Combined Concurrence Points 1, 2 and 2a

PURPOSE AND NEED AND STUDY AREA DEFINED
ALTERNATIVE CARRIED FORWARD
BRIDGING

NC 42 (now Veteran's Parkway - NC 36) - NC 50 to US 70 Business.
Widen to multi-lanes.

Johnston County

STIP Project R-3410

North Carolina Department of Transportation

Division 4

April 15, 2026, 10:00 a.m.

Prepared By
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Revised Merger Packet – October 2026

1 Introduction

Lead federal agency: Federal Highway Administration
Primary points of contact for the subject project are:

AGENCY	NAME
Federal Highway Administration (FHWA)	Seth Wilcher
U.S. Army Corps of Engineers (USACE)	Matt Martin and Kyle Barnes
North Carolina Department of Water Resources (NCDWR)	Rob Ridings
North Carolina Department of Transportation (NCDOT)	Chad Coggins and Russell Broadwill
WGI	Martha Register
Mott MacDonald	Mike Perkarek
VHB	John Townsend

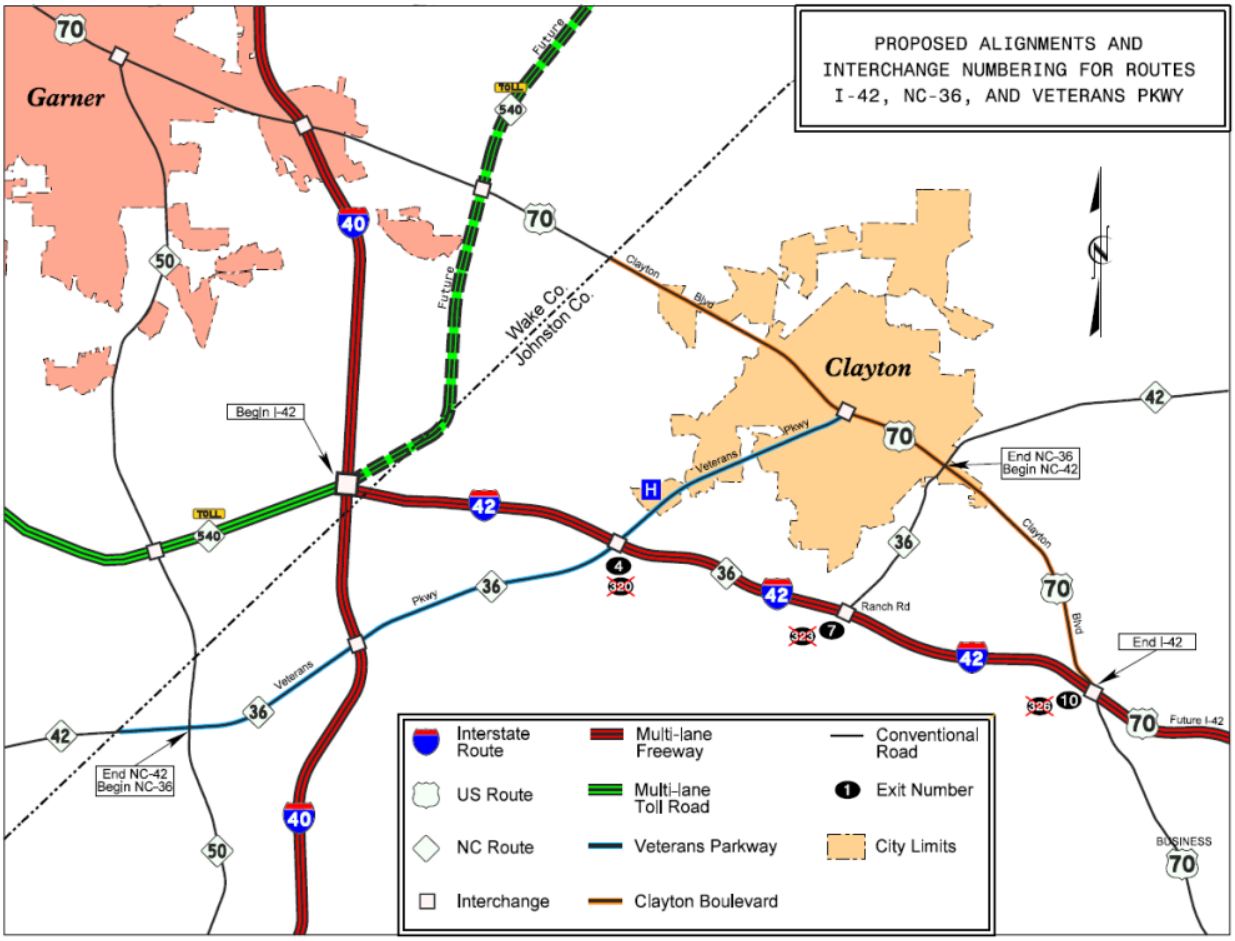
The purpose of this meeting is to reach concurrence on CP 1, Purpose and Need and Study Area defined; CP 2, Detailed Study Alternatives carried Forward; and CP 2A Bridging Decisions and Alignment Review.

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) proposes to improve two-lane NC 42 (Lombard Street), now Veteran's Parkway – NC 36, to a multi-lane, median-divided roadway from NC 50 (Benson Road) in unincorporated Johnston County to US 70 Business in the Town of Clayton, North Carolina. The project is approximately eight miles in length. The project location is shown in Figure 1.

The proposed project is included in NCDOT's current 2026-2035 State Transportation Improvement Program (STIP) as Project No. R-3410, WBS No. 38857.1, Federal Aid No. STBG-0042(073) and (074).

NCDOT changed the road designations for several segments in the project vicinity including, as noted previously, NC 42. Attached is NCDOT's map illustrating the revised road designations.



1.2 Project History and Schedule

The proposed widening of Veteran's Parkway/NC 36 was analyzed with a Type III Categorical Exclusion (CE) that was signed on July 2, 2018 (Categorical Exclusion). The project is being added to the merger process at this time to document project decisions to minimize risk during permitting. Additionally, we will evaluate the validity of the current CE throughout the process. Changes to the project from the merger process will be documented and analyzed for significance in ROW consultation which is planned to be completed in December 2026.

The Capitol Area Metropolitan Planning Organization (CAMPO) is responsible for regional transportation planning in the Raleigh metropolitan area, including northern Johnston County. Their Metropolitan Transportation Plan functionally classifies Veteran's Parkway/NC 36 as a minor thoroughfare, designated as a boulevard, with widening improvements from two to four lanes. (CAMPO 2055 MTP). The MTP also addresses bike and pedestrian mobility. Its Bicycle and Pedestrian Map includes NC 36 from Clayton to Fuquay-Varina, as a regional, on-road bicycling facility.

The *Johnston County Comprehensive Transportation Plan* (2011, updated 2013) identifies Veteran's Parkway/NC 36 as a boulevard in need of improvement. It also identifies a need for bicycle facilities between US 70 Business and US 70 Bypass (now I-42). (Johnston Co CTP Highway Map, and Johnston County CTP BikePed Map)

Three Public Workshops have been held for the project in May 2018, February 2023 and March 2025. All workshops were held at the Clayton Center, 111 East 2nd Street, Clayton. The first meeting was

associated with completing the NEPA process (R-3410 Public Meeting 2018), the 2nd workshop focused on alternative intersection designs at Cornwallis Road (R-33410 Public Meeting 2023), and the final workshop focused on converting the corridor to primarily RCI movements (R-3410 Public Meeting 2025). However, it should be noted, the commercially developed section just east of the I-40 interchange will continue to have traditional signalized intersections.

Right-of-way acquisition and construction are scheduled to begin in 2027 and 2031, respectively. The current costs for the project as estimated in the current STIP are shown in Table 1. The proposed project schedule is included in Table 2 and is based on the Merger Plan. The schedule and cost estimates are draft and subject to change.

Table 1. 2025 Cost Estimate

Phase	Estimated Costs
Right of Way	$61,895,000
Utilities	$10,500,000
Construction Total	$156,500,000
Total	**$229,295,000**

The following schedule (Table 2) incorporates information included in the draft Merger Plan for R-3410 (v2) (R-3410 Merger Plan v2).

Table 2. Draft R-3410 Project Schedule*

MILESTONE	FORMAT	ANTICIPATED DATE
Categorical Exclusion (CE)	Electronic Distribution	July 2, 2018
Combined CP 1 / CP 2/ CP 2A meeting	In-person	April 2026
Combined CP 3 /CP 4A	Packet Concurrence	January 2027
ROW Consultation	Electronic Distribution	March 2027
Begin ROW Acquisition		March 2027
CP 4B		TBD
CP 4C		TBD
Begin Construction		January 2031

*Draft, subject to change

1.3 Other STIP Projects Nearby

The following is a list of other NCDOT State Transportation Improvement Program (STIP) within the vicinity of R-3410 and they are illustrated in Figure 2.

- STIP Project U-6208 – Cleveland Road (SR 1010), Construct Roadway on New Location (planning and design)
- STIP Project U-6216 - Cleveland Road (SR 1010) Widening, from I-40 to Barber Mill Road (SR 1555) (planning and design)
- STIP Project U-5943 – Upgrade Signal System in Clayton

- STIP Project BL-0050 – Complete Sidewalks along US 70 Business in Clayton
- STIP Project TO-6166 – Construction infrastructure for BRT along US 70 Business in Clayton

2 Existing Conditions

2.1 Transportation Features

The existing roadway typical section generally consists of two travel lanes with shoulders, though portions were previously widened to four lanes around the I-42 (US 70 Bypass) and the I-40 interchanges. The area around the I-40 interchange is excluded from this project, as interchange improvements there are part of STIP Project No. I-4739. Along the Veteran's Parkway/NC 36 project corridor, existing right-of-way width is variable, between 60 and 120 feet. The road is designated as a Minor Arterial with posted speed limit of 45 mph.

NC 50, the western project terminus, is also a Minor Arterial consisting of two travel lanes with shoulders. NC 50 has a posted speed of 50 mph. US 70 Business is the eastern project terminus. It is a four-lane divided US Highway with controlled access. Its posted speed limit where Veteran's Parkway merges with US 70 Bus. is 45 mph.

The R-3410 project has three discrete areas that are separated by the I-40 and I-42 interchanges.

- West Area is from NC 50 to Old Drug Store Road,
- Central Area is from Son-Lan Parkway to I-42, and
- East Area is from I-42 to US 70 Business.

Each area is in a different stage of design and is being worked on by different engineering firms. The West Area is nearing 25% design or the Design Recommendation Plan Set (DRPS) and is being designed by VHB. The Central Area is approaching Right-of-Plans and is being designed by Mott MacDonald. Lastly, the East Area is moving forward from preliminary designs and is also being designed by Mott MacDonald

The projected **2050 No Build Traffic** (NCDOT Traffic Forecast, June 2023, R-3410 Traffic Forecast 2023; and KH Traffic Forecast, June 2024, R-3410 Traffic Forecast 2024) for each area is as follows:

- West Area – 16,700 to 17,700 veh/day,
- Central Area – 28,600 to 29,400 veh/day, and
- East Area – 16,300 to 26,800 veh/day.

2.2 Environmental Features

Environmental resources in the project area are shown in the Environmental Features Map (Figure 3A to 3E). Community Resources were analyzed in a Community Impact Assessment (CIA) dated May 2018 (R-3410 CIA), and an Indirect Land Use Report as also completed in May 2018 (R-3410 Land Use). The following summary is taken from these reports with changes, as needed, to reflect the current conditions in the project corridor.

The project is located in the lower Piedmont physiographic region to the west of the Town of Clayton. Land use immediately adjacent to the Veteran's Parkway/NC 36 corridor is comprised of a mix of commercial, residential, and institutional development, with some farm and undeveloped lands in the vicinity of the I-42 interchange and near NC 50, the project's western terminus. The project vicinity is

predominantly comprised of suburban residential developments, mostly single-family homes. "For sale" signs are common on vacant land in the area. Commercial clusters exist around the I-40 interchange, Cleveland Road, and NC 50. Institutional uses are scattered throughout the project corridor, and include West Clayton Elementary School, Johnston County UNC Health Care Hospital, and several churches. The area is experiencing rapid development with the expansion of the Hospital and surrounding medical offices and with proposed large scale residential and mixed-use development. One such development, the Copper District, is a large, proposed mix-use development on over 350 acres just southeast of the Veteran's Parkway/NC 36 and I-42 interchange in the middle of the project corridor. Besides offices and retail space, the District is planning a mix of homes, townhomes and apartments totaling more than 850 residences/units. Construction is expected to begin in the next several years.

