



# Questions Received at Dec 9, 2021 Virtual Public Meeting

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## General Project Questions

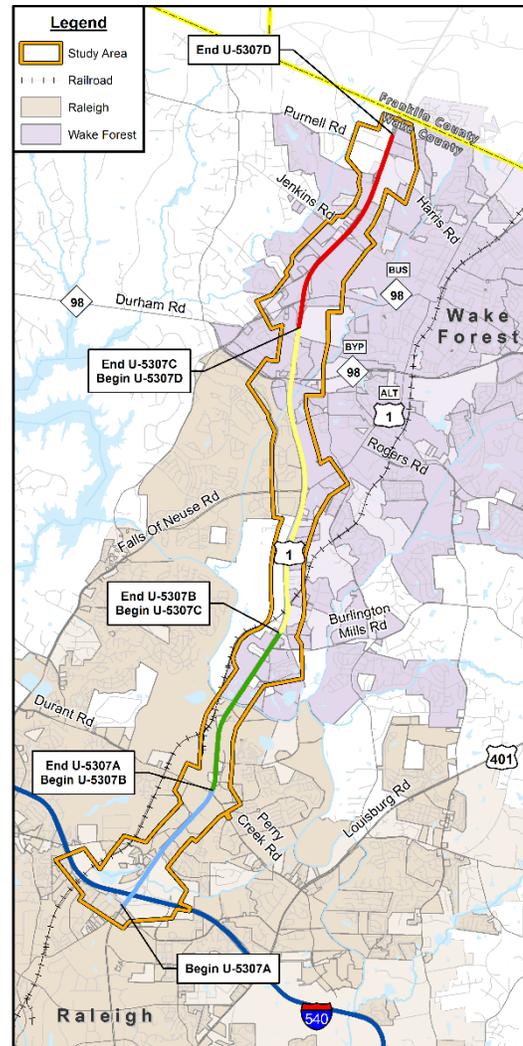
### Question: What is the project schedule?

Response: Project U-5307 is listed in the STIP in four segments:

- Segment Response: From I-540 to north of Durant  
Road/Perry Creek Road
- Segment B: From north of Durant Road/Perry Creek Road to north of Burlington Mills Road
- Segment C: From north of Burlington Mills Road to south of NC 98 Business (Durham Road)
- Segment D: From south of NC 98 Business (Durham Road) to Purnell Road/Harris Road

The project schedule (shown below) is preliminary and subject to change:

- April 2022 – Preferred Alternatives Identified
- May 2022 – Environmental Document Complete
- Segment A
  - October 2024 – R/W, utilities, and construction begin
- Segment B & C
  - October 2024 – R/W and utilities begin
  - October 2026 – construction begins
- Segment D
  - October 2028 – R/W and utilities begin
  - Future Years / Unfunded – construction begins



### Question: How much weight is given to public input?

Response: Public involvement is an essential part of the development process for a proposed project. All public comments are reviewed by NCDOT and incorporated where feasible during planning and design. Providing reasonable opportunities for public input is required for compliance with the National Environmental Policy Act. NCDOT considers safety, costs, traffic service, social impacts, and public comments in making decisions.



**Question: How will I access U.S. 1?**

Response: Access to U.S. 1 will be provided via ramps at interchanges. Local connector and service roads have been provided to maintain connectivity to interchanges. New interchanges are being constructed at:

- Durant Road/Perry Creek Road
- Burlington Mills Road
- Falls of Neuse Road/U.S. 1A (Main Street)
- Purnell Road/Harris Road

**Question: Why is another study being done when one was completed years ago?**

Response: In 2006, Phase 1 of the U.S. 1 Corridor Study was completed in collaboration jointly by the Capital Area Metropolitan Planning Organization (CAMPO), NCDOT, City of Raleigh, Triangle Transit, and Town of Wake Forest. STIP Project U-5307 is included in the area studied during Phase 1, and the Corridor Study served as a starting point for this project.

