

Your Input is Important to Us!

Contact Us With Your Comments
and Questions



Now that preliminary roadway design is underway for the alternatives, it is important for area residents and business owners to contact the project team members with their comments and questions. Since the preliminary design is ongoing, additional information concerning the homes, businesses, and other features along the route will enable the project team to adjust the design to minimize impacts to the human and natural environment. The final stages of the project will include the Design Public Hearing, and right-of-way negotiation and acquisition.

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Take a Look...

On the inside of this newsletter is a map showing the proposed NC 24 Study Corridors.



NC 24 From East of I-95 in Fayetteville to I-40 in Warsaw (S.T.I.P No. R-2303)

NCDOT NEWSLETTER

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Pre-Hearing Open Houses Set for Tuesday, September 19th and Tuesday, September 26th: Corridor Public Hearings to be Held Tuesday, September 19th and Tuesday, September 26th

Pre-hearing open houses are set for Tuesday, September 19th from 3:00 p.m. to 6:30 p.m. in Clinton and Tuesday, September 26th from 4:00 p.m. to 6:30 p.m. near Stedman. The Clinton pre-hearing will be held at the Sampson County Agri-Expo Center (Heritage Hall) at 414 Warsaw Road. The Stedman area pre-hearing open house will be held at Cape Fear High School at 4762 Clinton Road, Fayetteville. The open house meetings will be informal, with representatives of NCDOT available to answer questions on a one-on-one basis. The Corridor Public Hearing Map will also be available for viewing prior to the hearing itself.

The Corridor Public Hearings are to be held on Tuesday, September 19th in Clinton and Tuesday, September 26th near Stedman, at the same locations listed above for the open houses. The hearings will begin each evening at 7:00 p.m. The Corridor Public Hearings are formal meetings which are held to receive comments from the public to assist in the selection of a preferred alternative for the NC 24 project. The proceedings of these hearings will be recorded and a transcript will be prepared.

Anyone desiring additional information about the upcoming hearings may contact Carl Goode, Human Environment Unit at 1583 Mail Service Center, Raleigh, NC 27699-1583, phone (919) 715-1593 or email cgoode@dot.state.nc.us. Additional material may be submitted for a period of fifteen days from the date of the hearing.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the workshops and hearings. Anyone requiring special services should contact Mr. Goode at the contact information above as early as possible so that arrangements can be made.

Project Update

Since the publication of Newsletter Number 6 in June 2001, there have been several key developments on this project:

Change in Type of Environmental Documentation - Because of changes in environmental regulations and procedures, new alignments for this project were developed. This created a need for new environmental study to document the project's impacts on the natural environment, the human environment, and the built environment. Because of the length of the project and the possibility of significant impacts, it was decided to develop a Draft Environmental Impact Statement to study the project's impacts to the natural, human, and built environments. This document, which was approved in May 2006, provides the necessary tool to help make future project decisions. Information about what this document contains is presented later in this newsletter.

Completion of DEIS – The Draft Environmental Impact Statement for this project is complete and is available for public review. The contents of the DEIS are presented in this newsletter.

Superstreet Concept and Access Management - This project is being designed in accordance with the NCDOT Strategic Highway Corridor Program and includes directional crossovers with median U-turns which provides safer intersections and improved traffic flow at at-grade intersections. A sketch of this configuration is on the inside page of this newsletter. This configuration may be used on all segments *except* portions of the Faircloth Freeway and existing US 421, and the section of NC 24 directly west of Clinton.

Access management measures are to be implemented on the west side of Clinton, from the Clinton city limit to Faircloth Freeway. Access management is defined as the careful control of the location, design, and operation of all driveways and public street connections to a roadway. The purpose of this control is to improve traffic safety and operation. The design of this section of NC 24 will include a narrow raised median with limited crossover points, properly placed traffic signals, and the combining of driveway entrances where feasible.

The widening portions of the project would have partial control of access with one access point per parcel. The new location portions of the project would have limited control of access (no direct driveway connections) with at-grade intersections at most locations.

Tentative Schedule of Project

- July 2006 – Publication of Draft Environmental Impact Statement (DEIS)
- September 2006 – Corridor Public Hearing
- January 2007 – Decision on Preferred Alternative
- August 2007 – Final Environmental Impact Statement (FEIS)
- February 2008 – Record of Decision