



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

**Ten Ten Road Widening
(STIP Project U-5825)
Responses to Public Comments Received from The Groves Residents**

NCDOT is committed to providing an infrastructure to support the needs of an area, balancing the needs of all users, including neighborhoods, towns and regional users. We recognize that this balance is delicate, and there is no perfect project that meets the exact needs of all users without some level of impact. However, we are also committed to balancing those impacts as well – determining the most effective project solution when considering community effect, natural environmental effect and constructability of a project.

With specific regard to the U-5825 project and its potential impact to The Groves, NCDOT and the Town of Apex have been planning and preparing for a widening project on this corridor for many years. As early as 2002, the widening project was included in the Town's Comprehensive Transportation plan and has remained in the plan ever since. The project is also in NCDOT's STIP, which lays out the 10-year funding plan for projects. While it is not ideal that residents on the south side of Center Street who have ownership of shared amenity space on the north side through the HOA must cross Center Street to access those amenities, the future co-existence of the residential development and the widened roadway has been planned longer than the development has been built; that inconvenience is not reason to significantly alter the project design plans (i.e. not widen the roadway). With that in mind, the project can accommodate pedestrian safety elements to make this crossing easier for residents, such as a potential pedestrian refuge in the median to allow for staged crossing of the intersection and signage to alert drivers to the presence of pedestrians. It is unlikely that this crossing would have a striped crosswalk, due to the posted 45 mph speed limit, which is not proposed to change as part of this project. The project team will evaluate the justification of a pedestrian only signal at this location per NCDOT and Manual on Uniform Traffic Control Devices (MUTCD) warrants, but it is unlikely to meet thresholds for signalization.

In response to the compiled comments from The Groves NCDOT Committee Chair Richard Hayden, we offer the following:

- Health and Safety
 - Concerns over increased speeds due to additional lanes is best addressed through enforcement of these limits by police. While widening the roadway will decrease congestion and hopefully increase the average

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speed during these peak times, the upper limit of 45mph will still be in place and enforceable by law.

- The integration of right-turns followed by U-turns in place of a traditional left turn due to a median has been shown to decrease overall travel delay for side street traffic in congested areas by allowing for a two-stage movement instead of needing ideal turning conditions from both directions simultaneously.
- Traffic Noise Analysis and Air Quality Analysis Reports are in progress for this project and impacts and potential mitigation will be summarized in the environmental review document.
- Emergency Services were contacted and provided input during the preliminary design stage; where needed, mountable medians can be considered for implementation to allow more direct emergency vehicle access.
- Environmental Impacts
 - Traffic Noise Analysis and Air Quality Analysis Reports are in progress for this project and impacts and potential mitigation will be summarized in the environmental review document.
 - Measures to address additional storm water runoff will be included in the final design as part of the hydraulic designs.
- Effects on Property Values
 - Effects on property values due to a transportation project are mitigated through compensation for acquisition of real property. Perceived effects on overall values of lots and homes are subject to market demands and shifts and are not compensatory items through NCDOT as these changes (up or down) are not directly attributable to individual projects without specific circumstances, such as a new road that is intended to spur economic development in an area; this is not the purpose of the U-5825 project.
 - There are a number of residences along the corridor that are potentially impacted by this project; due to the density of The Groves and its close proximity to Center Street as compared to other neighborhoods on the corridor, potential impacts may seem more severe to “this neighborhood;” however, the project team is still doing all we can from a design perspective to minimize and avoid impacts as possible.
- Traffic Flow
 - Apex Peakway, currently a two-lane facility, is in the early stages of project development to widen that facility as well.
 - To make a left from The Groves, one would make a right, then make a downstream u-turn at a designated location to progress back in the direction of the original left-turn move; this has been shown to decrease overall travel delay for side street traffic in congested areas by allowing for a two-stage movement instead of needing ideal turning conditions from both directions, simultaneously.
 - Traffic demand at Old Grove Road does not warrant signalization per NCDOT and MUTCD guidelines

- The project includes the widening of the US 1 bridge to accommodate additional through lanes in each direction. This will alleviate the existing “bottle neck” problem at this location.
- Traffic projections that guided the design recommendations look at 2040 volumes and include changes/shifts/growth/etc attributable to surrounding projects that would be built by that time (NC 55 Widening, Apex Peakway SE Connector, NC 540 extension, etc).
- HOA Matters
 - NCDOT and the Town of Apex have been planning and preparing for a widening project on this corridor for many years. As early as 2002, the widening project was included in the Town’s Comprehensive Transportation plan and has remained in the plan ever since. The project is also NCDOT’s STIP, which lays out the 10-year funding plan for projects. While it is not ideal that residents on the south side of Center Street who have ownership of shared amenity space on the north side through the HOA must cross Center Street to access those amenities, the future co-existence of the residential development and the widened roadway has been planned longer than the development has been built; that inconvenience is not reason to significantly alter the project design plans (i.e. not widen the roadway). There is no compensation for this change in access to neighborhood amenities; and compensation or change in dues will be at the discretion of the HOA.
 - Loss of real property for project needs, as well as landscaping elements, will be compensated to the owner of said property through individual negotiations. “Intangibles” such as safety and noise are addressed through project design and mitigation where warranted.
 - Traffic Noise Analysis and Air Quality Analysis Reports are in progress for this project and impacts and potential mitigation will be summarized in the environmental review document.
 - Perceived effects on overall values of lots and homes are subject to market demands and shifts and are not compensatory items through NCDOT as these changes (up or down) are not directly attributable to individual projects without specific circumstances, such as a new road that is intended to spur economic development in an area; this is not the purpose of the U-5825 project.

As of August 2018, the project is continuing to progress through the preliminary design stage with another public meeting expected in October 2018. If you have sent a personal email to NCDOT or the consultant manager, your contact information has been added to our database for project updates. If you have not contacted the project team directly and did not provide contact information at the last project meeting but would like to be included on this mailing list, please send your contact information to Lauren Triebert at ltrieb@vhb.com.

Thank you for your interest in the U-5825 project and continued involvement to help our team guide the design to best balance the needs of all users of this roadway.