In the project area there are 6 or more churches, at least 30 shopping centers, 15 apartment complexes and numerous residential properties. As noted previously there is one school, West Clayton Elementary School, east of Guy Road along Veteran's Parkway/NC 36.

Of note in the project vicinity there are two historic sites, the Sanders-Hairr House (listed on the National Register) on Cornwallis Road, and Home of Keeper of Records and Seals (Eligible for the National Register) at the NC 36 and Barber Mill Road intersection. Impacts to the Sander-Hairr House have been avoided. An effects determination was completed for the Home of Keeper of Records and Seals. A finding of 'No Adverse Effects Determination' was signed in May 2018 for this resource (R-3410 No Adverse Effect Determination).

Surveys for Archeological Resources were completed in the project corridor in 2018. A determination of 'No NRPH Archaeological Sites Present' was completed in that same year (R-3410 No NRHP Archaeological Sites Present).

A Natural Resources Technical Report was completed for the project in November 2017 (R-3410 NRTR), and updated in a Memo from May 2018 (R-3410 NRTR Update Memo). The following summary information is taken from these reports with changes, as needed, to reflect the current status of the corridor. These reports include detailed information and data tables regarding natural communities, protected species, and jurisdictional resources.

The study area is part of the Neuse River basin (U.S. Geological Survey [USGS] Hydrologic Unit [HUC] 03020201). There are no water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. There are no primary nursery areas (PNA) or anadromous fish within the study area. Additionally, there are no North Carolina Wildlife Resources Commission (NCWRC) designated trout waters within or within 1.0 mile of the study area. The North Carolina 2022 Final 303(d) list of impaired waters identifies no waters within or 1.0 mile downstream of the study area as impaired.

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) lists the following seven federally protected species which are potentially affected by activities at the project site, under the Endangered Species Act (ESA) (checked for the study area in September 2026).

- Tricolored Bat – proposed endangered
- Neuse River waterdog - threatened
- Carolina madtom - endangered

- Atlantic pigtoe w critical habitat - threatened
- Dwarf wedgemussel - endangered
- Yellow Lance w critical habitat - threatened
- Monarch butterfly – proposed threatened

Twenty-nine streams were identified in the project area. They include Buffalo Creek, Swift Creek, White Oak Cree, and Little Creek with associated unnamed tributaries. Neuse River Riparian Buffer Rules will apply to streams meeting the guidelines in the corridor. Thirty potential jurisdictional resources were identified in the project area. Locations of these resources are illustrated in Figures 4A to 4H.

3 Project Purpose and Need

3.1 Project Need

The primary need for the proposed improvements is the increasing traffic congestion along Veteran's Parkway/NC 36. As northwestern Johnston County has developed from a rural area to more characteristically suburban, traffic volumes on Veteran's Parkway/NC 36 have steadily grown. Continued development, with its associated population growth in the project vicinity, is planned by both Johnston County and the Town of Clayton.

Land use immediately adjacent to the Veterans Parkway/NC 36 corridor is comprised of a mix of commercial, residential, and institutional development, with some active farms in the vicinity of the I-42 interchange and near NC 50, the project's western terminus. The project vicinity is predominantly comprised of suburban residential developments, mostly single-family homes and apartments. Commercial clusters exist around the I-40 interchange, Cleveland School Road, and NC 50. Institutional uses are scattered throughout the project corridor, and include West Clayton Elementary School, Johnston County UNC Health Care Hospital, and several churches.

The Town of Clayton's 2045 Comprehensive Growth Plan anticipates and supports continued suburban medium and low density residential as well as "Agricultural and Rural Residential" along Veterans Parkway/NC 36 to the south of Clayton proper. Additionally, a higher-intensity mix of residential, commercial and retail is supported near the intersection with US 70 Business. The Envision Johnston 2040 Comprehensive Land Use Plan indicates supported land uses along the corridor including Neighborhood Center around the Cleveland area, Open Space and Conservation, as well as Medium Density Residential.

Since the opening of the I-40 interchange at Veteran's Parkway/NC 36 in 1990, population growth has accelerated in Johnston County. Access to I-40, via the Veteran's Parkway/NC 36 interchange and I-42 shortened commuting times to employment centers in Wake County and Research Triangle Park, helping to make northwestern Johnston County and the Town of Clayton attractive residential locations.

Between 1990 and 2000, Johnston County experienced a 50% percent rate of growth (Table 3). Though the County's growth rate has relatively slowed, projections indicate that it will continue to add residents at a rate substantially higher than the state through 2040. In 2010 the county had 168,878 residents, and in 2020 that had risen to 215,999. That is an increase of nearly 28% in that decade. By 2040 (the

last year forecasts are available), it is expected to grow to over 335,570. Most of the growth will occur in the northwestern portion of the county and around its towns, including the project area.

Table 3. Population Trends

	1990	2000	2010	2020	2030	2040
Johnston County	81,306	121,965	168,878	215,999	284,178*	335,570*
Clayton	4,756	6,973	16,116	26,307	35,742*	50,000*
North Carolina	6,632,448	8,046,813	9,535,483	10,439,388	11,700,000*	13,000,000*
		Growth 1990-2000	**Growth 2000-2010**	**Growth 2010-2020**	**Growth 2020-2030**	**Growth 2030-2040**
Johnston County		50.0%	38.4%	27.9%	31.6%*	18.1%*
Clayton		46.6%	131.0%	63.2%	35.9%*	40%*
North Carolina		21.3%	18.5%	9.5%	12.1%*	11.1%*

*Projected. Note that 2040 projections are for Johnston County and North Carolina.

Sources: NC Office of Budget and Management Demographics, Town of Clayton 2045 Comprehensive Plan, US Census Bureau 2000 Census Summary File 1.

The Town of Clayton is also growing rapidly. Between 1990 and 2000, the town's population grew by 46.6%. Its 2010 population was 16,116 and by 2020 was 26,307. By 2040, Clayton is expected to have over 50,000 residents. All of these figures well outpace the State's growth averages and projections. The main takeaway from these figures is that Johnston County and Clayton are growing notably faster than State growth averages, and this is driving the need for the subject upgrade project to accommodate current and future traffic growth.

The capacity of a roadway is determined by several factors, including the number of lanes, the roadway setting (i.e. urban, suburban, or rural), posted speed limits, and other factors. The posted speed limits within the Veteran's Parkway/NC 36 study area range from 35 to 55 mph, with most of the roadway posted at 45 mph. According to NCDOT Transportation Planning Branch guidance on establishing roadway capacity, the operational capacity of Veteran's Parkway/NC 36 ranges from 15,600 to 20,200 vehicles per day (vpd), depending on the posted speed. Currently, the roadway is operating at or near its capacity (R-3410 Traffic Tech Memo).

The functionality of a roadway corridor is generally controlled by its signalized intersections. When delay at intersections increases and queues lengthen, the general Level of Service (LOS) provided by a roadway declines. Rapid development around two-lane Veteran's Parkway/NC 36 will soon over burden its capacity, leading to substantial congestion during morning and evening peak hours. Traffic forecasts for 2040, the project design year, illustrate the impact of the area's changing land use patterns on future traffic volume. By 2040, traffic volumes will exceed the roadway's capacity, causing substantial delays and queuing at most signalized and unsignalized intersections. To alleviate this congestion and accommodate the increase in traffic, additional roadway capacity is needed.

Other Desirable Outcome

Along with the Johnston County Comprehensive Bicycle Plan, the Town of Clayton's JCMH Small Area Plan recommends bicycle and pedestrian facilities between I-42 and US 70 Business. Incorporating facilities into the project that accommodate both cyclists and pedestrians in this portion of the project is a desirable outcome that will facilitate travel to the West Clayton Elementary School and encourage non-motorized travel among medical staff to and from the hospital and medical complex located on Veteran's Parkway/NC 36.

3.2 Project Purpose

The primary purpose of the project is to provide additional capacity on Veteran's Parkway/NC 6 to accommodate the growth in traffic tied to the suburban development occurring in the area.

3.3 2026 Purpose and Need Statement

The proposed improvements are needed to address increasing traffic congestion along Veteran's Parkway/NC 36. As northwestern Johnston County has developed from a rural area to more characteristically suburban, traffic volumes on Veteran's Parkway/NC 36 have steadily grown. Rapid development around two-lane Veteran's Parkway/NC 36 will soon overburden its capacity, leading to substantial congestion during morning and evening peak hours. By 2040, the project's design year, traffic volumes will exceed the roadway's capacity, causing substantial delay and queuing at most signalized and unsignalized intersections. To alleviate this congestion and accommodate the expected increase in traffic, additional roadway capacity is needed.

The project's primary purpose is to improve the existing roadway so that it can better support current traffic and forecasted traffic growth through the design year (2040). Secondary benefits include expected improvements to safety, and bicycle and pedestrian accommodation along the corridor east of I-42.

4 Project Study Area Defined

The project study area boundaries are shown on Figure 1, dated April 2026. The study area extends 8.3 miles along Veteran's Parkway/NC 36 from the NC 50 intersection at the western project terminus to US 70 Business in Clayton. The general dimensions of the study area are a 250-foot buffer from the existing center line along the project length of Veteran's Parkway/NC 36, excluding the interchanges at I-40 and I-42. The intersecting roads have a 50-foot buffer extending 500 feet in both directions from the NC 36 intersections. Additional area has been added in several locations to accommodate unique features or easements.