The study was performed over 15 years ago and much has changed in the area since that time. Updated information and further analyses were applied to the findings of the Corridor Study when developing the designs for project U-5307.

**Question: Why didn't you look at "X" interchange? Why were certain interchange options not carried forward?**

Response: Interchange locations were studied based on CAMPO's findings from the U.S. 1 Corridor Study and traffic analysis. Options that were operational and feasible were considered. Interchange designs that would not handle traffic as well as other designs or designs that would cause greater impacts to properties were not recommended to be carried forward.

**Question: How will the project be constructed, and on what timeframe?**

Response: Segment A is scheduled to be constructed first as a design-build project beginning in October 2024. NCDOT will work with the selected contractor to determine the construction phasing and schedule. Segments B, C, and D are scheduled to be constructed with the traditional design-bid-build process.

**Question: How many lanes of traffic will remain open during construction?**

Response: All through lanes will remain open throughout construction during daytime travel. There is the potential for lane reductions at night or at key points during construction.

**Question: How is the current traffic going to be maintained / rerouted during the construction while working on bridges?**

Response: The project team is in the process of providing a preliminary Maintenance of Traffic Plan. A temporary bridge may be required at the Neuse River, or the new bridges could be constructed in phases. This work could be done overnight or during the day depending on the construction plan.



**Question: Is there a plan in place for flooding and runoff?**

Response: Hydraulic analysis has been incorporated into preliminary roadway designs. Stormwater and erosion control measures will be designed as the project continues to develop.

**Question: Are environmental impacts being considered?**

Response: Project U-5307 will be in full compliance with the National Environmental Policy Act. A Natural Resources Technical Report, and environmental surveys and analyses were completed. NCDOT is coordinating with state and federal environmental agencies regarding potential permits.

**Question: How many lanes will be on U.S. 1?**

Response: On U.S. 1 between I-540 and the N.C. 98 Bypass the roadway will consist of four 12-foot lanes in each direction, paved shoulders on both sides, and a concrete barrier dividing northbound and southbound traffic.

On U.S. 1 between the N.C. 98 Bypass and Purnell Road/ Harris Road the roadway will consist of three 12-foot lanes in each direction, paved shoulders on both sides, and a concrete barrier dividing northbound and southbound traffic.

Visualizations of these can be found on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>.

**Question: Why do the number of lanes on U.S. 1 decrease at the N.C. 98 Bypass?**

Response: The traffic operations analysis for this project did not show a need for four lanes in each direction from N.C. 98 Bypass to Purnell Road / Harris Road by the year 2040. In addition, the current bridges on N.C. 98 Bypass over U.S. 1 are in good condition and do not need replacement. Addition of a lane at this location would require the bridges be replaced and lengthened.

**Question: Can U.S. 1 be widened instead of converted to a freeway?**

Response: Eliminating signals along U.S. 1 and converting to a controlled access facility will allow for greater traffic capacity and more predictable travel times. Widening of U.S. 1 without conversion to a controlled access facility would not meet the need for the project.

**Question: Are there any efforts (i.e. signal timing) that could be implemented in the meantime to alleviate congestion along U.S. 1?**

Response: There are currently no planned efforts to retime signals along U.S. 1. Allowing more green time for U.S. 1 traffic may increase congestion along cross streets, and vice versa.

**Question: How will Fire Station #4 along Jenkins Road be affected by this project?**

Response: Emergency Service providers are aware of the project and their continued input will assist in development of the project. NCDOT is coordinating with the Town of Wake Forest, Wake County, and the Fire Department to discuss access.



**Question: Can U.S. 1 be made a toll road to mitigate the cost of the project?**

Response: There are no current plans to construct U.S. 1 as a toll road.

**Question: Can this project be accelerated to happen sooner?**

Response: The schedule for Project U-5307 is preliminary and subject to change depending on funding availability.

