

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**US 421 Interchange Additions at
Woody Mill Road (SR 3389) and
Neelley Road (SR 3418)**

WBS Number 34483.1.1
TIP PROJECT R-2612
Federal Aid No. NHF-421 (11)

Guilford County

Design Public Hearing

Kirkman Municipal Building (Pleasant Garden Town Hall)
4920 Alliance Church Road
Pleasant Garden

Informal Open House 4:00 p.m. – 6:30 p.m.
Formal Presentation 7:00 p.m.

December 14, 2006

PURPOSE OF PROJECT

This project proposes to construct interchanges at Woody Mill Road (SR 3389) and at Neelley Road (SR 3418). The purpose of the project is to enhance safety on US 421 by eliminating existing at-grade intersections between the I-85 bypass interchange and the existing NC 62 interchange, south of Greensboro.

PURPOSE OF PUBLIC HEARING

Today's hearing is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location and design of the proposed project.

Planning and environmental studies on the highway project are provided in the environmental report – Environmental Assessment (EA). Copies of this report and today's hearing map displaying the location and design have been available for public review at the Melvin Municipal Office Building (City Hall), Greensboro Department of Transportation - 3rd Floor located at 300 W. Washington Street, Greensboro, at the Kirkman Municipal Building (Pleasant Garden Town Hall) located at 4920 Alliance Church Road, Pleasant Garden, and at the NCDOT Division Office located at 1584 Yanceyville Street, Greensboro.

YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the Formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the design to you and answer your questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by January 16, 2007 to the following address:

Mr. Jammie A. Robbins
Public Involvement & Communities Studies Group
NCDOT - Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
Email: jarobbins@dot.state.nc.us

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN**. Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a POPULAR REFERENDUM to determine the location and/or design by a majority vote of those present.



WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic, Division, Right of Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE) as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government officials will attend.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post-hearing meeting. The NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting are prepared and a summary is available to the public. You may request this document on the attached comment sheet.

STATE-FEDERAL RELATIONSHIP

This proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal Funds and 20% State Funds. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, their location, design and maintenance cost after construction. FHWA is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

NEED FOR THE PROJECT

In 1972, US 421 was relocated and constructed as a 4-lane divided highway with full control of access. Interchange locations were designated, but two of the proposed interchanges, one at Woody Mill Road and the other at NC 22 (Alliance Church Road), were built as temporary at-grade intersections with the right-of-way acquired for future interchanges.

Tonight's public hearing will present the design and modifications that have occurred since the 1996 Citizens Informational Workshop.

PROJECT DESCRIPTION

The NCDOT, Division of Highways, proposes to construct interchanges at Woody Mill Road (SR 3389) and at Neelley Road (SR 3418). The project length is approximately 1.6 miles.

Woody Mill Road Interchange (R-2612A)

Due to traffic demand, the Woody Mill Road interchange will realign Woody Mill Road with Company Mill Road (SR 3394). The interchange will be a diamond type of interchange. The interchange will be constructed with new right-of-way in addition to the previously acquired right-of-way. In addition, the Minden Road (SR 3413) intersection and the Hagan Stone Park Road (SR 3411) with US 421 will be terminated. However, Minden Road will be extended to run parallel with US 421 and tie into Company Mill Road (SR 3394). This will provide access to Hagan Stone Park Road.

Neelley Road Interchange (R-2612 B)

Due to the close proximity of the recently constructed I-85 Bypass interchange, the NC 22 (formerly known as Alliance Church Road) interchange was relocated further south than its originally proposed location. Neelley Road became the next logical location for an interchange. Under this portion of the project, Neelley Road will be realigned to connect with Williams Dairy Road (SR 3329). This interchange will be a half clover type of interchange. Additional right-of-way will be required for the Neelley Road interchange improvements.

All existing temporary at-grade intersections along US 421 in the project area will be permanently closed. All properties affected by the closing of the at-grade intersections will be provided access to the proposed project.

