NCDOT and the City of Burlington, there is a plan to build a car wash and gas station in the southeast corner of the US 70/NC 62/Trail One intersection. The success of both the car wash and gas station components relies heavily on convenient access to vehicles passing by the site on the adjacent streets. Serving access from US 70 to Trail One would create a circuitous path for vehicles traveling from US 70 to Trail One and restrict the accessibility needed for operating a car wash and gas station. If direct access is not provided to Trail One via US 70, Sam’s Xpress Car Wash will not be able to develop this site.</li> <li>- We are asking that you consider putting a leftover at the front entrance of Stearns Ford. The proposed design now has all traffic turning left onto Trail Six. This will increase the amount of traffic at the intersection of Trail Six and Alamance Road. This intersection is already the third worst for accidents on this corridor. By putting in the leftover it would help to alleviate the concern instead of increasing it. This also would allow for us to keep our main entrance into the business.</li> <li>- The current design, left as is, would have negative impacts on our business (Stearns Ford). We would like the ability to turn left into our</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<p>main entrance while driving north on NC 62. This is the main entrance to our business and where the majority of our customers and vehicle drivers enter our facility, it is also where our brand sign is located. Having the left turn would help relieve congestion at the Trail Six intersection.</p> <ul style="list-style-type: none"> <li>- There is no planned traffic signal at the Trail Six and NC 62 intersection, we understand the plan is to monitor traffic and accidents and add a signal later if needed.</li> <li>- Would like to have the ability to make a left turn into Stearns Ford.</li> <li>- Miller Law Firm already sits close to the road and would be ruined if more of the front yard is taken.</li> </ul>
<p><b>Residential Impacts</b></p>	<ul style="list-style-type: none"> <li>- At Grove Park Place, will NCDOT build a driveway to Trail One? We need better access to go south towards the interstate. Grove Park H.O.A. owns property all the way to Trail One (60' ROW).</li> <li>- Concerned about how much property you are taking.</li> <li>- Concerned with so much land being taken from 611 Alamance Road. This is a considerable amount of land for an already small lot. The commercially zoned lot has been for sale for several years, but due to its size, it is limited in what type of business could be built on it. Taking as much as is being proposed is further limiting her ability to sell it. We ask that you decrease the impacts to her and this property.</li> <li>- Rental property at 202 Laurel Hill Drive – someone from the City came along and put red streamers along the ditch and talked about cutting down a tree between the ditch and driveway.</li> <li>- Relocating Alamance Road to intersect with Church Street at East Lake Drive (a private road owned and maintained by the residents of the Mays Lake Community) and controlled by a stoplight, would permit traffic to turn onto Church Street or to go straight into East Lake Drive (a private road with no outlet). Those not intending a destination at one of the residences would need to use home driveways to turn around.</li> <li>- We live on Alamance Road between Trail Six and Trail Five. It is clear when looking at the map that our side of the road has quite a bit more property being taken for right of way and easement than the opposite side of the road.</li> <li>- This will have devastating effects on people, and for what reason? So this road can become a totally commercial/business area?</li> <li>- Is there any way that home owners could be informed prior of designs prior to the final meeting? Could a final map be posted on the website? Not knowing what is going to happen to us is upsetting and painful.</li> <li>- There is absolutely no reason to move the intersection of NC 62 and Church Street/US 70 from its current location in a long-established commercial zone, to the front door of the May's Lake Community. The implementation of the "Recommended Alternative" would be devastating to the May's Lake Community.</li> <li>- East Lake Drive is a private road maintained by the residents. Providing turn lanes into our private drive and marking the pavement for these</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