**Question: When will the public be notified of the options that have been selected? What is the process?**

Response: After public comments are received (deadline of January 7, 2021) and reviewed, the project will meet with state and federal permitting agencies to select a preferred alternative in April 2022 (anticipated) and complete the environmental document in May 2022 (anticipated). The project website will be updated, and an email sent to those signed up to receive updates. A mailing will be sent to property owners in the project study area.

**Question: What will be done at the existing intersections where new interchanges are not proposed?**

Response: All existing signalized intersections will be removed, and no direct driveway connections will be allowed to U.S. 1. Access to U.S. 1 will be provided only via ramps at existing and proposed interchange locations. Service roads have been proposed to provide access from those locations which will no longer have direct access to U.S. 1.

**Question: Are there any expected utility outage periods during construction?**

Response: No, there are no utility outages expected during construction.

**Question: Did the traffic analysis consider the future development of Wake Forest?**

Response: Yes, the project team used the Triangle Regional Model to analyze current and future traffic demand. The model is based on current and future land uses to determine what kind of traffic is anticipated and how to accommodate it.

**Question: How long do you anticipate construction duration to last?**

Response: NCDOT anticipates each segment to be complete 4-5 years after the Segment construction start date. See the project schedule on Page 1 for construction start dates.

**Question: Are there any plans to extend this project to Franklinton?**

Response: There are no currently funded plans to extend this project beyond Purnell Road / Harris Road.

**Question: Is this freeway conversion being built to Interstate standards?**

Response: Yes, the project design is in compliance with the NCDOT Roadway Design Manual and the American Association of State Highway and Transportation Officials *A Policy on Geometric Designs of Highways and Streets* (Green Book).



**Question: Since Segment D does not have construction funding, why is Right-of-Way work being planned?**

Response: It is anticipated that funding for Segment D will be included in an upcoming STIP.

**Question: Is a Diverging Diamond Interchange (DDI) safer than a traditional Diamond Interchange?**

Response: Yes, a DDI has fewer conflict points than a traditional diamond interchange. More information about the safety features of a DDI and a video of how both vehicles and pedestrians can travel through a DDI can be found here <https://www.ncdot.gov/initiatives-policies/Transportation/safety-mobility/diverging-diamond-interchanges/Pages/default.aspx>.

**Question: Will the project being constructed in Segments at different times create temporary bottlenecks?**

Response: NCDOT will continue to review the maintenance of traffic and traffic operations during construction.

**Question: What is being done to accommodate wildlife crossing?**

Response: The proposed Neuse River bridges have been lengthened to allow for wildlife passage underneath U.S. 1.

**Question: What are you doing to ensure that neighborhoods that will no longer have direct access to U.S. 1 will still have fast emergency service?**

Response: Emergency Service providers are aware of the project and their continued input will assist in development of the project. NCDOT is coordinating with the Town of Wake Forest, Wake County, and the local Fire and EMS Departments regarding access.

**Question: What is the design speed for this project?**

Response: The project has been designed for 70 miles per hour (mph) and it is anticipated that the posted speed will be 65 mph.

**Question: What is the margin of error that the project team has built into for changes in the budget?**

Response: Because this project is in a preliminary state, contingencies were added to project quantities and estimates to account for potential changes.

**Question: What is the source of funding for this project?**

Response: The current NCDOT 2020-2029 Current STIP lists State Highway Trust Fund and Build NC Bonds as sources of funding for this project. Funding sources are subject to change.

**Question: What is the volume of traffic today on this corridor and what is the anticipated level of traffic?**

Response: U.S. 1 currently carries between 32,000 and 65,000 vehicles per day and is anticipated to carry between 44,000 and 75,000 vehicles per day in 2040.



**Question: What year was the base year for the 2040 traffic projection?**

Response: The base year used for traffic analysis projections is 2015.