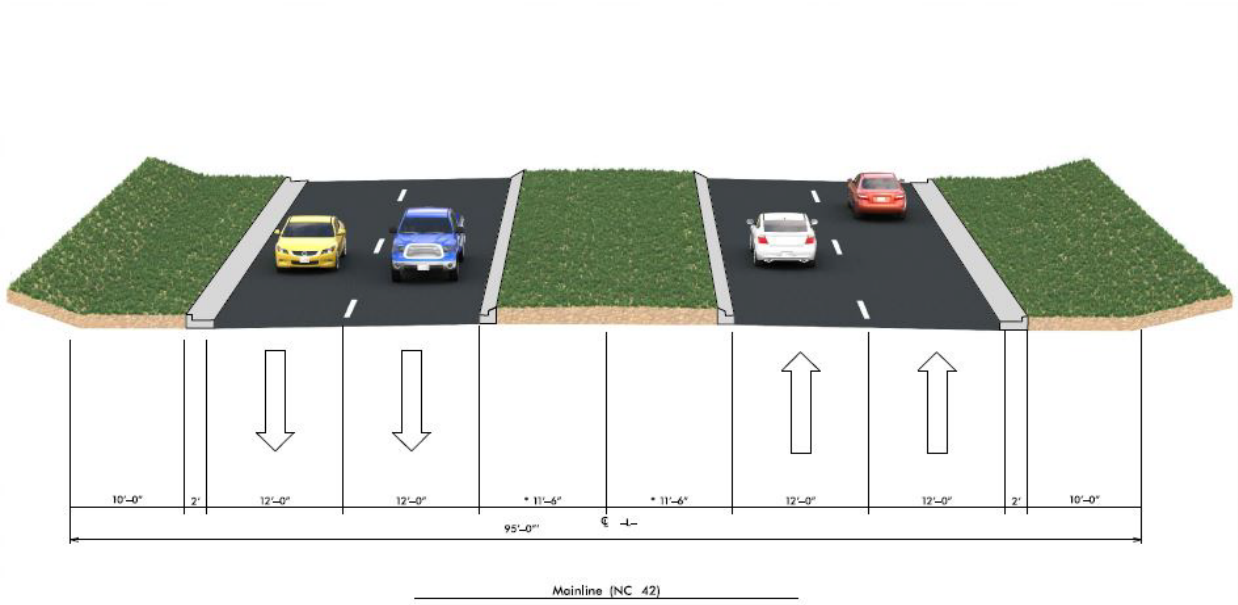
5 Detailed Study Alternatives

5.1 Proposed Typical Section

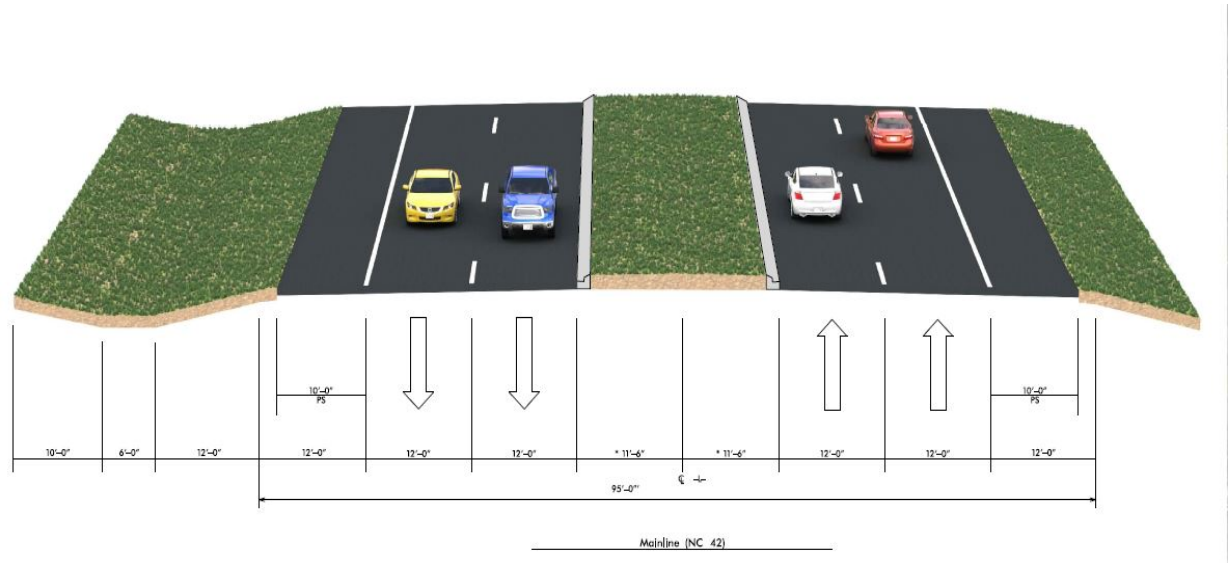
The proposed general typical-section for widening this section of Veteran's Parkway/NC 36 includes four 12-foot travel lanes and a 23-foot grass median. The proposed design speed is 40 to 50 mph, variable. The typical section is consistent with the NCDOT Roadway Design Manual for this type of facility and design speeds.

To avoid impacts to existing resources and to tie into the existing facilities the general typical section was adjusted as follows:

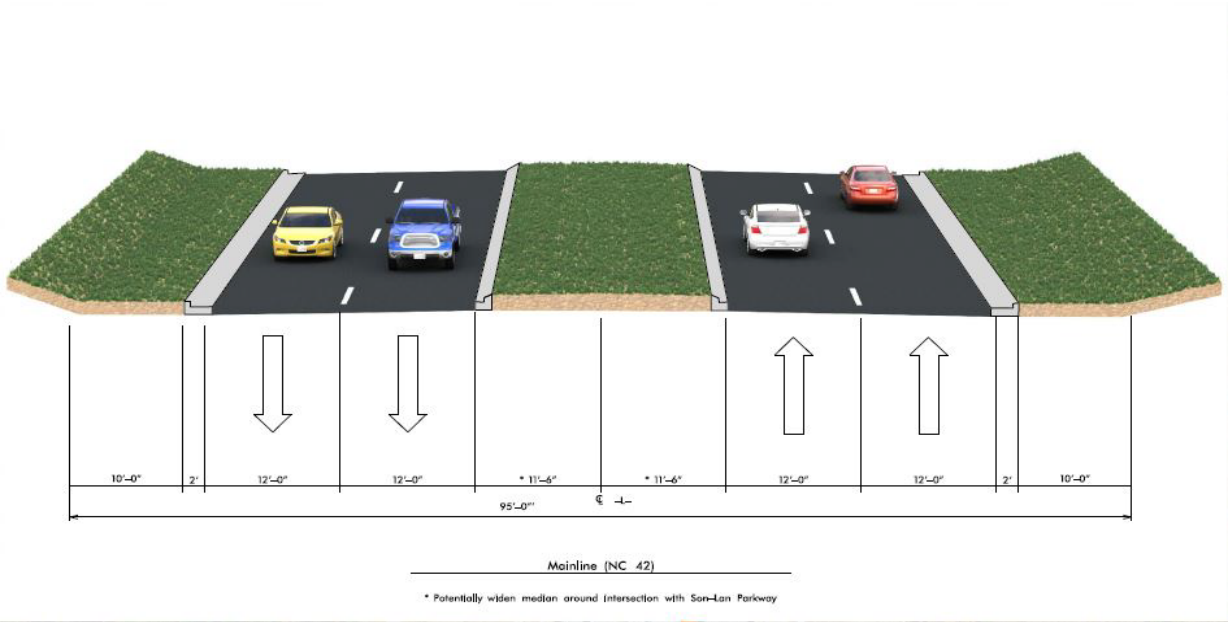
Typical Section Example 1. Curb and Gutter section from NC 50 to Old Drug Store Road (West Area).



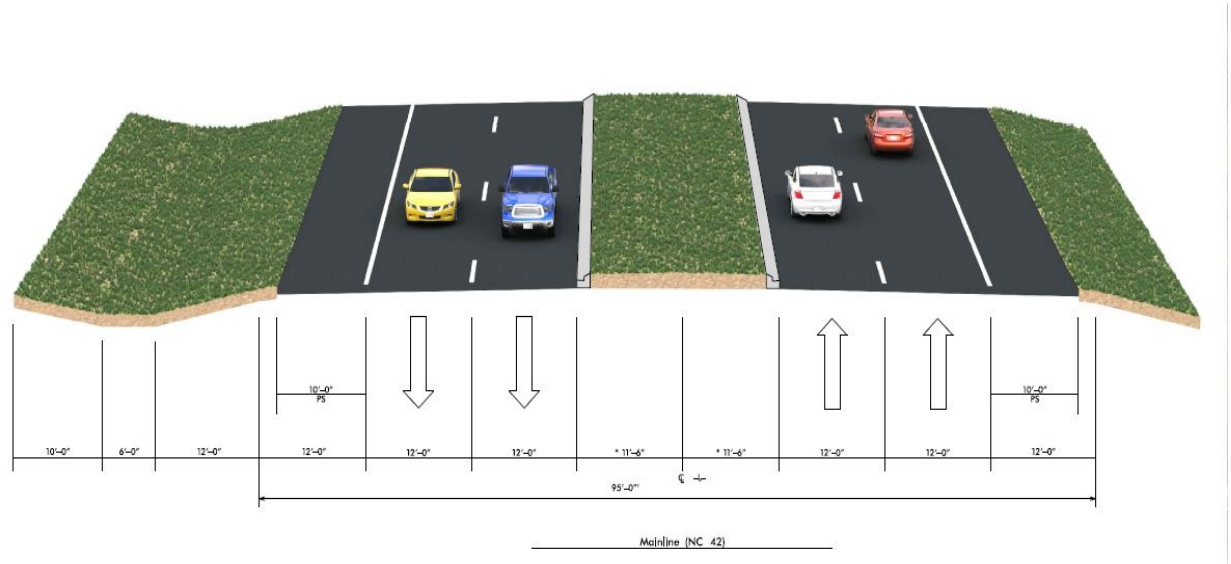
Typical Section Example 2. *Shoulder section from NC 50 to Old Drug Store Road (West Area).*



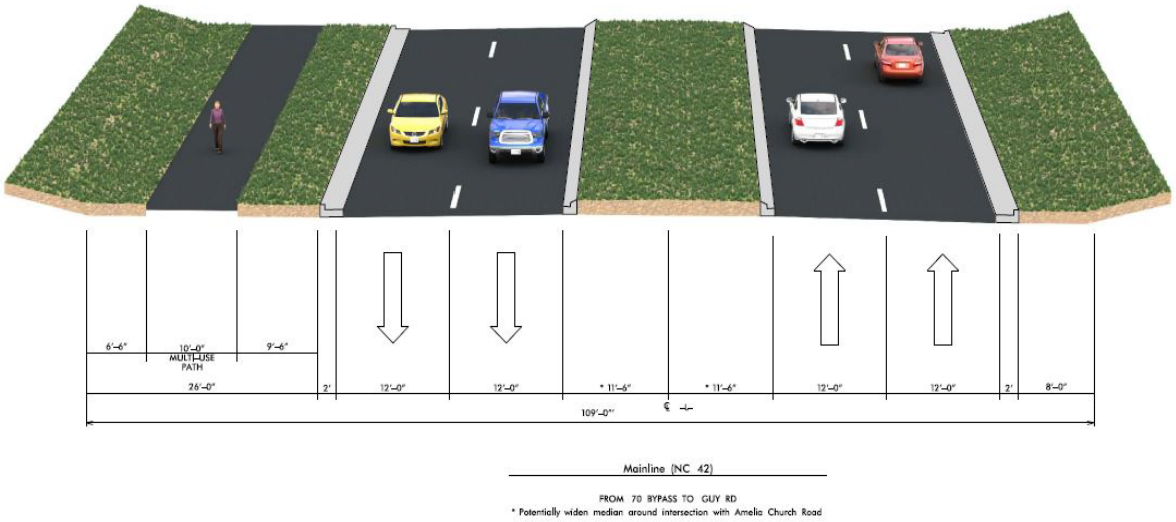
Typical Section Example 3. *Curb and Gutter section west of Son-Lan Parkway (Central Area)*



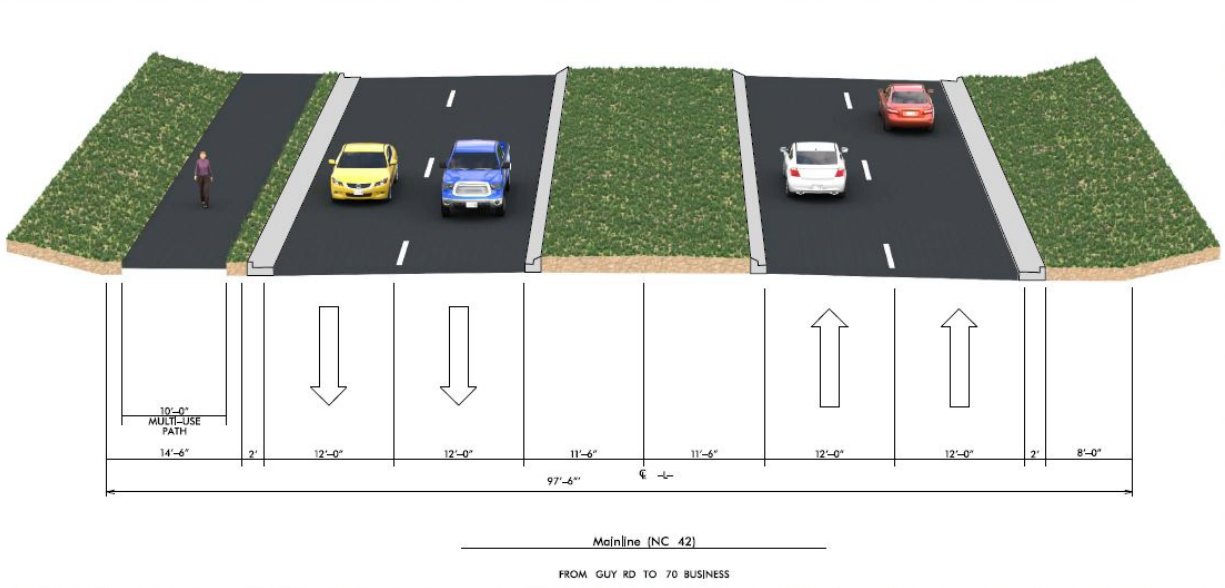
Typical Section Example 4. Shoulder section east of Son-Lan Parkway (Central Area)



Typical Section Example 5. Curb and Gutter section from I-42 (US 70- Bypass) to Guy Road (East Area)



Typical Section Example 6. Curb and Gutter section from Guy Road to US 70 Bus. (East Area)



NCDOT is in discussions with the Town of Clayton to include sidewalk and/or Multiuse Path (MUP) along both sides of Veteran's Parkway/ NC 36 in the East Area.

5.2 Best Fit Widening Alternative

Utilizing known environmental and community features, a preliminary best-fit alignment was created. This best fit alternative proposes to widen Veteran's Parkway/NC 36 with a best fit alignment from the intersection with NC 50 to US 70 Business in Clayton. This alignment is a hybrid of north and south widening that allows for the opportunity to avoid impacts to historical architecture, community resources and jurisdictional resources, as needed. The Best-Fit Alternative meets the Purpose and Need by improving capacity and traffic flow.