PRIMARY RESPONSE ISSUE	HIGHLIGHTS OF COMMENTS
	<p>turn lanes would encourage traffic to enter May's Lake. The subdivision with likely have a considerable increase in the cost of maintenance resulting in increased traffic.</p>
<b>Walking / Biking</b>	<ul style="list-style-type: none"> <li>- Sidewalks and multiuse paths are proposed. Why? There are rarely any walkers or bike riders on this road. I think these paths are unnecessary.</li> <li>- The idea of a sidewalk is ridiculous in this area. Nobody walks down this road...there's nowhere close to go.</li> </ul>
<b>Road Design / Alternatives</b>	<ul style="list-style-type: none"> <li>- We don't need a median.</li> <li>- Construction Management did recommend providing a right-in/right-out access at the intersection of US 70 and Trail One. Kimley-Horn has developed a concept showing how a right-in/right-out at Trail One would fit into the U-5844 project. We request that this be incorporated into the U-5844 plans moving forward. We understand the concern that a right-in/right-out at Trail One would create back-to-back turn lanes on US 70, which may cause confusion for drivers intending to turn onto NC 54 rather than Trail One. Diligent signing and pavement markings could be used to delineate and clearly identify each of the turn lanes.</li> <li>- I would request at a maximum that there be a single turn lane added between the two lanes of traffic. This single turn lane would be used for a vehicle that could turn off in either direction. There should not be a hard median that could not be crossed. There would be U-turns and added congestion and no doubt more wrecks.</li> </ul>
<b>Aesthetics &amp; Environment</b>	<ul style="list-style-type: none"> <li>- Many people consider the May's Lake Community to be one of the most beautiful in North Carolina.</li> <li>- The planned widening of East Lake Drive would require the destruction of our beautiful brick entrance.</li> <li>- This project will destroy an attractive Burlington street which has managed to retain a mix of beautiful old homes, old and new businesses, as well as lovely lawns with flowering shrubs and huge oak, maple, and pecan trees.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>- NCDOT's failure to involve the community in this project, that as proposed will drastically alter two of Burlington's key arteries, is unfair and unacceptable.</li> <li>- Increased noise level from traffic which is already substantial.</li> <li>- I recommend widening Alamance Road in its current roadbed as the less expensive alternative.</li> </ul>

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### **Comment Summary and NCDOT Response to Public Comments** **March/April 2022 Virtual Public Outreach**

*STIP U-5844 NC 62, SR 1430 (Ramada Road) to US 70 (Church Street) in Burlington. Widen to multilane*

A virtual Public Meeting was held March 24, 2022. Prior to the meeting, 261 postcards were mailed to surrounding residents. These materials were produced in both English and Spanish, as the project met the Limited English Proficiency (LEP) threshold. The public website included the project map and study area, information on funding, and the projected timeline.

Two alternatives were presented. The Three-Lane alternate proposes a 3-lane section from Mebane Street to Lacy Street. The Two-Lane alternate proposes a 2-lane with median from Mebane Street to Lacy Street. The two alternatives are the same along the remainder of the project from Ramada Road to Church Street.

#### **Public Comment and Input Summary**

**Dates:** March 24, 2022 to April 14, 2022

**Participants:** 33

**Site views:** 2122

**Comments received:** 48

#### **Breakdown of Comments Received**

All comments below a primary comment are sub counts of the primary comment's overall count and therefore not separate from or in addition to the primary comment count.

#### **Design**

1. Preferred 3 lane: 4 comments expressed a preference for the 3-lane alternate: *"I would like to see this project done using the 3-Lane alternative map. It seems this would have less impact on property owners and would be the safest for vehicles and pedestrians."*

Thank you for the comment. NCDOT will continue to make every effort to minimize impacts and relocations where possible, and additional measures to minimize relocations will be investigated during the final design.

2. Preferred 2 lane: 1 comment expressed a preference of the 2-lane alternate: *"prefer the option that has the median, the two-lane option with the immediate grassy median."*

Thank you for the comment. NCDOT will continue to make every effort to minimize impacts and relocations where possible, and additional measures to minimize relocations will be investigated during the final design.



## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

3. A signal was requested at Trail 6: *“Add a stoplight at Trail Six”*.

A traffic signal is not currently proposed at Trail 6 under this project. Left turn lanes and right turn lanes along Alamance Road are proposed which will help this intersection operate better and safer. Nonetheless NCDOT will monitor this intersection and assess the need for a signal in the future.

4. Traffic calming devices were mentioned: *“Will anything be done to calm the traffic from cutting through the surrounding neighborhood?”*. *“Possible speed controls might be to add speed humps/bumps etc!”*.

The posted speed along this corridor will be 35 mph. NCDOT is not proposing any traffic calming devices along NC 62(Alamance Road).

5. Requested Noise attenuation: *“would like to have wall or barrier to cut down on road noise”*

The North Carolina Department of Transportation (NCDOT) established the NCDOT Traffic Noise Policy to comply with Federal Highway Administration (FHWA) rules regarding traffic noise (found in Title 23 Code of Federal Regulations Part 772 - “Procedures for Abatement of Highway Traffic Noise and Construction Noise”). These documents require that traffic noise studies be performed for all “Type I” highway projects, which are essentially those that construct new highways, or add through traffic lanes to or substantially alter existing highways. Since this project is not a Type I project, no noise study will be conducted, and there will be no consideration of noise abatement. It should also be noted that noise abatement is not practicable in this environment with closely spaced driveways and no controlled access.

### **Pedestrian**

1. *“Please make sure that crosswalk timing at Mebane St allows for enough time for elderly residents to cross this very large intersection on foot as there are no refuge islands.”*

Crosswalk timing will be evaluated as part of this project.