**Question: When was the last traffic study done?**

Response: The Volume I traffic analysis was completed on January 6, 2017, and Volume II traffic analysis was completed on March 22, 2019. Volume II was then updated to incorporate changes in roadway designs and was finalized in December 2020. Since then, select additional traffic analyses have been done at key points along the project (i.e. Gresham Lake Road).

**Question: Where do you get the projections for the population increase when working on this project?**

Response: U.S. Census Data, N.C. Office of State Budget and Management data, the Triangle Regional Travel Demand Model, existing and future land use, and other approved plans / databases were used in regional growth projections.

**Question: Why does direct access to U.S. 1 need to be removed?**

Response: The removal of signals along U.S. 1 will allow for free-flowing traffic. Allowing traffic to turn onto and off of U.S. 1 directly while through traffic is traveling at 65 mph will cause safety issues.

**Question: Why are improvements not being made to U.S. 1 near I-440?**

Response: U-5307 Project improvements are included from I-540 in Raleigh to Purnell Road / Harris Road in Wake Forest. Improvements on U.S. 1 near I-440 is included in Project No. I-5970, which is currently in development, but unfunded for construction at this time.

**Question: Will new and existing sites be able to consult with design engineers concerning additional intersections with new service roads / new configurations of proposed service roads?**

Response: Any requests for meetings or further information regarding a specific site should be sent to [capital-boulevard-upgrade@publicinput.com](mailto:capital-boulevard-upgrade@publicinput.com).

**Question: Will residential development near U.S. 1 be halted?**

Response: No. Development permits will follow the usual process.

**Question: Will speed limits on Capital Blvd be reduced during construction?**

Response: That has not been determined at this time.

**Question: Will this have any effect on the intersection of Old Wake Forest Road and U.S. 1?**

Response: No improvements will be made at Old Wake Forest Road and U.S. 1.



## Noise Questions

### **Question: How will noise along the corridor be managed?**

Response: NCDOT is in progress on noise analyses and an initial Traffic Noise Report for this project, which will give preliminary recommendations regarding noise accommodations.

After the Preferred Alternative is selected and final designs are prepared, NCDOT will complete additional noise studies to make final decisions about where noise walls could be constructed. The determination of whether a noise wall is feasible and reasonable may change as a result of these additional noise studies, changes in the project design, or the public involvement process.

## Right-of-Way Questions

### **Question: What will the relocation / right-of-way impacts be?**

Response: 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 also 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.

### **Question: Who decides what is done with the impacted property?**

Response: NCDOT works to minimize the number of homes and businesses affected by a roadway project. If a private property must be acquired, NCDOT follows real estate and right-of-way (property) acquisition laws in compliance with the Code of Federal Regulations 49 and NC General Statutes. Information on this process is available online at [www.ncdot.gov/projects/Pages/property-owner-resources.aspx](http://www.ncdot.gov/projects/Pages/property-owner-resources.aspx). For more information, please contact NCDOT Division 5 at (919) 220-4600.

### **Question: If my property is impacted, when can I expect to be contacted?**

Response: Property owners will be contacted once Right-of-Way plans for the Segment in which the property is located are complete. See Page 1 for Segment Right-of-Way dates.

### **Question: How will renters be affected? Will they have assistance with relocating?**

Response: The type of payment depends on the tenant and how long you have lived in the property being purchased before the first written offer to the owner.



If you are a tenant who has lived in a home 90 days or more before the first written offer to purchase, you may be eligible either for a rent supplement or a down payment from \$0.00 up to \$7,200

If you are an occupant of **less** than 90 days or occupy your dwelling after the owner has received the first written offer to purchase, you may be eligible for certain relocation benefits to be determined by the State. In this latter instance, you must be occupying the dwelling when it is purchased by the state to be considered for benefits

**Question: If a business is leasing an impacted building will they be contacted as well as the property owner?**

Response: Yes, non-resident property owners will be contacted.