When this project was originally described in the 2018 CE most of the major intersections were envisioned as traditional signalized intersections. Since 2018, as the project's design has progressed NCDOT has begun incorporating reduced-conflict intersections and moving toward a system sometimes referred to as a superstreet, a synchronized street and/or a median U-turn. In general, these types of designs can be used to improve safety and traffic flow on a highway. The Veteran's Parkway project is incorporating this synchronized street concept into its designs. The intersections in the corridor will all have no left turn movements with U-turn bulbs in the vicinity (usually within 1.0 mile) to allow for changes in direction of movement. The intersections at NC 50, Cornwallis Road, and Amelia Church Road will be signalized but also with no left-turns movements. Intersections closer to Clayton, east of Guy Road, will be converted to roundabouts.

The area including Guy Road (coming into the corridor from the north), West Clayton Elementary School and Barber Mill Road (coming into the corridor from the south) presented a complex system of overlapping traffic movements:

- buses exiting the school were impeded by the adjacent Guy Road intersection;
- traffic for school drop-off and pick-up backed up onto Veteran's Parkway/NC 36 in the morning and afternoon,
- Barber Mill Road entered the corridor at a significant skew with limited sight distances, and
- in the southwest quadrant of the existing Barber Mill intersection is an eligible historic property with a stone wall paralleling the project corridor.

To improve traffic movements in this vicinity, reduce the conflicts with school buses/traffic from the West Clayton Elementary School, eliminate safety concerns associated with a skewed intersection, and avoid impacts to the historic stone wall, Barber Mill Road beginning at its intersection with Dairy Road will be realigned to the west to meet Guy Road. The proposed roundabout at this location improves traffic flow and aids in development of a safe facility.

5.3 Other Alternatives

North Side Widening Alternative

The north side widening alternative proposed to widen Veteran's Parkway/NC 36 from NC 50 to US 70 Business. This alternative would have the majority of its impacts to properties on the north side of the facility with limited opportunities to avoid resources. The North Side Widening Alternative meets the Purpose and Need by improving capacity and traffic flow. During project coordination with resource agencies and FHWA, it was not recommended to carry this alternative forward for detailed analysis due to the limited opportunities to avoid and minimize impacts to resources (R-3410 Meeting Minutes). Impacts for the North Side Widening Alternative are presented here for comparison purposes and to evaluate the avoidance and minimizations measures included in the Best-Fit alternative.

South Side Widening Alternative
The south side widening alternative proposed to widen Veteran's Parkway/NC 36 from NC 50 to US 70 Business. This alternative would have the majority of its impacts to properties on the south side of the facility with limited opportunities to avoid resources. The South Side Widening Alternative meets the Purpose and Need by improving capacity and traffic flow. During project coordination with resources agencies and FHWA, it was not recommended to carry this alternative forward for detailed analysis (R-3410 Meeting Minutes). Impacts for the South Side Widening Alternative are presented here for comparison purposes and to evaluate the avoidance and minimizations measures included in the Best-Fit alternative.

No Build Alternative
The No-Build alternative consists only of routine maintenance along Veteran's Parkway/NC 36 within the project study area. This alternative does not include any pavement widening. This alternative would not meet the Purpose and Need.

5.4 Potential Impacts

Figures 4A to 4H depict the potential impact footprint for the Best Fit Alternative, the North Side Widening and the South Side Widening. The impact area includes a buffer that reflects the stage of design and allows for conservative evaluations of potential impacts. A 25-foot buffer outside of the cut and fill slopes is included for all alternatives. Table 4 provides the impacts to streams, wetlands and buffers and Table 5 provides potential impacts to Other Environmental Features.

Table 4. Potential Impacts to Streams, Neuse River Riparian Buffers and Wetlands from the Alternatives.

Resources	North Widening	South Widening	Best-Fit Widening
Streams (ft)	2,937	3,053	3,056
Riparian Buffer (sq. ft.)	251,650	271,220	272,155
Wetlands (ac)	**2.83**	**2.65**	**2.25**

Table 4. Potential Impacts to Other Environmental Features from the Best Fit Alternative

ENVIRONMENTAL FEATURES	NORTH WIDENING	SOUTH WIDENING	BEST-FIT WIDENING
Relocations[1] - Residential	30	24	15
Relocations[1] - Businesses	26	24	20
Historic Properties (effect)	likely adverse[4]	likely adverse[4]	No Adverse Effect
Archeological Resources	0	0	0
Community Facilities	2[3]	2[3]	2[3]
Noise Receptors[2]	175		
Federally Protected Species			
Dwarf wedgemussel	MA-LAA[5]		
Atlantic pigtoe	MA-LAA		
Yellow lance	MA-LAA		
Carolina madtom	MA-LAA		
Neuse River waterdog	MA-LAA		
Tricolored bat	MA-LAA		
Monarch butterfly	TBD		

1. Estimates based on review of designs and current aerial photography.

2. Noise receptors are noise-sensitive locations where human activity may be impacted by high noise levels.

3. The Town of Clayton Operations Center will experience minor right-of-way acquisition and driveways will be relocated.

   West Clayton Elementary School will experience right-of-way acquisition, and its parking and internal circulation system will be revised.

4. The North and South Widening Alternatives have not been officially reviewed for potential effects. Based on GIS mapping, significant effects are likely.

5. May Affect – Likely to Adversely Affect

The Best Fit Alternative impacts roughly 120 feet more stream along the 8.5 miles of roadway widening than either the North or South Widening alternative. It also has more riparian buffer impact which is directly related to the impacted streams. However, the Best Fit Alternative has notably less wetland impacts, business and residential relocations and avoids an Adverse Effect on a historic property.

6 Bridging Decisions

There are three (3) existing bridges over perennial streams in the project corridor. Currently each bridge is a 2-lane bridge with one travel lane in each direction. It is proposed that each bridge will be replaced with dual bridges for two (2) travel lanes in each direction. The existing bridges will be utilized during

construction to carry traffic as a new structure is built to one side. The new structure will serve as an on-site detour for all the traffic so that the old bridge can be demolished and the second of the bridge pair can be constructed. Details on construction staging have not been finalized and are subject to change.

The structures were evaluated in the Hydraulic Planning Report completed in 2018 (R-3410 Hydraulic Planning Report).

Johnston County Bridge No. 21 at Swift Creek

Bridge No. 21 over Swift Creek is a 113-foot, 3-span reinforced concrete structure with I-beams. It was constructed in 1947. It currently has a sufficiency rating of 33.86 out of 100 and is considered structurally deficient for deck geometry and overall-structure (Routine Bridge Report, January 12, 2024). The replacement structures at Swift Creek are proposed to be 3-span, 400-foot long bridges aligned to the south of the existing structure (R-3410 Bridge Survey and Hydraulic Design Report Swift Creek, 2023).

Swift Creek at the existing bridge runs north to south in a relatively straight line and perpendicular the road. The creek is surrounded by a network for floodplain wetlands, the largest of which is located on the north side of the highway, east of the existing bridge and abuts the roadway toe-of-slope. Smaller wetlands are located to the south of and setback from the roadway. The alignment to the south was proposed to avoid larger wetlands on each side of the creek north of the existing alignment.

Johnston County Bridge No. 45 at White Oak Creek

Bridge No. 45 over White Oak Creek is a 225-foot, 6-span reinforced concrete structure with I-beams. It was constructed in 1947. It currently has a sufficiency rating of 38.92 out of 100 and is considered structurally deficient for overall-structure (Routine Bridge Report, January 12, 2024). The replacement structures at White Oak Creek are proposed to be 3-span, 160-foot long bridges aligned to the south of the existing structure (R-3410 Bridge Survey and Hydraulic Design Report White Oak Creek, 2023).

White Oak Creek at the existing bridge runs north to south in a relatively straight line and perpendicular the road. There are no wetlands in the immediate vicinity of White Oak Creek. A residential neighborhood, Austin Pond, is located to the north of Veteran's Parkway at the creek. Residential homes are located to the east and to the west of the creek. Alignment to the south was proposed to avoid impacts to the Austin Pond neighborhood as no additional jurisdictional resources are in the immediate vicinity of White Oak Creek.

Johnston County Bridge No. 58 at Little Creek

Bridge No. 45 over Little Creek is a 70-foot, 2-span, prestressed cored slab structure. It was constructed in 1967. It currently has a sufficiency rating of 70.07 out of 100 (Routine Bridge Report, January 26, 2024).

Little Creek at the existing bridge runs north to south in a relatively straight line and perpendicular the road. The creek has wetlands in it floodplain on three quadrants relative to the roadway. There are no wetlands located in the southeast quadrant. The floodplain wetlands to the north sit relatively close to the road and the wetland to the south is almost 100 feet away from the existing road. The replacement structures at Little Creek are proposed to be 150-foot long bridges aligned to the south of the existing structure. Alignment to the south was proposed to avoid impacts to jurisdictional resources to the north of the existing road.

Due to the relatively straight alignment of the previously noted creeks they are perpendicular to the existing road. Shifting the alignment of any of the proposed bridges to the north would result in less than 10 feet of change in the quantity of impact, with the exception of the northern alignment at Swift Creek. Due to a slight curve in Swift Creek to the north of the existing road, a widening to the north would result in approximately 50 feet of additional impact.

Culverts

There are 2 box culverts in the R-3410 corridor. Both culverts are in the West Area near NC 50. Detailed hydraulic analysis is in the process of being completed for these two locations; however, preliminary recommendations have been suggested. The current culvert at Buffalo Creek is a 2-barrel 9'x 8' reinforced concrete box culvert (RCBC). Preliminarily, it is recommended to be extended with a 2-barrel 9' x 9' RCBC (buried 1-foot) 85.8 feet to the north and 51.6 feet to the south. The second existing box culvert is on an unnamed tributary to Buffalo Creek and is a single-barrel 7' x7' RCBC. Preliminarily, it is recommended that this culvert also be extended, lengths to be determined. If the detailed hydraulic analysis determines that either of the current culverts are undersized, then the preliminary recommendation would be to bore and jack a supplemental pipe to improve the flow at one or both locations.

Buffalo Creek at the existing bridge runs north to south in a relatively straight line and perpendicular the road. The unnamed tributary to Buffalo Creek intersects the existing roadway at relatively 45 degrees running from the northeast to the southwest. A large wetland is located between the two creeks and south of the existing highway. The proposed widening in this vicinity is to the north to avoid impacts to a wetland between the two creeks and south of the existing roadway. Shifting the widening to the south could result in a 25-foot reduction to stream impacts and an additional 0.5 acres of wetland impact.

ROUTE	STREAM NAME	NRTR MAP ID	NCDWR STREAM INDEX NUMBER	STREAM CLASS	DRAINAGE AREA	FEMA Study Type	EXISTING STRUCTURE	Best-Fit Alternative		
							Number, Size, Structure Type	Recommended Structure	Cost Estimate	Potential Stream/ Wetland Impact[2]
NC 36	Buffalo Creek	Buffalo Creek	27-43-15-11	C; NSW	3 sq. mi.	Detailed	2 @ 9'x8' RCBC	2 @ 9'x8' RCBC extended[1]	tbd	323.5 ft.
NC 36	UT to Buffalo Creek	SB	27-43-15-11	C; NSW	1.1 sq. mi	None	1 @ 7'x7' RCBC	1 @ 7'x7' RCBC extended[1]	tbd	325 ft.
NC 36 (Veteran's Pkwy)	Swift Creek	Swift Creek	27-43-(8)	C; NSW	86.5 sq. mi.	Detailed	Br. No. 21	Dual, 3 span, 400 ft.	tbd	262.5 ft
NC 36 (Veteran's Pkwy)	White Oak Creek	White Oak Creek	27-43-11	C; NSW	13.5 sq. m.i	Detailed	Br. No. 25	Dual, 3 span, 160 ft.	tbd	281 ft
NC 36 (Veteran's Pkwy)	Little Creek	Little Creek	27-43-12	C; NSW	5.5 sq. mi.	Detailed	Br. No. 58	Dual, 150 ft.	tbd	242 ft

Table 6. Bridging Recommendations

7 Avoidance and Minimization

During September 2017 and January 2018 coordination meetings were held with the Federal Highway Administration (FHWA), US Army Corps of Engineers (USACE), NC Division of Water Resources (NCDWR), and NCDOT (R-3410 Meeting Minutes September 2017 and R-3410 Meeting Minutes January 2018). The purpose of the meetings was to discuss the Merger Process relative to the project and potential USACE permitting concerns, and to discuss development of the Best-Fit Alignment. The following is a summary of the development of the Best-Fit Alternative and minimization efforts associated with alignment shifts.