2. *“Add a crosswalk at Old Homeplace.”*

Current and future traffic volumes along with the posted speed and proximity to existing intersections would not make this a good candidate for a mid-block crossing. It would be safer to send pedestrians to the nearest intersection to cross. NCDOT does not propose to add a mid-block crosswalk at Old Homeplace.

### **Residential Impact**

1. *“For Grove Park Condominiums, if the two-lane option is chosen and it eats into two of the duplex units, will you be taking all four units or just the two closest to the road?”*

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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At this point, there is not sufficient information available to determine final right-of-way limits. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If final right-of-way and easement limits do impact just two of the four duplex units, that issue will be investigated at that time to determine the best resolution. Right-of-way acquisition for this project is scheduled to begin September 2023.

### 2. “Will the proposed easement on my property be permanent or temporary?”

At this time, we do not have sufficient information to determine whether an easement is temporary or permanent. However, we will have all easement limits determined by September 2023.

NCDOT will work to minimize impacts to property owners and residents to extent practicable. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If permanent right-of-way is required, independent appraisals are developed to determine the highest and best use. A NC General Certified appraiser will appraise your property and determine just compensation. Any damages to the remaining property are addressed in the appraisal and an offer for those damages will be included as part of the written offer for just compensation. In some cases where project impacts are minimal to the subject property, a right-of-way agent may prepare a waiver valuation to determine just compensation. The appraisals will be reviewed for completeness and accuracy, and the right-of-way agent will make you, the property owner, a written offer. The current market value of the property, at its highest and best use, will be offered as compensation. The Department of Transportation must treat all owners and tenants equally; fully explain the owner’s rights; pay just compensation in exchange for property value; and furnish relocation advisory assistance, where applicable. More about the right-of-way acquisition process and relocation assistance can be found here:

<https://connect.ncdot.gov/business/ROW/ROWManualsandPublications/Right-of-Way-Brochure-Booklet%20layout.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/Right-of-Way-Residential-Relocation-brochure-Update-2022-03-08-P2.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/2022-04-04-Right-of-Way-NonResident-brochure-P2.pdf>

Right-of-way acquisition for this project is scheduled to begin September 2023.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

### **Business Impact**

1. *“The roundabout will not work for our two businesses at 210 Alamance Road (Wells Fargo Advisors) and 206 Alamance Road (R2K Restaurant Group Corporate Office)”*

NCDOT is proposing to eliminate the roundabout and pursue a standard ‘T’ type intersection.

2. *“What is the earliest date we will know what businesses will be acquired[?]”*

Right-of-way acquisition for this project is scheduled to begin September 2023. At that time business and residential acquisitions will be identified.

3. *“Will the proposed easement on my property be permanent or temporary?”*

At this time, we do not have sufficient information to determine whether an easement is temporary or permanent. However, we will have all easement limits determined by September 2023.

NCDOT will work to minimize impacts to property owners and residents to extent practicable. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If permanent right-of-way is required, independent appraisals are developed to determine the highest and best use. A NC General Certified appraiser will appraise your property and determine just compensation. Any damages to the remaining property are addressed in the appraisal and an offer for those damages will be included as part of the written offer for just compensation. In some cases where project impacts are minimal to the subject property, a right-of-way agent may prepare a waiver valuation to determine just compensation. The appraisals will be reviewed for completeness and accuracy, and the right-of-way agent will make you, the property owner, a written offer. The current market value of the property, at its highest and best use, will be offered as compensation. The Department of Transportation must treat all owners and tenants equally; fully explain the owner’s rights; pay just compensation in exchange for property value; and furnish relocation advisory assistance, where applicable. More about the right-of-way acquisition process and relocation assistance can be found here:

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Right-of-way acquisition for this project is scheduled to begin September 2023.

## NC 62 Widening from Ramada Road (SR 1430) to US 70 (Church Street) in Burlington

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### **Community Impact**

1. *“Why is there a 5' sidewalk on one side and a 10' sidewalk on the other side?”*
2. *“Is it necessary to have two sidewalks?”*
3. *“Why is there a need for a sidewalk on both sides of the street? I can promise you there is not a need for that. This road leads to nowhere people walk to.”*

The sidewalk and multi-use path are part of the project as requested by the City of Burlington. The multi-use path is on the east side of NC 62 (Alamance Road) closer to the elementary school and city park to better serve the bicycle and pedestrian needs of those users.

4. *“What about the possibility of burying utility lines.”*

The project team will coordinate with utility owners during final design. They will determine the most feasible and cost-effective relocation option.

### **Other**

Requests for traffic data and other studies.

NCDOT will share the environmental document in the future once it is finalized. It contains information about the traffic investigations and other project studies. A recording of the Virtual Public Meeting will be made available on the project website. <https://www.ncdot.gov/projects/nc-62-widening/Pages/photos-videos.aspx>