## Transit / Bicycle / Pedestrian Questions

**Question: Will there be any transit changes?**

RESPONSE: NCDOT will continue to work with GoTriangle to ensure that access to transit is maintained through construction. This will be detailed in the Transportation Management Plan as part of the final design. Transit service along U.S. 1 and connecting streets will continue throughout construction.

**Question: What transit accommodations are included?**

Response: Buses and other transit vehicles will experience less congestion on U.S. 1 with the proposed upgrade to a controlled-access highway. The outside shoulder will be 12 feet wide with full-depth pavement, able to handle bus-on-shoulder operations, if needed, during peak hours. Transit service along connecting streets will continue. NCDOT is coordinating with GoTriangle to maintain transit service during construction.

**Question: Will bicycle and pedestrian accommodations be provided?**

Response: Bicycle and pedestrian accommodations will be provided on all service and connector roads. Accommodations will vary to provide continuity with existing roads. No bicycle and pedestrian accommodations will be included on U.S. 1.

**Question: How will cyclists and pedestrians cross U.S. 1?**

Response: Sidepaths and sidewalks are included on service roads and interchanges as well as on the bridge over U.S. 1 carrying Jenkins Road / Stadium Drive.

**Question: Will the bike paths in Shearon Farms connect to the Greenway?**

Response: No, the Neuse River Greenway will not connect to Shearon Farms bike paths at part of U-5307 at this time.



**Question: Has the planning staff considered improving public transportation instead?**

Response: Buses and other transit vehicles will experience less congestion on U.S. 1 with the proposed upgrade to a controlled-access highway. Improving public transportation in lieu of upgrading U.S. 1 has not been studied.

## Service Road Questions

**Question: How were service road locations decided?**

Response: NCDOT gathered input from the Town of Wake Forest, City of Raleigh, and CAMPO. NCDOT plans to use existing and new location roads to provide connectivity around U.S. 1.

**Question: Why is there no interchange proposed at Wake Union Church Road?**

The intersection is too close to the existing interchange with NC 98 Business (Durham Rd) and the proposed interchange at Purnell Road / Harris Road to meet NCDOT standard interchange spacing requirements. Currently, there are no discussions about providing an interchange at this location.

**Question: Why is there no interchange proposed at Thornton Road?**

Response: The intersection is too close to the proposed interchange with Durant Road / Perry Creek Road to meet NCDOT standard interchange spacing requirements. Currently, there are no discussions about providing an interchange at this location.

**Question: Will Wake Union Church Road be a service road and will it connect all the way to Purnell Road?**

Response: Wake Union Church Road will be a service road but will not connect to Purnell Road as part of this project. Vehicles using Wake Union Church Road will need to travel south to N.C. 98 Business to access U.S. 1 or can travel to Jenkins Road / Stadium Drive to access downtown Wake Forest.

**Question: If a new development builds a service road before improvements to U.S. 1 are complete, can the development get reimbursement from NCDOT?**

Response: No

**Question: What will the speed limit be on service roads?**

Response: Service roads are designed for 40 mph with anticipated posted speed of 35 mph.

**Question: Who owns and maintains the service roads? Municipalities or NCDOT?**

Response: Either municipalities or NCDOT will own and maintain service roads depending on the location.



**Question: Will construction of access roads coincide with the construction of all other updates?**

Response: Yes, the construction of access roads will be included with interchange construction, as needed.

**Question: What will happen at Wadford Road and Thornton Road back south to Perry Creek Road?**

Response: Vehicles can use Wadford Road or Thornton Road to access Wildwood Forest Drive to access Perry Creek Road.

**Question: How will the Smoketree residents access U.S. 1?**

Response: Access to U.S. 1 from the Smoketree Neighborhood will depend on the option selected at Gresham Lake Road.

With all Gresham Lake Road options, residents will need to travel north using service roads provided to access the interchange at Durant / Perry Creek Roads to take a ramp to go either north or south on U.S. 1.

Options 3 and 4 also connect the Smoketree Neighborhood to the interchange of Triangle Town Boulevard and I-540.