- At NC 50, the widening begins symmetrically on the existing roadway to tie into the lanes west of NC 50.
- The roadway then shifts to the north to minimize impacts to Stream SA-P (UT to Buffalo Creek). (*The naming identifies for the streams and wetlands correspond to the identifiers utilized in the 2018 NRTR*). Steeper slopes to further minimize impacts will be considered in final design.
- A U-turn bulb was located between Stream SA-P and Buffalo Creek to avoid impacts to both.
- The widening shifts to the north, becoming symmetrical near Wood Haven Lane, to minimize impacts to Wetland WC on the south side, as well as impacts to a veterinary hospital and other businesses.
- East of I-40, the widening begins symmetrically to tie into the design planned for I-4739 (I-40 interchange improvements) and minimize business impacts.
- The widening then shifts to the south, east of Son-Lan Parkway. A large wetland complex surrounds Swift Creek, where a new bridge will be constructed to the south of the existing bridge. The southern shift minimizes impacts to Wetlands WI and WJ, on the north side. Wetland WJ is the only wetland potentially impacted over 0.5 acre. USACE asked if further minimization to that wetland is possible, however it was noted that WJ is located at the toe of the slope.
- The widening continues on the south side to avoid impacts to residences and business and crosses White Oak Creek with a new bridge to the south of the existing bridge (the existing bridge will also be replaced).
- The widening becomes symmetrical around the US 70 Bypass interchange to tie into existing lanes.
- East of US 70 Bypass, the widening shifts to the north to avoid impacts to a medical office complex on the south side of NC 42, across from the Johnston County UNC Hospital complex.
- East of Amelia Church Road, the widening becomes symmetrical, avoiding displacements of residences and businesses on each side of NC 42.
- West of Barber Mill Road, the widening shifts to the north to avoid impacts to a historic property. This impacts West Clayton Elementary School, located directly across NC 42 from the historic property.
- Barber Mill Road will be realigned to the west, moving it away from the school entrance and the conflicts with school buses and parents picking up / dropping off students. It was noted that the realignment takes advantage of a dedicated right-of-way corridor adjacent to the Town of Clayton maintenance facility.

- East of the elementary school, the widening shifts to the south to avoid impacting a church, then becomes symmetrical when crossing Little Creek and tying into existing lanes at US 70 Business. Minimal impacts to Wetlands WP and WN are possible on each side of NC 42.

8 Merger Plan Review/Next Steps

Based on the Merger Plan for the project, NCDOT proposes that the next Merger Meeting will be a combined CP 3 (LEDPA) and CP 4A (Avoidance and Minimization Measures), tentatively scheduled for January 2027. Concurrent with the next Merger Meeting, NCDOT will complete a Right-of-Way Consultation. Merger Team members will be notified of any changes that require a revision of this timetable.

Figures

1. Project Vicinity and Study Area
2. Other STIP Projects in Area

3A. to 3F. Environmental Features Map

4A. to 4H. Potential Impact Footprints with Jurisdictional Resources

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 1
Project Purpose and Need and Study Area Defined

Project Name/Description: Veteran's Parkway/NC 36 - NC 50 to US 70 Business. Widen to multi-lanes (Study area boundary shown on Figure 1.) **STIP Project: R-3410**

Project Purpose and Need Statement:

The proposed improvements are needed to address increasing traffic congestion along Veteran's Parkway/NC 36. As northwestern Johnston County has developed from a rural area to more characteristically suburban, traffic volumes on Veteran's Parkway/NC 36 have steadily grown. Rapid development around two-lane NC 36 will soon overburden its capacity, leading to substantial congestion during morning and evening peak hours. By 2040, the project's design year, traffic volumes will exceed the roadway's capacity, causing substantial delay and queuing at most signalized and unsignalized intersections. To alleviate this congestion and accommodate the expected increase in traffic, additional roadway capacity is needed.

The project's primary purpose is to improve the existing roadway so that it can better support current traffic and forecasted traffic growth through the design year (2040). Secondary benefits include expected improvements to safety, and bicycle and pedestrian accommodation along the corridor east of I-42.

Project Study Area

The project study area boundaries are shown on **Figure 1**, dated April 2026. The study area extends 8.3 miles along NC 36 from the NC 50 intersection at the western project terminus to US 70 Business in Clayton. The general dimensions of the study area are a 250-foot buffer from the existing center line along the project length of NC 36, excluding the interchanges at I-40 and I-42. The intersecting roads have a 50-foot buffer extending 500 feet in both directions from the NC 36 intersections. Addition area has been added in several locations to accommodate unique features or easements.

The Merger Team has concurred (signed) on this date of April 15, 2026, on the above project purpose and need and the study area as shown in **Figure 1** for STIP Project R-3410.

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2
Detailed Alternative Carried Forward

Project Name/Description: Veteran's Parkway/NC 36 - NC 50 to US 70 Business. Widen to multi-lanes (Study area boundary shown on Figure 1.) **STIP Project: R-3410**

- **Best Fit Alternative** - This alternative proposes to widen NC 36 with a best fit alignment from the intersection with NC 50 to US 70 Business in Clayton. This alignment is a hybrid of north and south widening that allows for the opportunity to avoid impacts to historical architecture, community resources and jurisdictional resources.

The Merger Team has concurred on this date of October 22, 2026, on the above identified detailed study alternatives to be carried forward for STIP Project R-3410.

USACE _____

USEPA _____

USFWS _____

NCDWR _____

NCWRC _____

FHWA _____

NCDOT _____

NCHPO _____

CAMPO _____

Section 404/NEPA Merger Project Team Meeting Agreement
Concurrence Point No. 2A
Bridging Decisions

Project Name/Description: Veteran's Parkway/NC 36 - NC 50 to US 70 Business. Widen to multi-lanes (Study area boundary shown on Figure 1.) **STIP Project: R-3410**

The Merger Team has concurred on this date of October 22, 2026, on the major hydraulics structures as shown in **Table 6** of the CP2A Merger Packet for STIP Project R-3410.

USACE _____

USEPA _____

USFWS _____

NCDWR _____

NCWRC _____

FHWA _____

NCDOT _____

NCHPO _____

CAMPO _____

Preliminary & Subject to Change

Garner

Clayton

Wake County

Johnston County

R-4310 Study Area

County Boundary

N

0 1 2 4 Miles

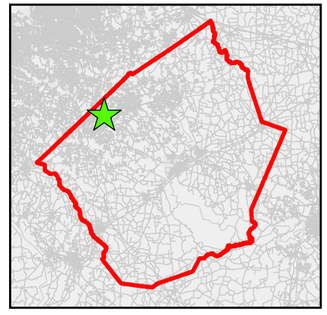
North Carolina Department of Transportation

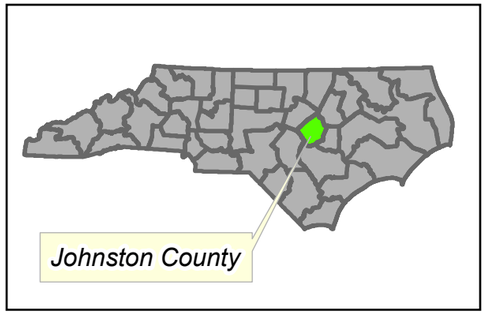
WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig. 1 - Project Vicinity and Study Area





Preliminary & Subject to Change

Garner

Clayton

I-5111

TO-6166

BL-0050

U-5943

I-4739

Veterans Parkway

R-3410

U-6208

U-6216

Wake County

Johnston County

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig 2. - STIP Project Locations

NC Route

STIP Project R-4310

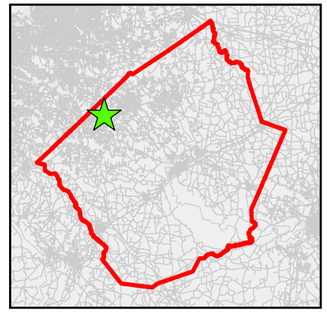
County Boundary

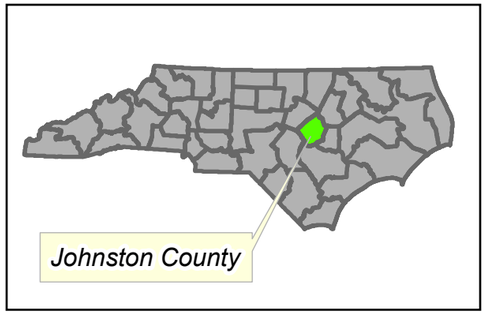
Rivers and Streams

City Limits

N

0 1.5 3 6 Miles





Preliminary & Subject to Change

Project Location

Wake County
Johnston County

Pierce Rd
Nicklaus Dr
Veterans Pkwy
Wood Haven Dr
Old Drug Store Rd
Shipwash Dr
Cleveland Rd
Southfort Dr
Black Angus Dr
Mary Ln
Adams Point Dr
Airedale Trail
Angie Rd
NC 42 W

Wawa
Circle K
Little Pirates on Board! Bilingual Child Development Center
Saint Zion Amanda Missionary Baptist Church
Cleveland Child Care & Development Center
West View Elementary
Food Lion
Sheetz
Middle Creek Commons
Lowe's Food
Publix
Publix Super Market at Middle Creek Crossings
Utley's MHP
Mt. Zion Global Methodist Church

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig. 3A - Environmental Features

- Places of Worship
- Mobile Home Park
- Day Care Facilities
- Grocery Stores
- Schools
- Gas Stations
- Regulated UST - Low Risk
- NC Route
- Jurisdictional Streams
- Jurisdictional Wetlands
- Jurisdictional Ponds
- Voluntary Agricultural District
- Shopping Centers
- Parcels
- County Boundary
- R-4310 Study Area

0 0.25 0.5 1 Miles

N

Preliminary & Subject to Change

Project Location

Cleveland Fire Station 2
Cleveland Rd
Glen Rd
Bowman Manor
Glenbrook Meadows
Swift Creek Plaza
Food Lion
Shell
BP
76
42 40 Plaza
Peddler's Village
Pierce Rd
Wawa
Circle K
Veterans Pkwy
Little Pirates on Board! Bilingual Child Development Center
Saint Zion Amanda Missionary Baptist Church
Old Drug Store Rd
Cleveland Rd
West 42nd St
River Oaks
Murphy USA
Lowe's Home Improvement
WalMart
East Park Plaza
Speedway
Cleveland Crossing Rd
Swift Creek
Zachary Way
Keri Dr
S Ridge Dr
West View Elementary
Ebenezer Church
INTERSTATE 40

North Carolina Department of Transportation

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STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig. 3B - Environmental Features

- Places of Worship
- Day Care Facilities
- Hazardous Waste Sites
- Jurisdictional Wetlands
- Shopping Centers
- Fire Stations
- Fair Housing Equal Opportunity Property
- NC Route
- Jurisdictional Ponds
- Parcels
- Schools
- Regulated UST - Low Risk
- Jurisdictional Streams
- Fair Housing Equal Opportunity Boundary
- R-4310 Study Area
- Grocery Stores
- Gas Stations

0 0.25 0.5 1 Miles

N

Preliminary & Subject to Change

Project Location

Lindsay Dr
Colson Dr
Austin Dr
Beringer Ln
Julio Ln
S Ringneck Pl
Carrington Dr
Dory Ln
Wildwood Baptist Church
Holy Cross Lutheran Church
Brady Dr
Swift Creek
Old Evans Rd
Saint Jiles Dr
Austin Pond Rd
Veterans Pkwy
Sheetz
Spring Valley Dr
Redemption Community Church
Exxon
Anna Dr
Cornwallis Rd
Son-Lan Pkwy
Veterans Pkwy
Food Lion
Sanders - Hairr House
Cleveland Fire Station 3
Cleveland Green 1-3
Aldi
Bratton Dr
River Oaks
Murphy USA
Ford Meadows Dr
Tree of Life Church
Walmart
East Park Plaza
Long Needle Dr

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig. 3C - Environmental Features

Places of Worship
Gas Stations
NR Individual Listing
Jurisdictional Ponds
Shopping Centers
Fire Stations
Regulated UST - Low Risk
NC Route
Fair Housing Equal Opportunity Boundary
Parcels
Fair Housing Equal Opportunity Property
Hazardous Waste Sites
Jurisdictional Streams
NR Individual Boundary
R-4310 Study Area
Grocery Stores
UST - Active Facilities
Jurisdictional Wetlands

0 0.25 0.5 1 Miles

N

Preliminary & Subject to Change

Project Location

UNC Health Johnston Clayton Hospital
UNC Urgent Care
Healthpark at Forty-Two West Bldg
Fresenius Kidney Care
7-Eleven
Holy Cross Lutheran Church
Redemption Community Church

