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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

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Division of Highways
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Preconstruction
Project Developmental and Environmental Analysis Branch

MEMO TO: Art McMillan, PE
State Highway Design Engineer

Gregory J. Thorpe, PhD, Director
Project Development & Environmental Analysis

FROM: Debbie Barbour, PE Debbie Barbour
Director of Preconstruction

SUBJECT: Corridor Public Hearing Maps for New Location Projects

There has been some confusion in the past regarding the amount of design detail to be shown on the Corridor Public Hearing Map (CPHM). Some projects have had only corridor bands showing possible alternatives; while on other projects, Design Public Hearing maps were prepared for the various alternatives. While the latter may be more detail than is needed, a certain amount of design detail is needed. In an effort to standardize how a CPHM should be prepared, guidelines have been developed and are attached. Please share these guidelines with members of your staff and begin using them in the development of CPHMs.

Corridor Public Hearings should be held after completion of either the Draft EIS or the Environmental Assessment for projects on new location. The primary purpose of a Corridor Public Hearing is to inform the public regarding the alternatives under consideration and to obtain public input. The main focus of the Corridor Public Hearing Map (CPHM) is not only on the design details and how individual property owners are impacted, but how each potential highway corridor benefits and impacts the region from a transportation systems perspective.

When discussing the designs shown on the CPHM at the hearing, it should be strongly emphasized that no corridor has been selected as the Least Environmentally Damaging Practicable Alternative (LEDPA). Since a selected alternative is usually not presented at the Corridor Public Hearing (CPH), another public hearing or public involvement event will be held after the alternative is selected and prior to the start of right of way acquisition. This hearing or event will inform the public of the chosen alternative and display the design of the selected alternative.

If there are any questions, please contact Brenda Moore or Jay Bennett, PE at 919-250-4016.

DMB/rp

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Attachments

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Jay Bennett, PE
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Ed Lewis
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CORRIDOR PUBLIC HEARINGS

This type of hearing is typically held on new location projects where various corridor alternatives are studied. Generally, a Corridor Public Hearing is held after the completion of a Draft Environmental Impact Statement (DEIS) document. However, some new location projects may be studied under an Environmental Assessment (EA) Document and a Corridor Public Hearing may be needed or beneficial. In these cases, the Project Development Unit and the Human Environment Unit of the Project Development and Environmental Analysis Branch (PDEA) and Roadway Design should discuss when the hearing should be held in relation to the completion of the EA document and the Design Public Hearing.

The primary purpose of a Corridor Public Hearing is to inform the public of the alternatives under consideration and to obtain public input. Therefore, these corridors should reflect a design that avoids and minimizes impacts to the extent practicable. Also, the main focus of the Corridor Public Hearing Map is not only the design details and how individual property owners are impacted, but how each potential highway corridor benefits and impacts the region from a transportation systems perspective.

The Corridor Public Hearing Map is prepared on orthophotography (aerial photography) and is based on the functional design. The map consists of multiple corridor bands that include certain minimal design features as defined in the section entitled PREPARATION OF CORRIDOR PUBLIC HEARING MAPS.

PREPARATION OF CORRIDOR PUBLIC HEARING MAPS

(1) Mapping Requirements

(A) Use orthophotography and preliminary mapping (Note - if older than 3 years evaluate the need for updated mapping)

(B) Projects that are relatively short in length (5 miles or less) use scale of 1"=200'.

(C) Projects that are longer than 5 miles use scale of 1"=500'.

(2) Label On CORRIDOR HEARING MAP (all text in bold, black and capital letters):

(A) Show North arrow, graphic scale of map and map legend at each end of maps.

(B) State Lines (according to legend)

(C) County Lines (according to legend)

(D) City Limits and Town Limits (according to legend)

(E) Label city and town names in bold, visible letters in a white box.

(F) Creeks, Rivers, Lakes, and Streams (according to legend)

(G) Label Railroads.

(H) Landmarks such as Hospitals, Parks, Appalachian Trail, Indian Reservations, Military Bases, Subdivision Names, Churches, Cemeteries, Schools, etc. (Label in bold, visible letters in a white box).

(I) Historic Properties and Boundaries - with orange hatch lines. Historic Districts and properties will be labeled with the same linestyle. Add the label "-HPB-" for historic property boundaries or "-HDB-" for the historic district boundaries along the line. (according to legend)

(J) Show Wetland Boundaries (labeled as WLB) in blue color with marsh symbols within the boundaries. (according to legend)

(K) Show all existing right of way lines of public roads within the project limits.

(L) Show property lines (according to legend). Show property owners names for the large tracts only.

(M) Show the road/street route number with common name in bold, black letters in a white box.

(N) Show destination of main roads to a city or town.

(O) Show buildings with brown color.

(3) <u>Design Features & Information To Be Shown On CORRIDOR HEARING MAP:</u>

(A) "PRELIMINARY PLANS - SUBJECT TO CHANGE" labels need to be on the map.