*Please note that NC 22 is *not* Neelley Road nor is it Alliance Church Road. About two years ago the NC 22 designation of Alliance Church Road was removed. NC 22 currently terminates at NC 62 in Climax. Alliance Church Road was re-signed as SR 3738 and Appomatox Road was re-signed as SR 3621.

PROPOSED PROJECT INFORMATION

Length: R-2612A (Woody Mill Road Interchange) – 1.02 miles
R-2612B (Neelley Road Interchange) - 0.73 miles

Typical Section: See Figures

Right of Way: Minimum of 110 feet

Access Control: Full Control of Access:
Connections to US 421 only provided via ramps at interchanges. No Private Driveway connections will be allowed.

Relocates: R-2612A (Woody Mill Road Interchange)
Residences: 4 Businesses: 0

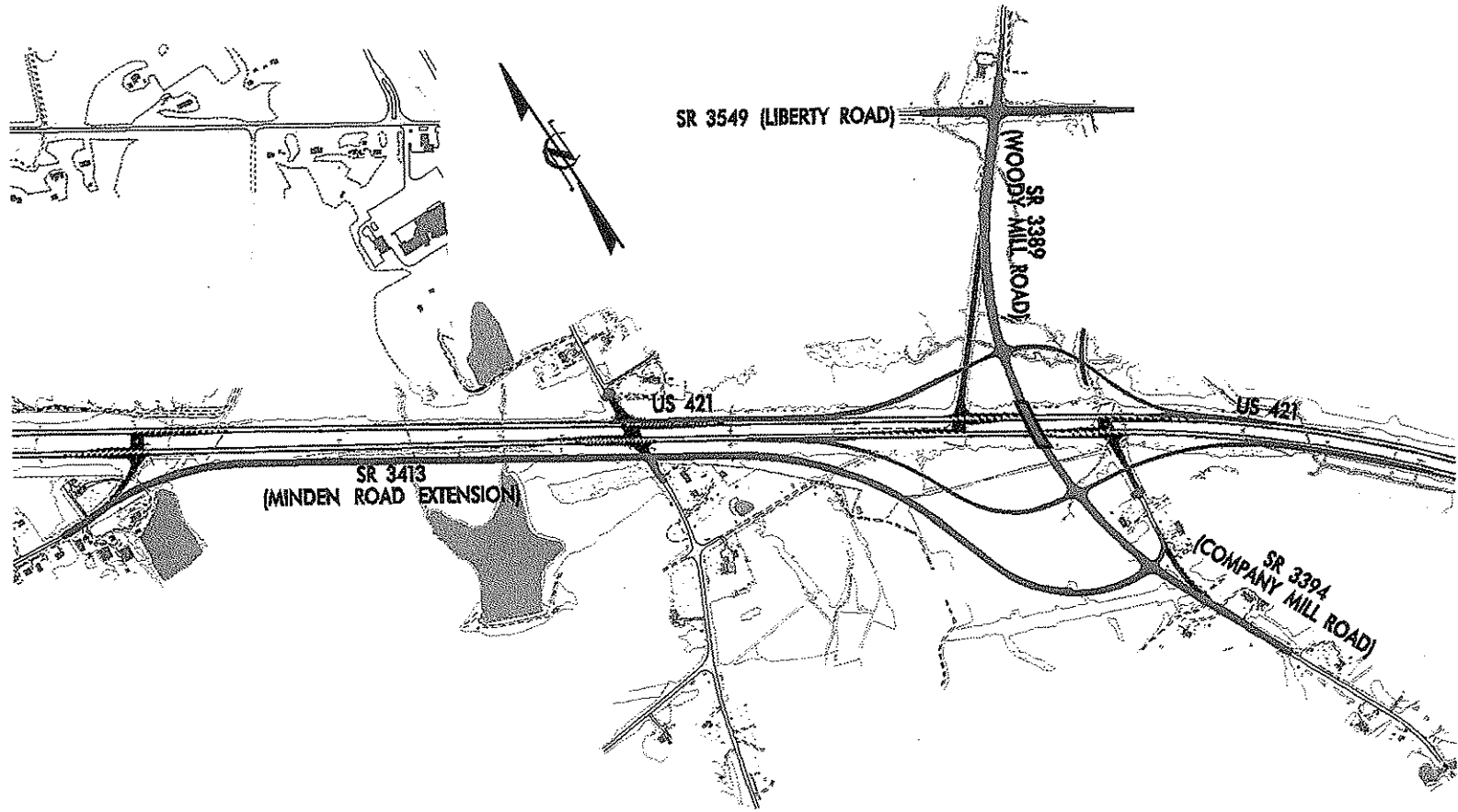
R-2612B (Neelley Road Interchange)
Residences: 7 Businesses: 0