Springbrook Ave
Medspring Dr
Johnson Estate Rd
Amelia Church Rd
Corbett Rd
Bornean Dr
Dory Ln
Saint Jiles Dr
Brady Dr
Veterans Pkwy
Spring Valley Dr
Anna Dr
David Ln
Government Rd
Leeway Ct
Lee St
Country Trails Dr
Canterbury Rd

BUSINESS 70

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina

February, 2026

Fig. 4D - Environmental Features

Places of Worship
Mobile Home Park
Medical Facilities
Gas Stations
Regulated UST - Low Risk
UST - Active Facilities
Nursing Homes
NC Route
Jurisdictional Streams
Jurisdictional Wetlands
Jurisdictional Ponds
UNC Health Johnston Hospital-Complex Boundary
Clayton Municipal Limits
Voluntary Agricultural District
Parcels
R-4310 Study Area

0 0.25 0.5 1 Miles

N

Preliminary & Subject to Change

Project Location

Christ the King Church
Clayton Middle School
West Clayton Elementary School
Koinonia Reformed Baptist Church
Iglesia Cristiana El Cordero de Dios
Maplewood Cemetery
Alta MHP
Praise Temple Apostolic Church
XRC
BP
Han-Dee Hugo's
Home of Keeper of Records & Seals
Glenbrook Meadows
Iglesia Primeros Frutos
Mt. Calvary Baptist Church
West Clayton Church of God
Sheetz
Amelia Christian Church

Guy Rd
Gregory Dr
Amelia Church Rd
Winding Wood Dr
E Moss Creek Dr
Breezewood Ln
Bentwood Ln
Coxwoods Rd
Pinecroft Dr
Alder Ln
Laurel Ridge Dr
State Ave
Veterans Pkwy
Wexford Dr
Waterford Dr
Cricket Hollow Run
S Lombard St
Woodlawn Way
Stone Ln
Stonebrook Dr
Barber Mill Rd
Grovewood Dr
Short Johnson Rd
Amelia Church Rd
BUSINESS 70

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from NC 50 to US 70 Business
Johnston County, North Carolina

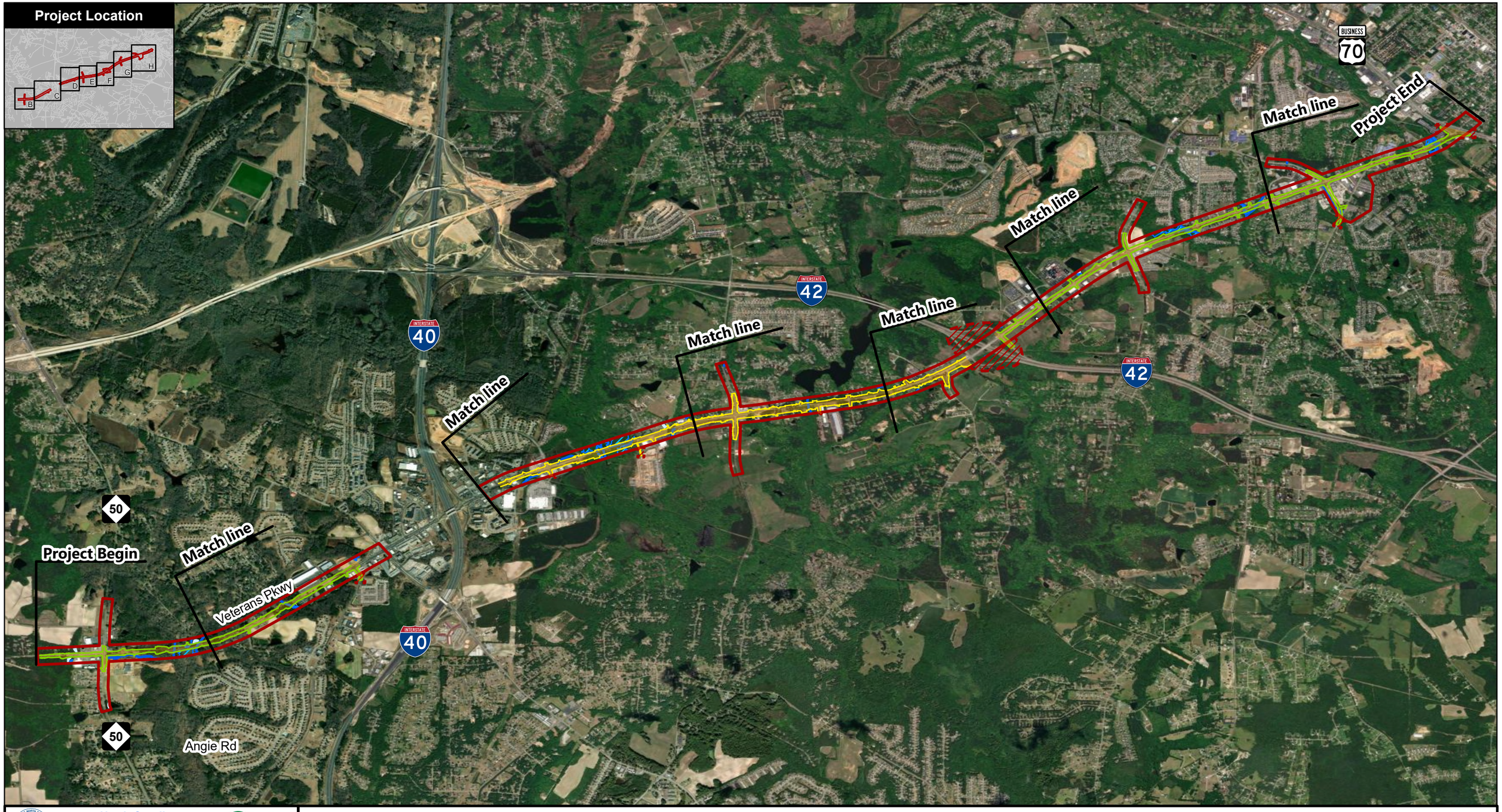
February, 2026

Fig. 3E - Environmental Features

- Places of Worship
- Parks and Rec
- Schools
- Mobile Home Park
- Gas Stations
- Fair Housing Equal Opportunity Property
- Day Care Facilities
- Cemetery
- Regulated UST - Low Risk
- UST - Active Facilities
- Nursing Homes
- DOE - Determined Eligible
- NC Route
- Community Park Loop & Little Creek Loop MUP (Recommended)
- Jurisdictional Streams
- Jurisdictional Wetlands
- Jurisdictional Ponds
- Parks and Rec Property
- Fair Housing Equal Opportunity Parcel
- UNC Health Johnston Hospital-Complex Boundary
- Home of the Keeper of Record and Seals Property
- Town of Clayton Operations Center
- Shopping Centers
- Clayton Municipal Limits
- Parcels
- R-4310 Study Area

0 0.25 0.5 1 Miles

N



North Carolina Department of Transportation

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STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
April, 2026

All Areas

Figure 4A

Potential Impact Footprint

- Cut and Fill Slopes
- Easements and Right of Way
- Streams
- Impact Area - 40 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 3,800 7,600 Feet

N

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

West Area

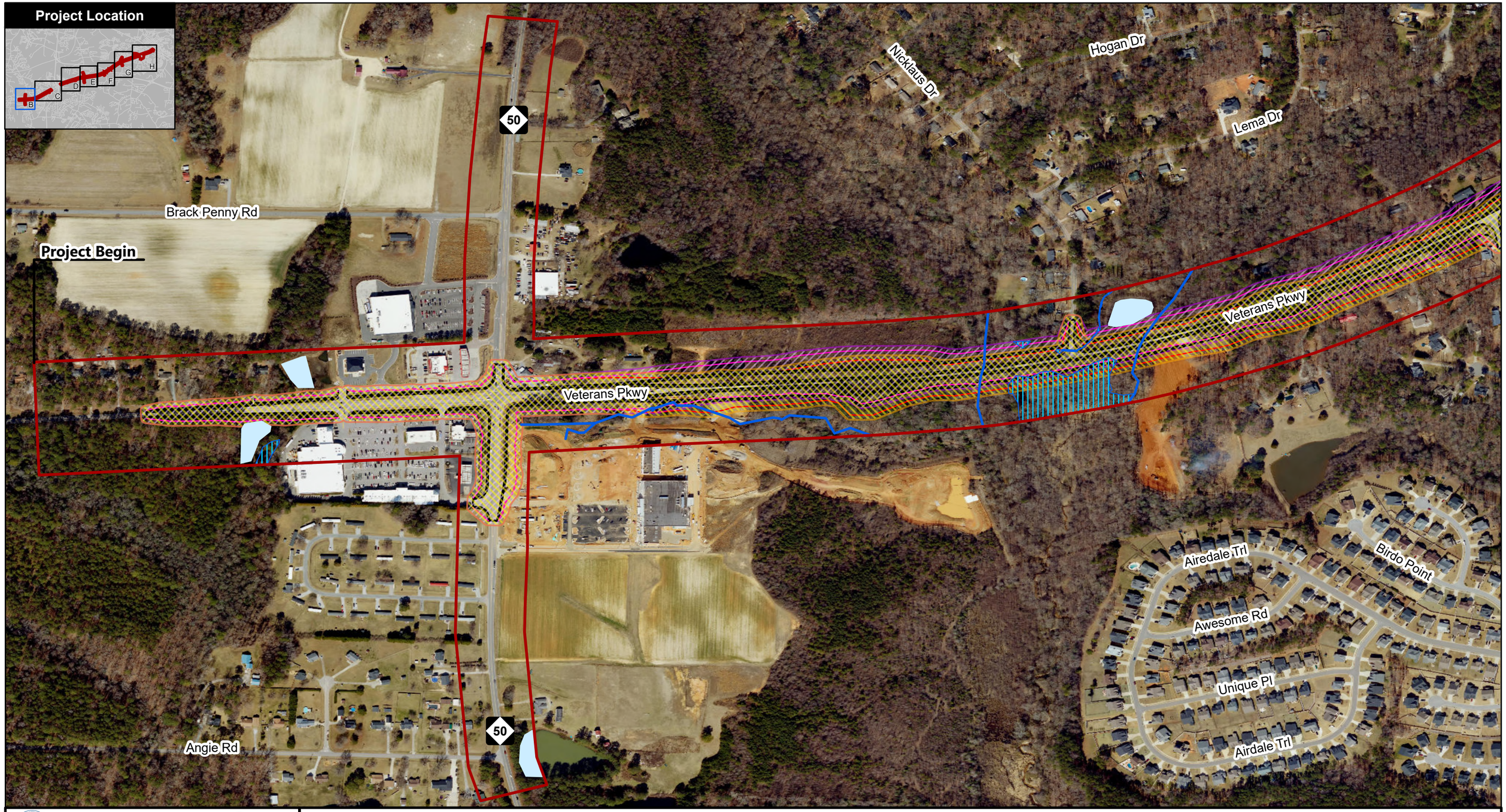
Figure 4B

Best Fit - Potential Impact Footprint

- Cut and Fill Slopes
- Streams
- Impact Area - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