**Question: How will the service road from Jacqueline Lane connect to Perry Creek Road and what will the travel options be at that location?**

Response: Jacqueline Lane will connect to a new service road that will proceed north to intersect with Perry Creek Road. This intersection will be right-in-right-out only, so traffic will need to make a right onto Perry Creek Road and U-turn to access the Durant Road / Perry Creek Road interchange to access U.S. 1.

**Question: Will there be a new service road connecting Perry Creek Road via Wadford Drive across the Neuse River?**

Response: Wadford Drive will be extended north with two options at this location. One option is to cul-de-sac Wadford Drive south of the Neuse River and the other option includes extending Wadford Drive across the Neuse River to connect to Meadstone Way. This decision is pending discussions with the City of Raleigh and the Town of Wake Forest.

**Question: Are there any plans for Wild Wood Forest Drive and Perry Creek Road?**

Response: Intersection improvements are planned at Wild Wood Forest Drive and Perry Creek Road, as shown in Inset A of the Durant Road / Perry Creek Road Map on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>.

**Question: How will businesses along Paragon Park Road access U.S. 1?**

Response: Paragon Park Road will be extended to the new service road. Vehicles will travel north along the new service road to make a right turn on Perry Creek Road and U-turn to access the Durant Road / Perry Creek Road interchange to access U.S. 1.



**Question: There is a different NCDOT project the will raise Durant Road at the railroad tracks (on the west side of U.S. 1). Will that project overlap with the timing of the construction of Segment A?**

Response: NCDOT Project P-5720, which proposes to construct Durant Road over the CSX railroad approximately 1,500 feet from the existing Durant Road / Capital Hills Drive intersection, will need to be in close coordination with Project U-5307. Project P-5720 right-of-way is in progress and construction is scheduled to begin in 2022.

**Question: What will happen to Thornton Road?**

Response: Direct access to U.S. 1 from Thornton Road will be removed. Access to U.S. 1 will be provided via existing Wadford Drive and Wildwood Forest Drive. Vehicles will turn right onto Perry Creek Road to access the Durant Road / Perry Creek Road interchange.

**Question: What will happen to Stoller Ridge Drive?**

Response: Stroller Ridge Drive will be extended south to provide access for properties. There is the potential for Stroller Ridge Drive to extend south to intersect with Burlington Mills Road and the extended and realigned Meadstone Way, pending municipal agreements.

**Question: What will happen to Saint Catherine's Drive?**

Response: Direct access to U.S. 1 via Saint Catherine's Drive will be removed. Vehicles can access U.S. 1 via a new service road that is planned to be built by a developer (Devon Square) to access the interchange at Purnell Road / Harris Road.

**Question: What will happen at Wall Road?**

Response: Wall Road is outside of the project study area. No changes will be made at this location. Vehicles traveling along this road can access U.S. 1 via the Purnell Road / Harris Road interchange or directly via its current intersection with U.S. 1.

**Question: What will happen at West Oak Avenue?**

Response: West Oak Avenue is outside of the project study area. No changes will be made at this location. Vehicles traveling along this road can access U.S. 1 via the Purnell Road / Harris Road interchange or at the intersection of Wall Road and U.S. 1.

## I-540 Questions

**Question: What are the proposed improvements to I-540?**

Response: Under this project at I-540 and U.S. 1, NCDOT proposes to construct a flyover ramp to carry traffic from U.S. 1 southbound to I-540 eastbound toward Knightdale. An additional lane will be added onto I-540 westbound toward RTP.



## Gresham Lake Road Questions

### **Question: What are the Options at Gresham Lake Road?**

Response: NCDOT is in discussions with the City of Raleigh on options for the extension of Gresham Lake Road to Triangle Town Boulevard. Currently, four options are being considered.