Estimated Cost:	Right of Way Cost:	\$ 1,200,000	\$ 2,570,000
	Construction Cost:	<u>\$ 16,100,000</u>	<u>\$ 13,800,000</u>
	Total:	\$ 17,300,000	\$ 16,370,000

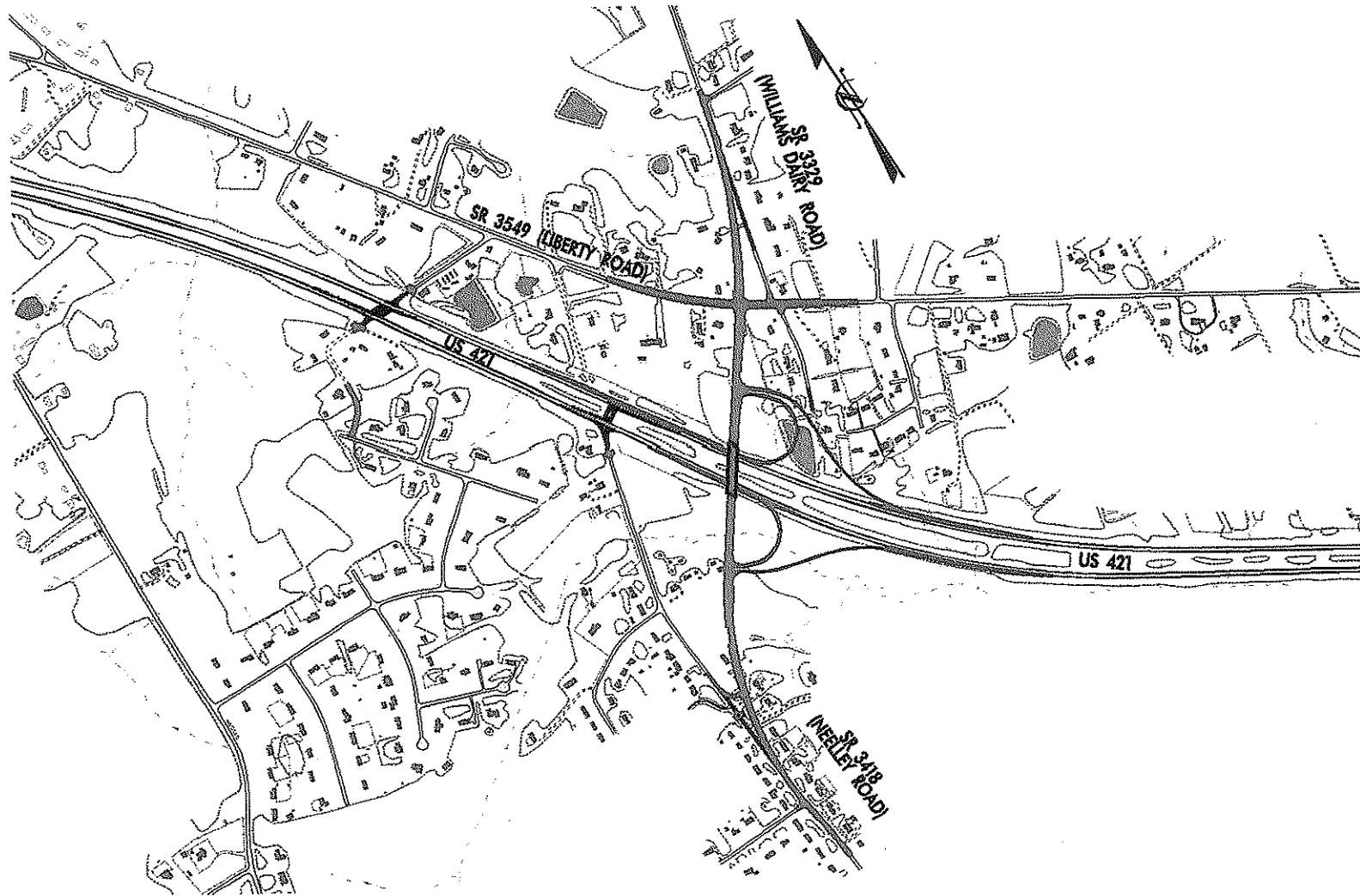