(B) Show a box with the Functional Classification of the proposed mainline; Design Speed; Maximum Superelevation chart used for the horizontal alignment; and the date and a mission number of the orthophotography.

Example:

DESIGN DATA	
Functional Class.	= Arterial
Design Speed	= 60 mph
Max. Superelev.	= 0.06
ORTHOPHOTO DATA	
Flight Mission	= M-6721
Flight Date	= 04-03-07

(C) Show Begin and End TIP project in a white box with white leader lines and arrows.

Example: **BEGIN TIP PROJECT R-9999**
ALTERNATIVES 1, 2 & 3

END TIP PROJECT R-9999
ALTERNATIVES 1, 2 & 3

(D) Show a corridor band for each alternative using a different color for each.

(E) Label the corridor width in bold, visible letters in a white box. The width of the corridor bands are generally 1000 feet. Around interchange locations the corridor area should expand to contain the area of the potential interchange configuration. Along existing roads and/or new two lane facilities, the corridor width may be less than 1000 feet, i.e. 400 to 500 feet.

(F) Corridor bands should extend down -Y- lines as appropriate to identify potential construction and C/A limits in these locations. This is beneficial not only to the public and potentially affected property owners, but it assists with the screening process to make sure all possible environmental features are identified, i.e. wetlands, streams, historic properties, etc.

(G) Show only the centerline alignment for the mainline. ***Do not show stations, bearings and curve data.***

(H) Show the proposed edges of travel lanes and slope stakes within each corridor. ***Do not show concrete medians, paved shoulders, sidewalks; and curb & gutter.***

(I) Show proposed right of way requirements including control of access limits within each corridor.

(J) Show existing and proposed major structures (R.C. box culverts, box culvert extensions and bridges) within each corridor band according to legend.

(K) Show Noise Sensitive Areas with red hatch lines.

(L) Show Existing Traffic Signals. ***Do not show Proposed Traffic Signals.***

(M) Show only the mainline typical section with lane usage.

(N) Show the current and design year ADT for each corridor.

(O) Show the following project identification (16"x6" box) on the inside of each hearing map and a smaller version of the identification (8"x3" box) on the outside of both ends of the Corridor Public Hearing Map to be read while map is rolled up.

- Corridor Public Hearing Map
- State WBS Element and Federal Project Numbers with TIP Identification Number
- County
- Route Number and Location Description
- Seal of North Carolina
- Seal of NCDOT

(P) A Directional Crossover with Median U-turn detail should be shown in an inset on the hearing map, if applicable.

(Q) Add a block to the Corridor Hearing Map with a note describing the type of control of access anticipated for the project.

<u>Partial Control of Access</u>
"Partial Control of Access is defined as one access point per parcel. For properties with large road frontages (for example, 2000 feet or more), an additional access point may be considered. For properties that have access, such as via a side road, access to insert mainline name (e.g. US 601) **may be eliminated."**

<u>Limited Control of Access</u>
"Limited Control of Access is defined as a connection to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings

and service roads). No private driveway connections allowed."

Full Control of Access

"Full Control of Access is defined as a connection to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections allowed."

(4) Key Map

Consider making a "Key Map" for projects with multiple maps and corridors. The map should be clearly labeled as "Key Map" in the project identification box. The purpose of a key map is to display all the corridors under consideration and to clarify the orientation of multiple corridors. This map should include:

(A) The orthophotography
(B) All corridor color bands
(C) All road/street route numbers with common names
(D) Begin and end TIP project
(E) North arrow
(F) Project scale
(G) Legend showing each alternative color

Do not show preliminary mapping and any functional design features in a key map.

LEGEND

ALTERNATE 1
ALTERNATE 2
ALTERNATE 3
ALTERNATE 4
ALTERNATE 5
ALTERNATE 6
ALTERNATE 7
ALTERNATE 8
ALTERNATE 9
ALTERNATE 10
BUILDINGS
LAKES, RIVER, STREAMS AND PONDS
PROPOSED RIGHT OF WAY
PROPOSED CONTROL OF ACCESS
PROPOSED PARTIAL CONTROL OF ACCESS
PROPOSED LIMITED CONTROL OF ACCESS
EXISTING CONTROL OF ACCESS
CITY OR TOWNSHIP LIMITS
PROPERTY LINES
4F PROPERTY
HISTORIC PROPERTY
WETLAND
— WLB — WETLAND LIMITS BOUNDARY
— · BZ — · STREAM BUFFER ZONE
— · JS — · JURISDICTIONAL STREAM LINES
NOISE SENSITIVE AREA
PROPOSED STRUCTURES
EXISTING STRUCTURES TO BE REMOVED
EXISTING STRUCTURES TO BE RETAINED
EXISTING PAVEMENT TO BE REMOVED
2008 / 2030 PRESENT ADT / FUTURE ADT
EXISTING TRAFFIC SIGNAL