**Option 1** would cul-de-sac Gresham Lake Road with no access to U.S. 1 and no overpass. Access to U.S. 1 would be via the existing service road on the west side of U.S. 1 or a new service road on the east side of U.S. 1

**Option 2** would extend Gresham Lake Road over U.S. 1 and tie to a new service road on the east side of U.S. 1.

**Option 3** would connect the new service road on the east side of U.S.1 to Triangle Town Boulevard.

**Option 4** would extend Gresham Lake Road over U.S. 1 and connect to Triangle Town Boulevard and a new service road on the east side of U.S. 1.

### **Question: The Corridor Study shows Gresham Lake Road being bridged over U.S. 1 and connected to Triangle Town Boulevard. Will this be constructed as a part of this project?**

Response: Four options are currently being considered at Gresham Lake Road.

Option 4 would extend Gresham Lake Road over U.S. 1 and connect to Triangle Town Boulevard and a new service road on the east side of U.S. 1 (similar to the corridor study). NCDOT is in discussions with the City of Raleigh on options for the extension of Gresham Lake Road to Triangle Town Boulevard.

### **Question: Are all the options at Gresham Lake Road fully funded?**

Response: Option 1 is included in the Segment A project cost and is fully funded. Options 2-4 at Gresham Lake Road will require additional funding.

### **Question: How will a decision be made regarding the option at Gresham Lake Road? To what extent is the decision up to the City of Raleigh versus NCDOT?**

Response: Along with public input, NCDOT is coordinating with the City of Raleigh to determine which option will be selected

### **Question: Will there be designated truck routes on Gresham Lake Road to limit their travel through or near neighborhoods?**

Response: No, NCDOT is not aware of any designated truck routes on Gresham Lake Road at this time.

## Durant Road / Perry Creek Road Questions

### **Question: How will pedestrians cross Durant Road / Perry Creek Road?**

Response: Sidewalks are provided to cross Durant Road / Perry Creek Road.



**Question: Will there be stoplights placed on Perry Creek Road?**

Response: A signalized intersection will be provided at the intersection of Perry Creek Road and Wildwood Forest Drive.

## Burlington Mills Road Questions

**Question: How will the decision be made between Option A and Option B?**

Response: NCDOT and state and federal permitting agencies will meet in Spring 2022 and discuss a variety of factors including public comments.

**Question: Is there currently a preferred option?**

Response: No, a preferred alternative will be selected when the project team meets with state and federal permitting agencies in March 2022.

**Question: What properties are impacted by the options at Burlington Mills Road / U.S. 1?**

Response: Options at Burlington Mills Road / U.S. 1 can be viewed on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>. Proposed new right-of-way areas are shown in light green on the public meeting maps.

**Question: How will the circle drive neighborhood access U.S. 1?**

Response: The Circle Drive neighborhood will use a new service road to access Burlington Mills Road to access U.S. 1.

**Question: Why is the bridge over U.S. 1 at an angle with Option B?**

Response: Option B was developed with the intention of minimizing property impacts as compared to Option A.

## Neuse River Bridge Questions

**Question: Are the bridges over the Neuse River going to be modified or replaced?**

Response: The bridges over the Neuse River are planned to be replaced with wider, longer structures.

**Question: Will access to the Neuse River still be available from U.S. 1?**

Response: Access to the Neuse River is available via public parking areas and greenway trailhead locations. These can be accessed via the Durant Road / Perry Creek Road or the Falls of Neuse / U.S. 1A (Main Street) interchanges.



## Falls of Neuse Road / U.S. 1A (Main Street) Questions

**Question: How will pedestrians cross Falls of Neuse Road / U.S. 1A (Main Street)?**

Response: Sidewalks are provided to cross Falls of Neuse Road / U.S. 1A (Main Street).

**Question: How will Westgate Kia access Star Road with daily truck deliveries?**

Response: The project team is considering the extension of Star Road to provide additional access to Westgate Kia.

## NC 98 Bypass Questions

No questions about this interchange location were received.

