**STIP Project B-6044**

* Bridge Nos 82 and 85 over Black Creek and Bridge Nos 100 and 101 over Neuse
* Off-site Detour Alternative: The estimated Average Daily Traffic (ADT) for I-95 in this location is 45,900 vehicles per day (VPD) in 2024 and 54,400 in 2044. The shortest detour would require taking exit 90 on I-95, heading north on US 701/ US 301 to Smithfield, and taking Brogden Road (SR 1007) to I-95. The detour would require routing traffic through commercial and residential areas with multiple traffic signals and would likely result in consistent substantial traffic delays. For this reason, the offsite detour option was not considered practicable.
* Staged Construction: reducing travel lanes and stage constructing the bridge replacements was not considered practicable. I-95 is a four-lane facility (2 lanes in each direction) in this location. It is not feasible to reduce I-95 to a to one-lane facility during construction – traffic backups would substantially impact traffic in this vital passenger and freight corridor.
* On-site detour: Temporary bridges will be constructed south of existing I-95. Southbound traffic will be redirected to the existing northbound lane, while northbound traffic will be routed to the temporary bridges over Black Creek and the Neuse River. After the new southbound bridge is completed, southbound traffic will be directed to the new facility. Northbound traffic will remain on the temporary detour bridges while a new, permanent northbound facility is constructed. Upon completion of the new northbound structure, it will accommodate northbound traffic and the temporary bridge will be demolished.

NCDOT worked to foster an open dialogue with the public throughout the project development process. A public website was developed for the bridge replacement project, which is still live and can be viewed here: <https://publicinput.com/K4257>. NCDOT sent out postcards to residents in the project area containing project information and resources for how to provide comments.

Additionally, NCDOT held a small group meeting with local stakeholders such as the Town of Smithfield, East Coast Greenway and the NC Division of Parks and Recreations to ensure the proposed project would accommodate the future greenway planned under the bridges.

**STIP Project HB-0042**

* Bridge No. 56 over Black Creek/Holt’s Lake proposes to replace Bridge No. 500056 on US 301/NC 96 over Black Creek (Holts Lake) in Johnston County. The proposed Build Alternative would utilize staged construction to mitigate disruption to traffic flow. NCDOT developed a public project website, available online here: <https://publicinput.com/f7352>, to provide a resource for the communities in the project area to stay informed throughout project development. NCDOT mailed postcards with project information and resources to provide comments on the proposed project to residents and businesses in the project area. One public comment was received related to noise barriers that was promptly responded to.
* Comment: Obviously there will be trees and a Brick barrier wall eliminated during contruction . Are there plans to erect a sound barrier structure between the road and Holt Lake South (starting just south of the bridge to Carroll Drive)?
* Response: Good Evening, Every effort will be made to not disturb the existing brick walls near Holt Lake South. A note will be included on the design plans used by construction contractors stating the existing walls are not to be disturbed during construction. Plantings that are not within the existing right of way will be compensated for in right of way acquisition. 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.

**STIP Project I-5974**

* STIP Project I-5974 proposes to replace Bridge Nos 500067 and 500037 US 701/US 301 over I-95 and the CSX Railroad, respectively.
* NCDOT held a local officials information meeting on February 28, 2019. Four officials attended the meeting from Johnston County Schools, US 70 Corridor Commission and Johnston County Sheriff’s Office. Following the local officials meeting, a public meeting was held. A total of 127 people signed in and eight written comments were submitted. The meeting was open house format with no formal presentation. Handouts with project information were provided and large public meeting maps were set up for easy viewing with project team members standing by to answer any questions.
* Alternative 1 would replace the existing interchange with a diamond interchange located to the north of the existing bridge over I‐95. US 301 and Wilkins Road (SR 1235) would be realigned and intersect at a roundabout and a second roundabout would be constructed for the southbound I‐95 ramp terminals. The northbound ramp terminals would also meet at a roundabout on the east side of I‐95. The project would extend north and replace the existing CSX railroad bridge while re‐aligning US 301/701. NC 96 (Devils Racetrack Road) and Devils Racetrack Road (SR 1009) would also be realigned to the east intersecting with each other approximately 1,000 feet east of the interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May‐Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 2 shows the proposed design of Alternative 1, including the proposed replacement of the railroad bridge (Johnston County Bridge No. 37) and realignment of US 301. The railroad bridge replacement and realignment of US 301 would be implemented in all alternatives although it is only shown on Figure 2.
* Alternative 2 replaces the existing interchange with a compressed diamond and locates the new interchange south of the existing bridge over I‐95. The ramp terminals for both north and southbound I‐95 are traditional intersection alignments, allowing for full turning movements from the interstate. US 301 and Wilkins Road (SR 1235) would be realigned, shifting further to the west and meeting at a traditional intersection. The project would extend north over the existing CSX railroad bridge while realigning US 301/701NC 96 (Devils Racetrack Road) and Devils Racetrack Road (SR 1009) would also be realigned, intersecting approximately 1,000 feet east of the interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May‐Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 3 shows the proposed design of Alternative 2.
* Alternative 3 would replace the existing interchange to the south of the existing bridge with a half cloverleaf interchange form. US 301 would be realigned to the west of its existing locations. The I‐95 southbound on‐ and off‐ramps would intersect with US 301 in the same location. Wilkins Road (SR 1235) would be eliminated due to the placement of the southbound off‐ramp. To the east, the I‐95 northbound on‐ and off‐ramps would intersect US 701 and the slightly realigned NC 96 (Devils Racetrack Road) in the same location. The project would extend north over the existing CSX railroad bridge while re‐aligning US 301/US 701. Devils Racetrack Road (SR 1009) would be realigned to intersect US 701 approximately 1,000 feet east of the new interchange. Hillsboro Road (SR 1226) would then be realigned and extended to intersect Devils Racetrack Road (SR 1009). The current entrance to May‐Craft Fiberglass Products would be eliminated and a new entrance provided along Hillsboro Road (SR 1226). Figure 4 shows the proposed design of Alternative 3.