**Tentative
Schedule:**

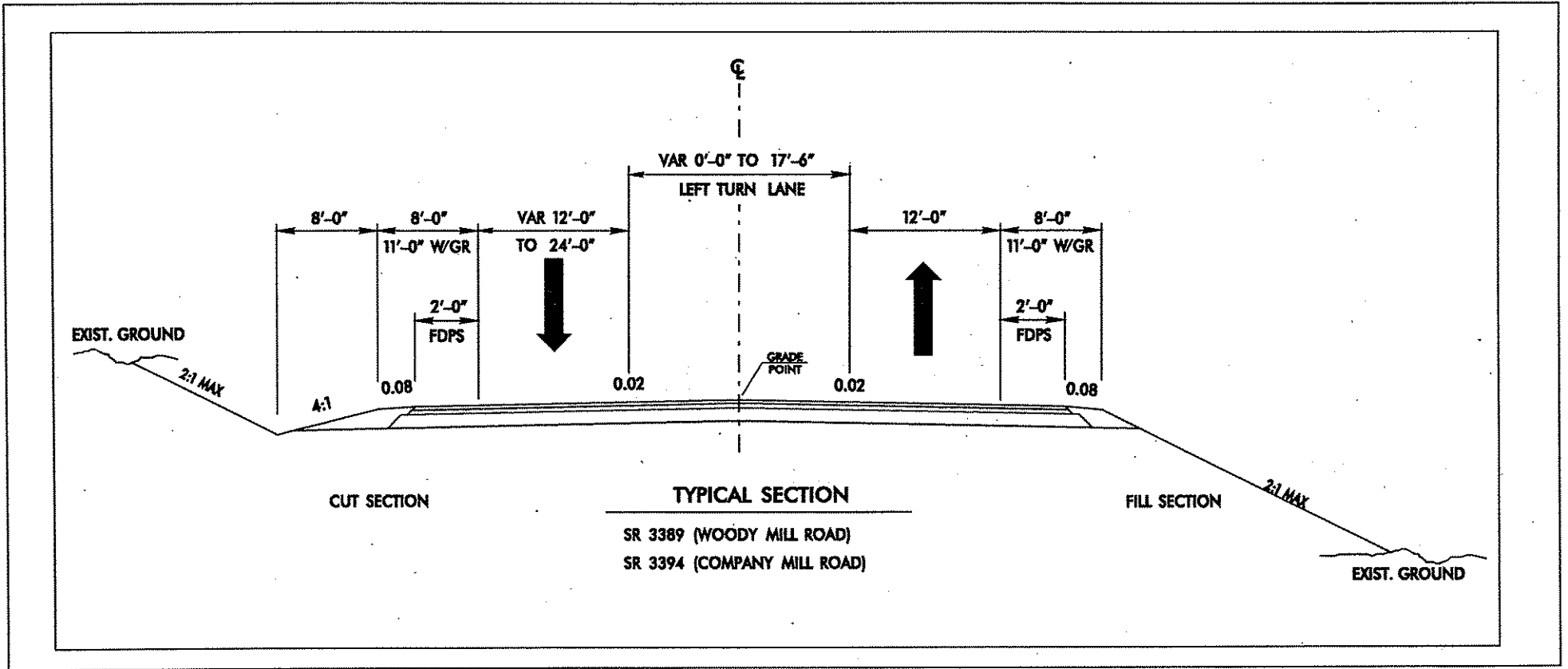
Right of Way Acquisition
R-2612A (Woody Mill Road) – Fiscal Year 2009
R-2612B (Neelley Road) – Fiscal Year 2012