West Area

Figure 4B

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

West Area

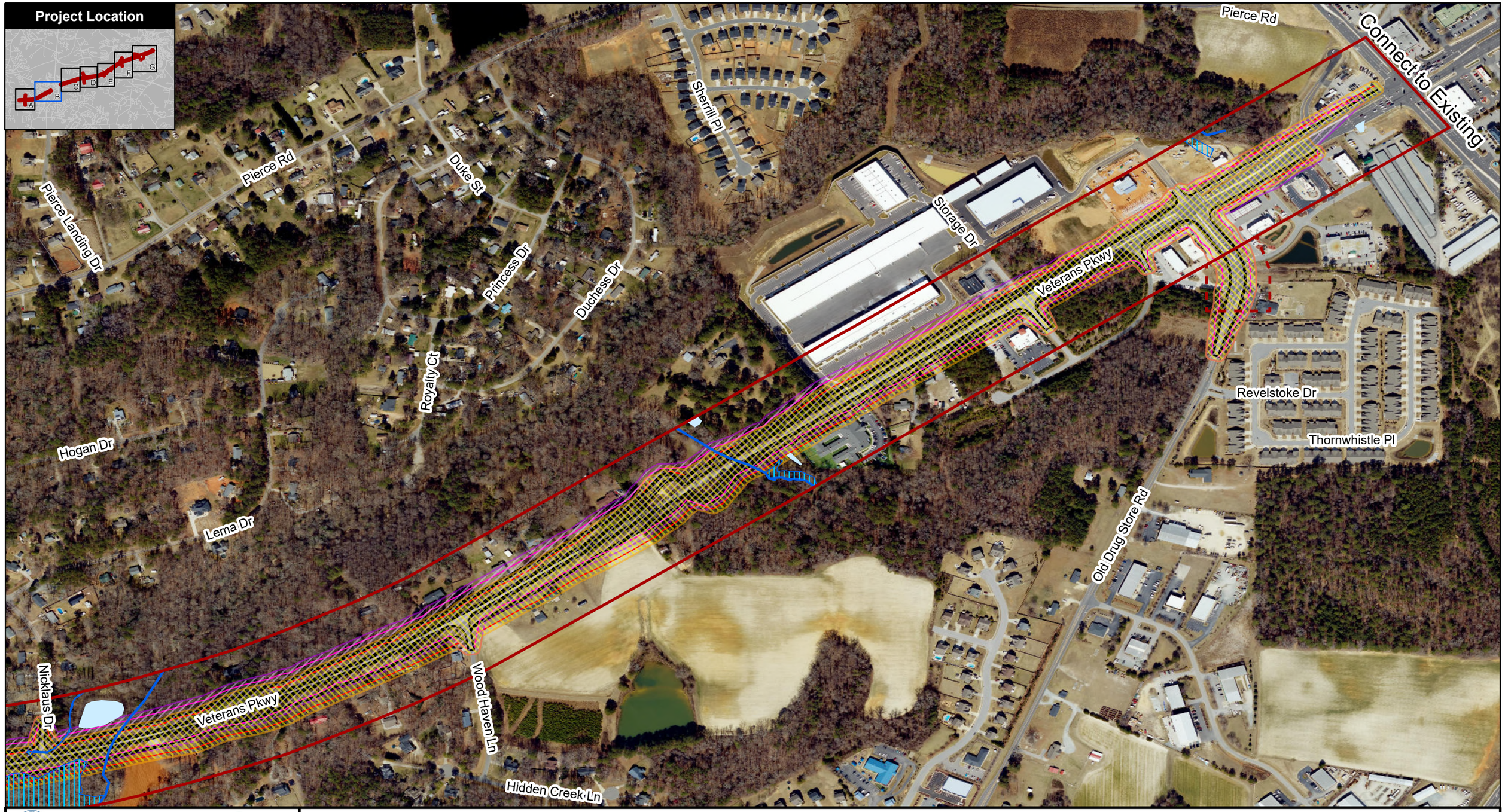
Figure 4C

Best Fit - Potential Impact Footprint

Cut and Fill Slopes
Streams
Impact Area - 25 Ft Buffer
Study Area
Wetlands
Ponds

N

0 550 1,100 Feet



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

West Area

Figure 4C

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N

Project Location

Old Evans Rd
Swift Run Ct
Veterans Pkwy
Look Dr
Son-Lan Pkwy
Thunder Ridge Dr
Tang Cir
Lockhaven Dr
Lainey St
Veterans Pkwy
S Park Dr
Connect to Existing
Butte Ln
Steppe Way
Ford Meadows Dr
Grassland Dr

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

Figure 4D

Best Fit - Potential Impact Footprint

Cut and Fill Slopes
Streams
Impact Area - 25 Ft Buffer
Study Area
Wetlands
Ponds

0 550 1,100 Feet

N

Project Location

Old Evans Rd
Swift Run Ct
Look Dr
Son-Lan Pkwy
Thunder Ridge Dr
Tang Cir
Lockhaven Dr
Veterans Pkwy
Lainey St
Veterans Pkwy
S Park Dr
Connect to Existing
Butte Ln
Steppe Way
Ford Meadows Dr
Grassland Dr