## NC 98 Business Questions

**Question: How will churches in this area be accessed?**

Response: The N.C. 98 Business / U.S. 1 interchange design can be viewed on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>. St. John's Episcopal Church can be accessed east of U.S. 1 directly from N.C. 98 Business. Wake Forest Presbyterian Church will be accessed via an extension of Wake Union Church Road, which can be accessed from U.S. 1 via the N.C. 98 Business interchange and Hampton Way to Wake Union Church Road.

## Jenkins Road / Stadium Drive Questions

**Question: Why is there no interchange proposed at Jenkins Road / Stadium Drive?**

Response: The intersection is too close to the existing interchange with N.C. 98 Business (Durham Rd) and the proposed interchange at Purnell Road / Harris Road to meet NCDOT standard interchange spacing requirements. Jenkins Road / Stadium Drive is shown as a grade separation in the U.S. 1 Corridor Study; however, NCDOT is exploring options for this area with the Town of Wake Forest and CAMPO. An interchange at this location is not included in this project, but not precluded from being a potential future project. NCDOT will continue to explore options for this area as the project progresses.

**Question: Can the plan at Jenkins Road / Stadium Drive be explained?**

Response: Addition of a grade separation (bridge) is planned at Jenkins Road / Stadium Drive. Direct access to U.S. 1 will not be provided in this location. Vehicles desiring to access U.S. 1 will need to travel north to the Purnell Road / Harris Road interchange or south to the N.C. 98 Business interchange to access U.S. 1.

**Question: Why does land need to be acquired on Jenkins Road?**

Response: Land needs to be acquired to complete construction of the Jenkins Road / Stadium Drive overpass.



**Question: Will the Jenkins Road plan change with the new proposed residential plan on Jenkins?**

Response: Final Plans for the residential development plan have not been received at this time. NCDOT will review them once received.

**Question: Does the Town of Wake Forest support closing access to Stadium Drive and downtown Wake Forest?**

Response: NCDOT is awaiting comments from the Town of Wake Forest.

**Question: How do vehicles go northbound or southbound on U.S. 1 from Stadium Drive?**

Response: Vehicles on Stadium Drive will travel north to the Purnell Road / Harris Road interchange or south to the N.C. 98 Business interchange to access U.S. 1 northbound or southbound.

## Purnell Road / Harris Road Questions

**Question: Why can't the northbound U.S. 1 off ramp to Harris Road be aligned with the road accessing Harris Teeter?**

Response: Aligning the U.S. 1 northbound off ramp with Wallridge Road was due to concerns with traffic queues backing up onto U.S. 1.

**Question: How will the improvements affect Joyner Park?**

Response: Access to Joyner Park will not be affected by the improvements during construction.

**Question: How will churches be accessed in this area?**

Response: The N.C. 98 Business / U.S. 1 interchange design can be viewed on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>. Wake Union Baptist Church can be accessed from Wake Union Church Road via the N.C. 98 Business interchange.

**Question: How will the Horse Creek neighborhood be impacted?**

Response: The Purnell Road / Harris Road interchange design options can be viewed on the project webpage <https://ncdot.publicinput.com/capital-boulevard-upgrade>. With the current design, right of way and utility easements will need to be acquired from some properties in the Horse Creek neighborhood.

**Question: How will the proposed Devon Square development be impacted?**

Response: NCDOT is coordinating with Devon Square developers and the Town of Wake Forest in order to minimize any impacts.



## Virtual Public Meeting Questions

**Question: How many attendees were at the Virtual Public Meeting on December 9, 2021?**

Response: The virtual public meeting had over 400 attendees.

**Question: Will there be an in-person public meeting?**

Response: Due to the ongoing COVID-19 pandemic, no in person meetings are being scheduled.

**Question: Will the presentation be available for viewing after the meeting?**

Response: The Virtual Public Meeting presentation and materials are available on the project website <https://ncdot.publicinput.com/capital-boulevard-upgrade>.