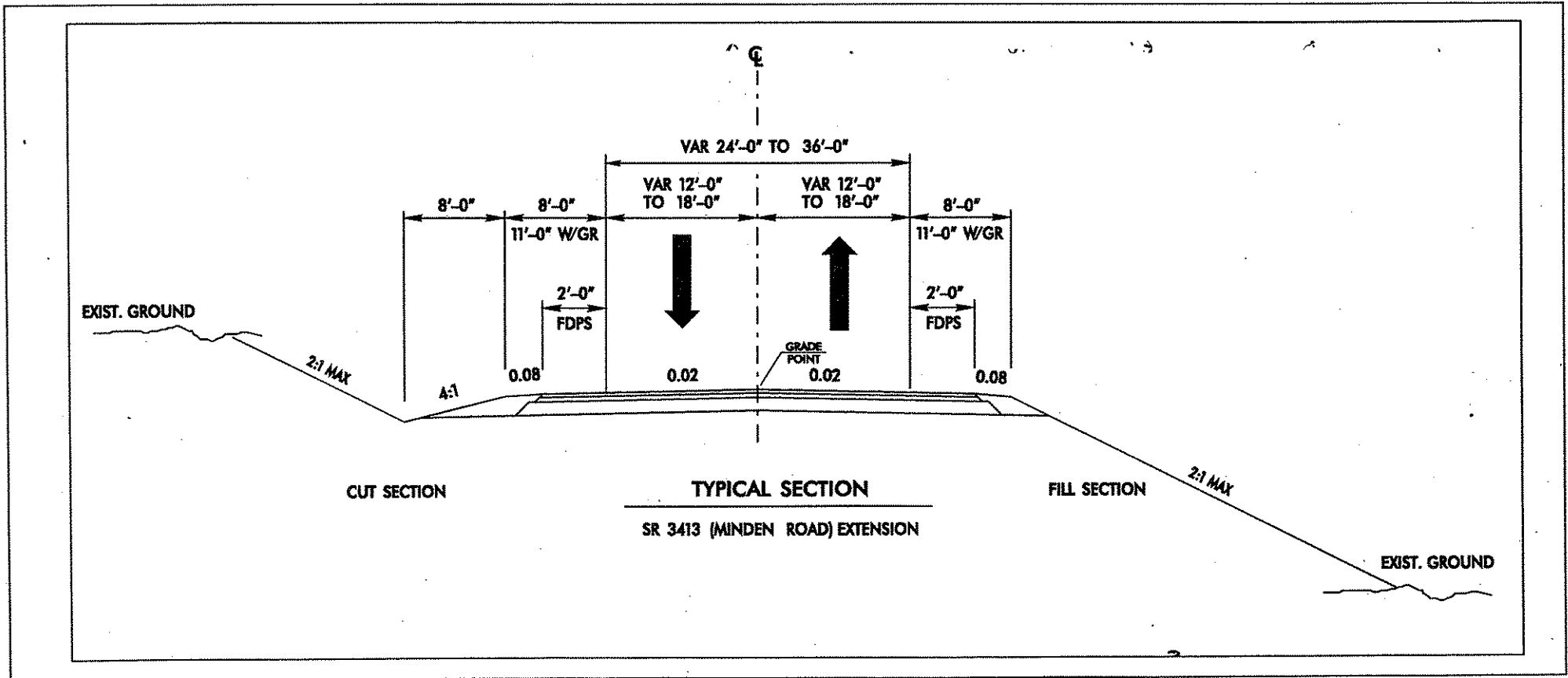
Construction
R-2612A (Woody Mill Road) – Fiscal Year 2010
R-2612B (Neelley Road) – Post Year (after 2013)