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

Figure 4D

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

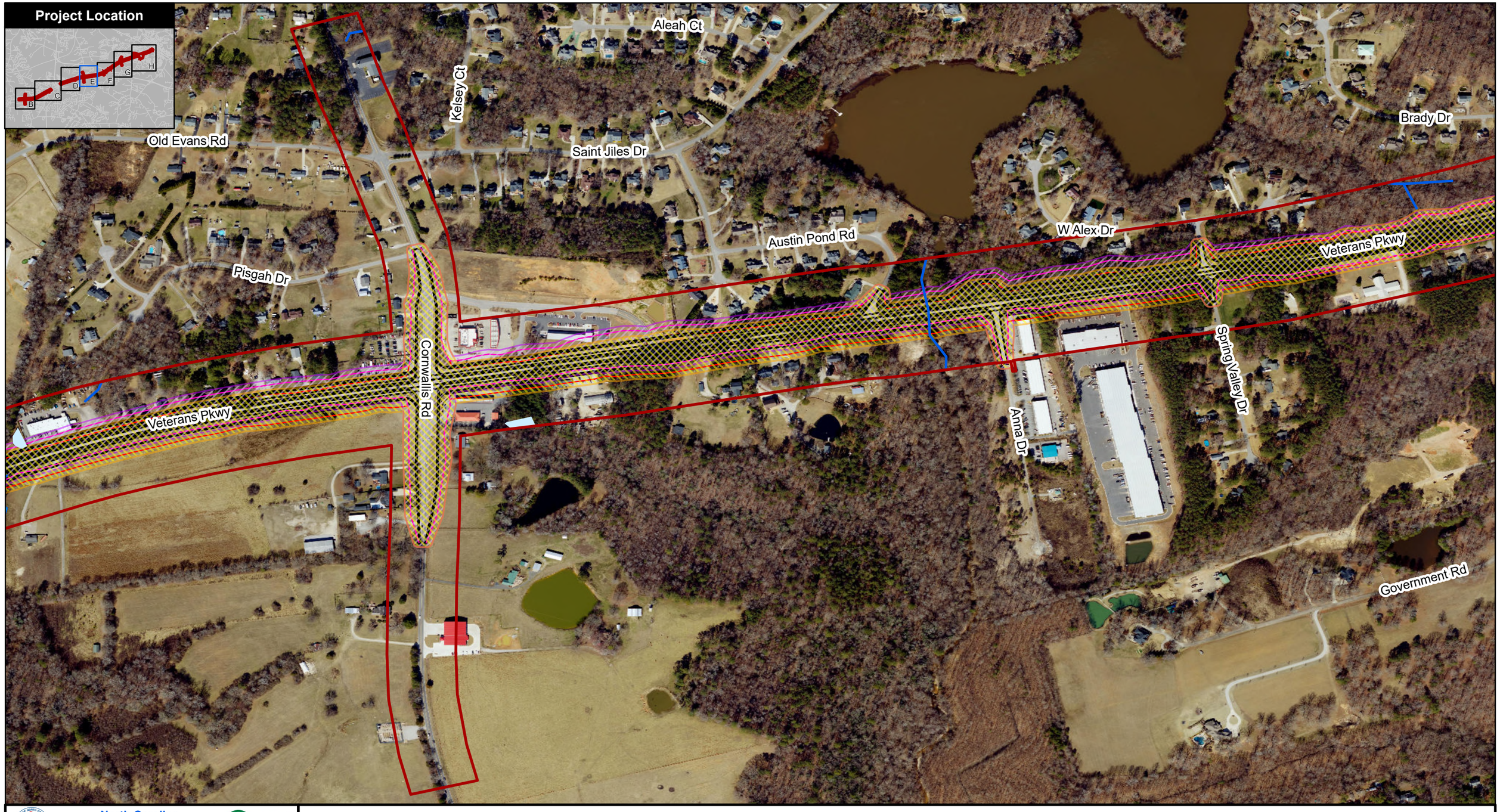
Figure 4E

Best Fit - Potential Impact Footprint

Cut and Fill Slopes
Streams
Impact Area - 25 Ft Buffer
Study Area
Wetlands
Ponds

0 550 1,100 Feet

N



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

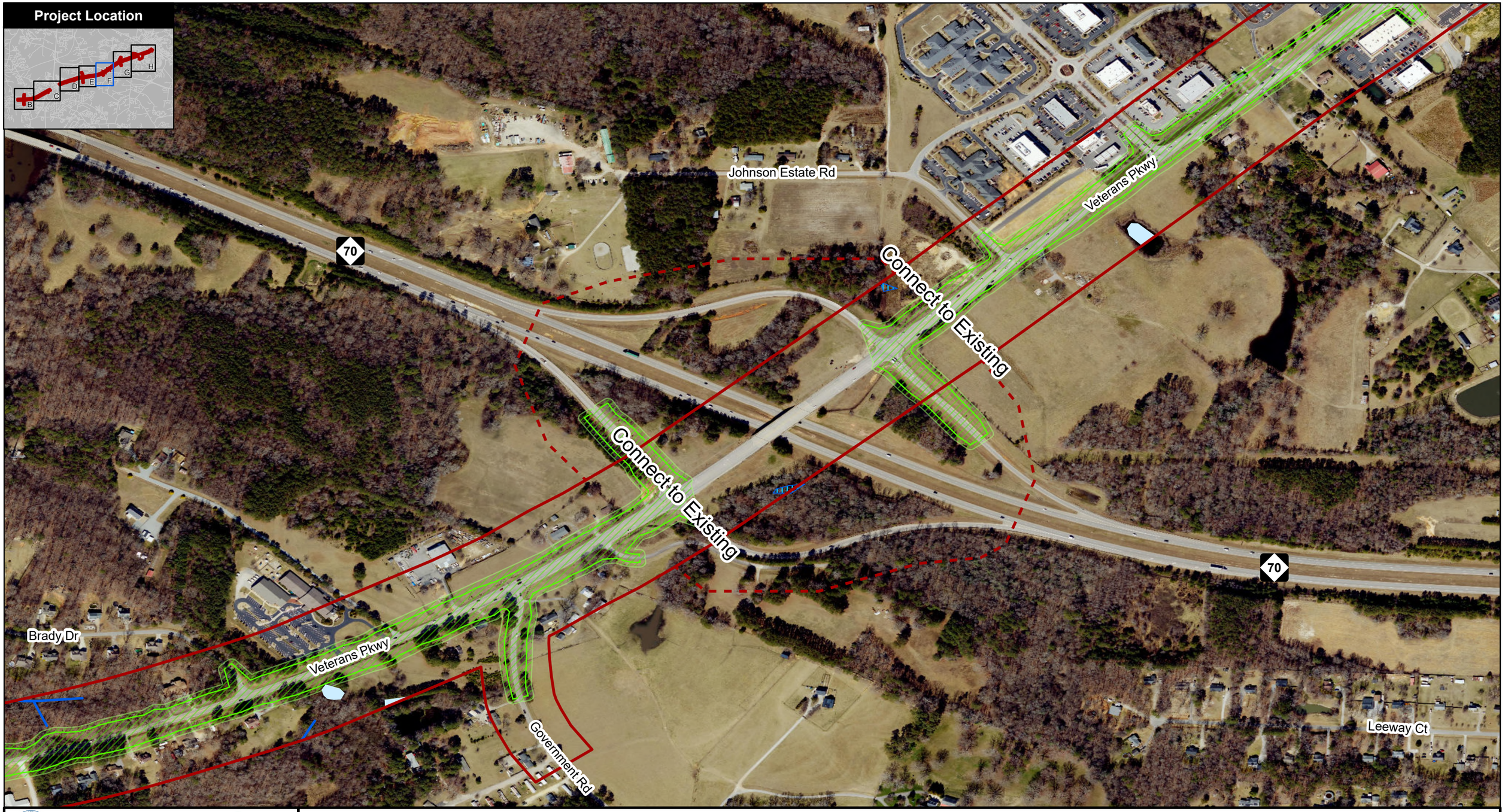
Figure 4E

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

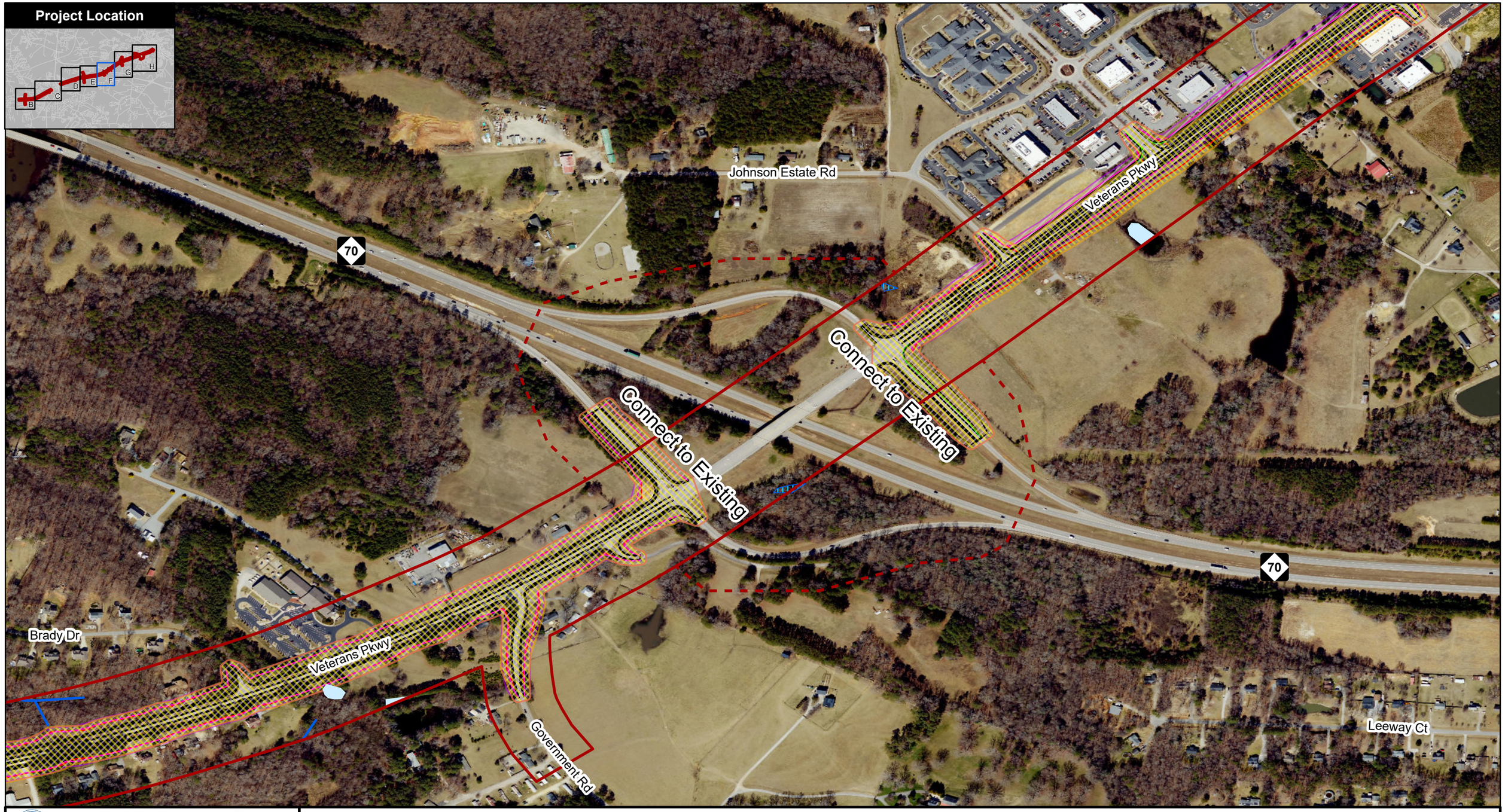
Figure 4F

Best Fit - Potential Impact Footprint

Cut and Fill Slopes
Streams
Impact Area - 25 Ft Buffer
Study Area
Wetlands
Ponds

0 550 1,100 Feet

N



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

Central Area

Figure 4F

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

N

0 550 1,100 Feet

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

East Area

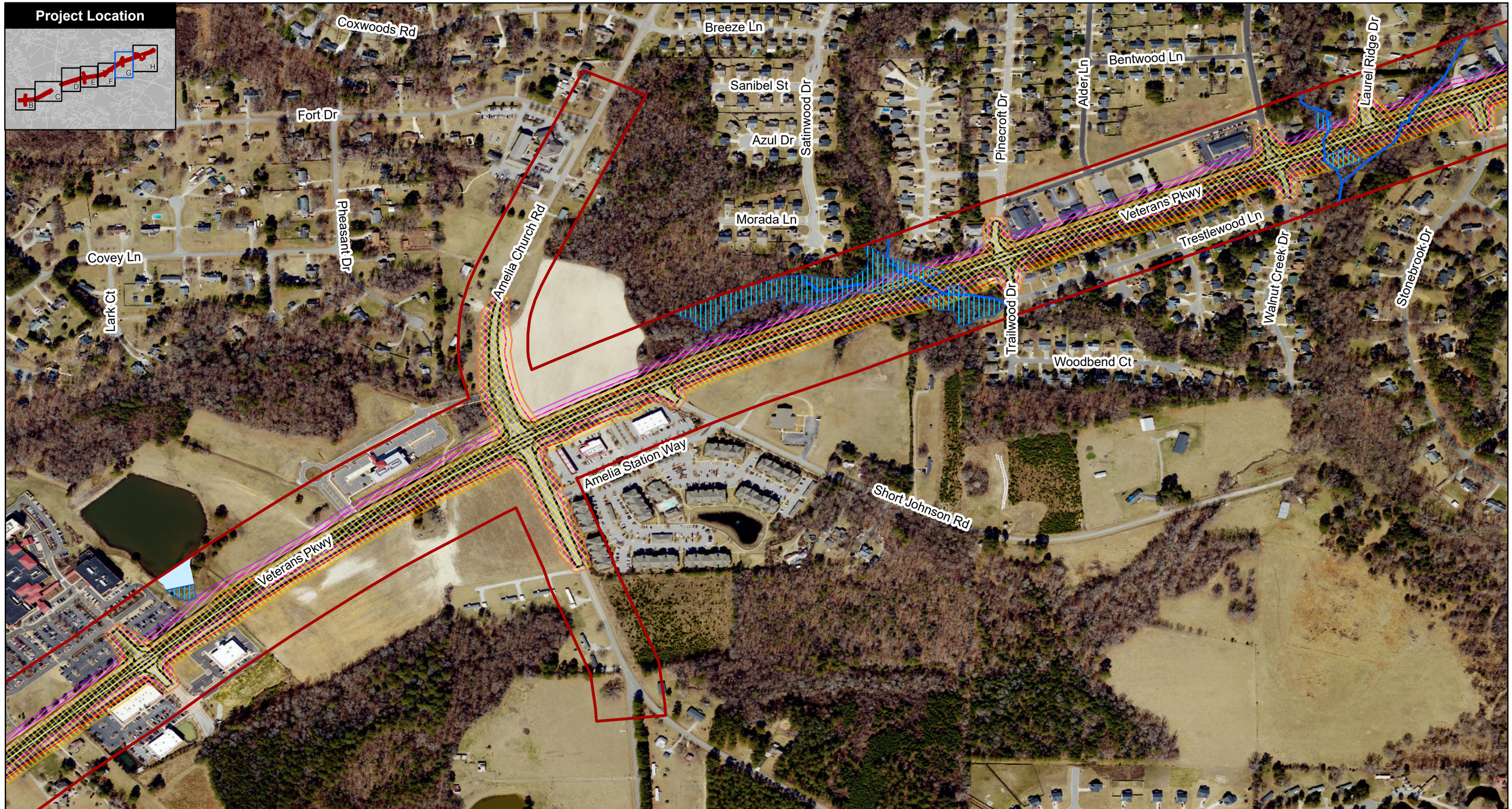
Figure 4G

Best Fit - Potential Impact Footprint

- Cut and Fill Slopes
- Streams
- Impact Area - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

East Area

Figure 4G

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

0 550 1,100 Feet

N

Project Location

Garrison Ave
E Lumber Ct
Biltmore Dr
Brandon Dr
Ses Dr
Hocutt Dr
Cricket Hollow Run
Sleepy Creek Dr
Meadow Run
BUSINESS 70
Project End
Veterans Pkwy
Guy Rd
State Ave
Barber Mill Rd
Sunset Ln
Park Pl
W Tiffany Cir
Vogue St
E Tiffany Cir
Cardinal Ct
Woodlawn Way
Durham St
Lee Ct
Lakeview Dr
Harvard St
Wexford Dr
Glengariff Ln
Bennington Dr
Dairy Rd
Roscommon Ln
Cove Cir
Brigadoon Dr
Waterford Dr

North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

East Area

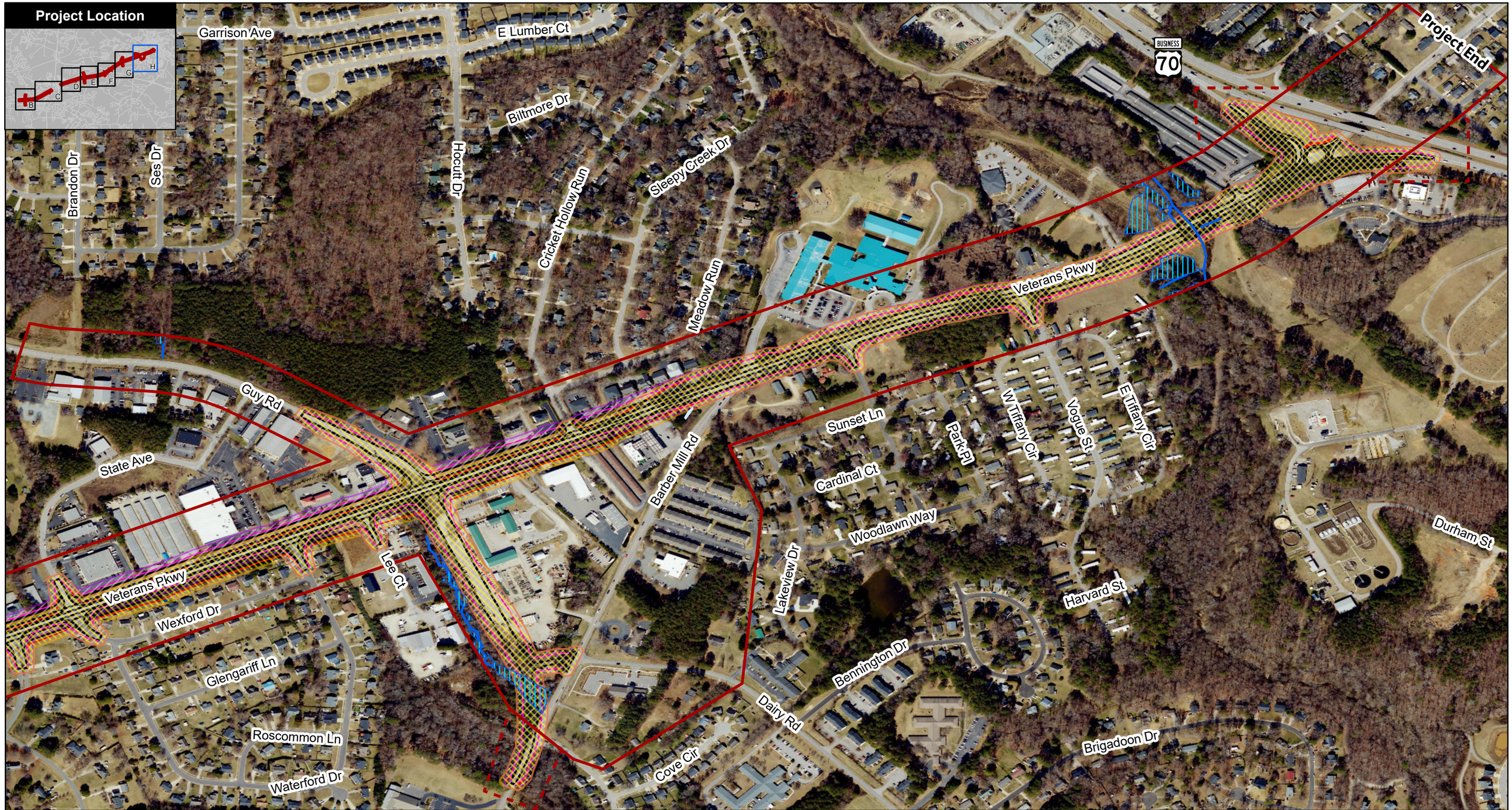
Figure 4H

Best Fit - Potential Impact Footprint

Cut and Fill Slopes
Streams
Impact Area - 25 Ft Buffer
Study Area
Wetlands
Ponds

N

0 550 1,100 Feet



North Carolina Department of Transportation

WGI

STIP Project No. R-3410
NC 42 Improvements from
NC 50 to US 70 Business
Johnston County, North Carolina
September, 2026

East Area

Figure 4H

Left and Right Widening
Potential Impact Footprint

- Right Widening - Cut and Fill Slopes
- Left Widening - Cut and Fill Slopes
- Streams
- Right Widening - 25 Ft Buffer
- Left Widening - 25 Ft Buffer
- Study Area
- Wetlands
- Ponds

N

0 550 1,100 Feet