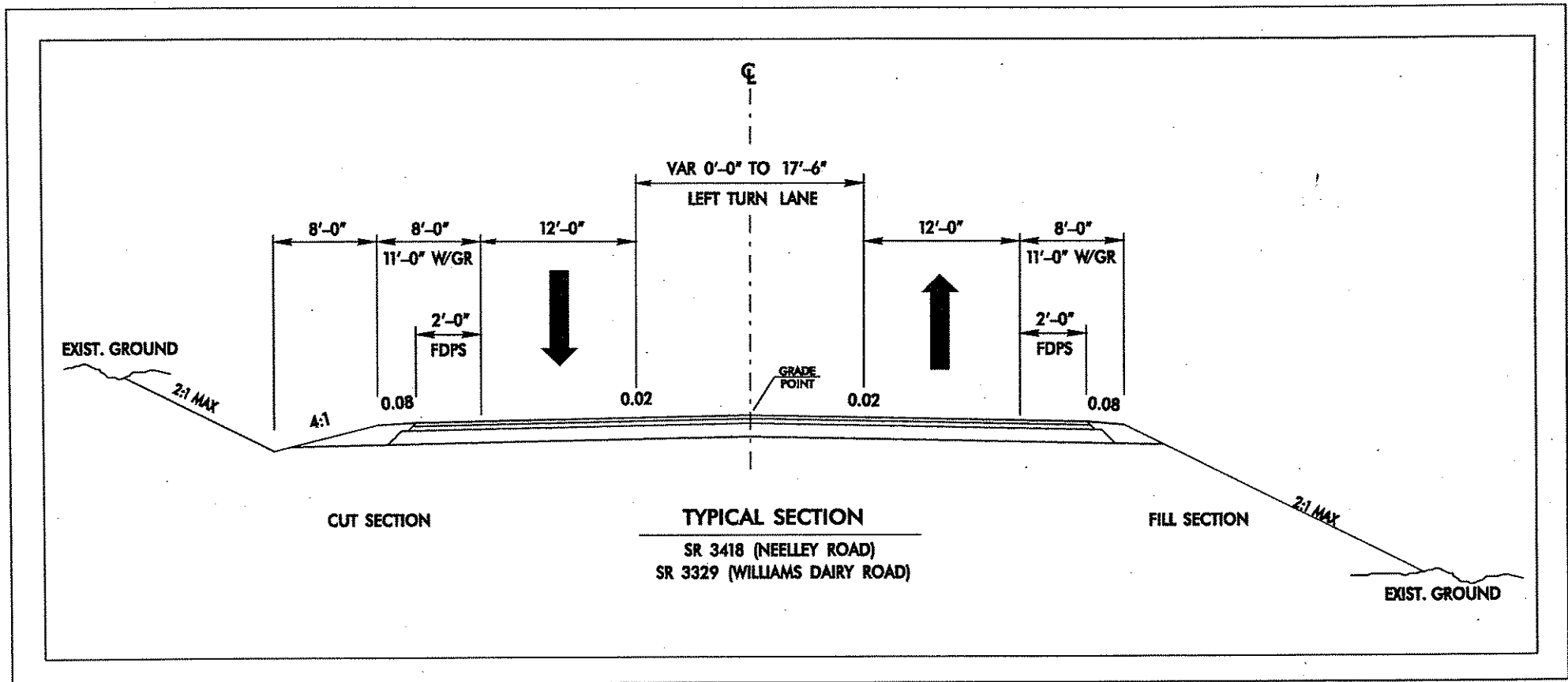


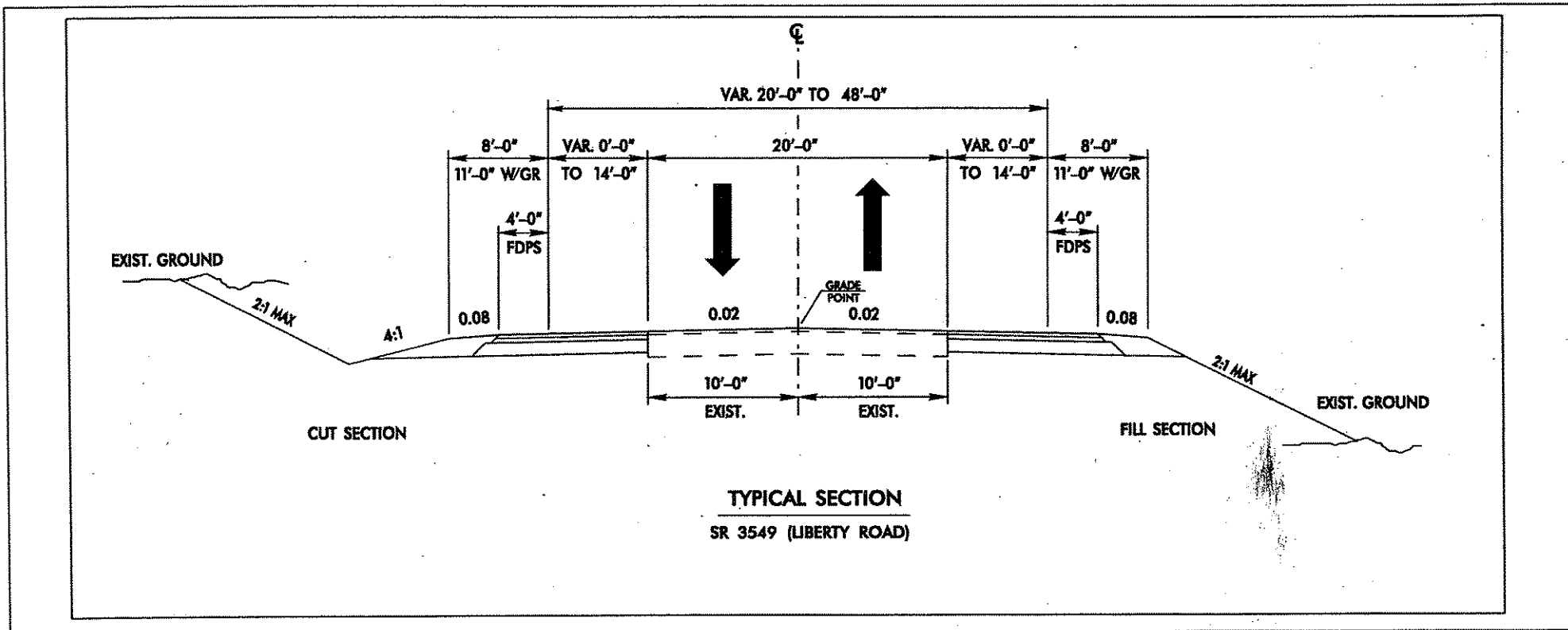
R-2612B











RIGHT-OF-WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

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

RELOCATION ASSISTANCE

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

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

COMMENT SHEET

US 421-INTERCHANGE ADDITIONS

Formal Design Public Hearing – December 14, 2006

R-2612

Guilford County

Project 34483.1.1

NAME:

ADDRESS:

COMMENTS AND/OR QUESTIONS:

Comments may be mailed by January 16, 2007:

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