

# Public Comment Summary and NCDOT Response

Project: NC Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Project U-5751

Subject: U-5751 Comment Summary and NCDOT Response to Public Comments March 2022  
Virtual Public Outreach

Date: Tuesday, March 22, 2022

Time: 6:00 PM-8:00 PM

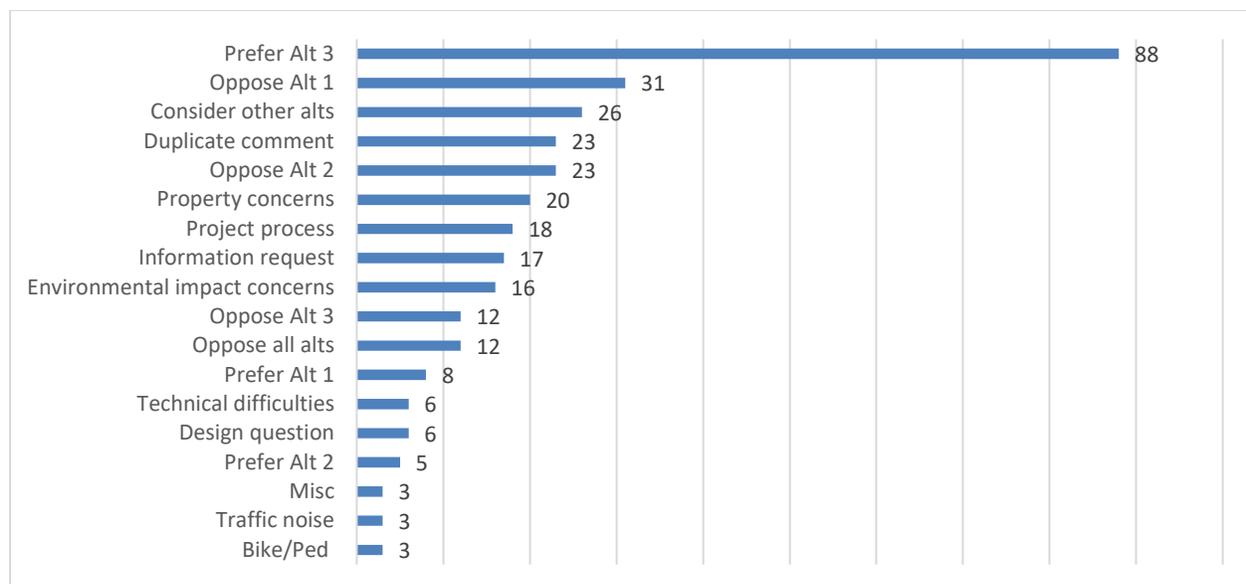
Location: Go To Webinar (Virtual)

Notes By: HDR

The North Carolina Department of Transportation (NCDOT) held a virtual public meeting on March 22, 2022 for State Transportation Improvement Program (STIP) project U-5751 located in Fuquay-Varina, Wake County. There were 183 attendees, including three NCDOT employees, four Town of Fuquay-Varina representatives, and five consultant representatives. 227 comments were left in the virtual public meeting chat box by 93 members of the public.

On March 9, 2022, a virtual Local Officials Informational Meeting was held and attended by staff members or representatives from the Town of Fuquay-Varina staff, Capital Area Metropolitan Planning Origination (CAMPO), Wake County, NCDOT (Division 5, Project Management Unit), and HDR (consultant).

The comment period for the project extended from March 22, 2022 to April 22, 2022. 267 comments were received during this time by 44 members of the public through the project's publicinput.com website. The below chart and table summarize comment themes and representative comments.



NCDOT STIP Project # U-5751

Public Comment Summary

Subject	# Comments on Subject	Percent of Total	Description/Representative Comments
Prefer Alt 3	88	28%	Minimizes impacts to homes, historic resources, and natural resources
Oppose Alt 1	31	10%	Impacts homes, historic resources, natural resources (wetlands, streams, water quality)
Consider other alts	26	8%	Alternate suggestions including a truck route, service roads, alternative route, etc.
Oppose Alt 2	23	7%	Impacts to homes, agricultural land
Duplicate comment	23	7%	Duplicate comments left by same users
Property concerns	20	6%	Note concerns along specific alignments, generational landownership, general concern about relocations
Project process	18	6%	Skeptical of process, project development process questions
Information request	17	5%	Requests for additional info, printed information, phone calls
Environmental impact concerns	16	5%	Farmland, historic places, and water quality impact concerns
Oppose all alts	12	4%	Oppose project and all alternatives
Oppose Alt 3	12	4%	Impacts to homes (August Moon Court), potential for added congestion due to additional signals
Prefer Alt 1	8	3%	Congestion relief, minimizes impacts to homes
Design question	6	2%	Alignment specific questions
Technical difficulties	6	2%	Technical difficulties during beginning of the virtual public meeting
Prefer Alt 2	5	2%	Congestion relief
Bike/Ped	3	1%	Requests for Complete Streets accommodations
Traffic noise	3	1%	Noise impact concerns and noise abatement questions
Miscellaneous	3	1%	Expand study area, no comments
<b>Total</b>	<b>320</b>	<b>100%</b>	

Additionally, an online petition on [Change.org](https://www.change.org) was signed by 481 members of the public as of May 7, 2022. The petition notes opposition to the proposed project and request for consideration of other alternatives that do not impact the Smith Farms community. Primary concerns listed in the petition include increased traffic noise and speed limits, impacts to wetlands, natural resources, and homes on New Moon Court, Golden Bluff Lane, August Moon Court, and safety concerns.

**change.org** Start a petition My petitions Browse Membership Q Log in

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[Petition details](#) [Comments](#) [Updates](#)

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## STOP Project - U-5751 55/Judd Parkway Extension



 **Danya McHugh** started this petition

NCDOT per the request of the Town of Fuquay-Varina, is planning to widen Judd Parkway from a 2-lane residential connector to a 4-lane bypass from Highway 55, extending Judd Parkway to connect to US 401/NC 42-55 and NC 42-55 intersections.

481 have signed. Let's get to 500!



 **At 500 signatures**, this petition is more likely to be featured in recommendations!

First name

Last name

Email

Toronto, M5A  
Canada 

Display my name and comment on this petition

 **Sign this petition**

By signing, you accept Change.org's [Terms of Service](#) and [Privacy Policy](#), and agree to receive occasional emails about campaigns on Change.org. You can unsubscribe at any time.

After the virtual public outreach period had closed, all comments were consolidated and discussed at an NCDOT Comment Review meeting held by the project team (NCDOT and consultant staff). NCDOT's responses to the public comments submitted are listed below.

### Summary of Comments Received by Topic and NCDOT Responses

#### Prefer Alternative 1 (8)

Comments noted.

#### Oppose Alternative 1 (31)

Comments noted.

#### Prefer Alternative 2 (5)

Comments noted.

#### Oppose Alternative 2 (23)

Comments noted.

#### Prefer Alternative 3 (88)

Comments noted.

#### Oppose Alternative 3 (12)

Comments noted.

#### Prefer Alternative 3 (88)

Comments noted.

#### Oppose All Alternatives (12)

Comments noted.

#### Duplicate Comment (23)

Comments noted.

#### Consider Other Alternatives (26)

- Traffic Concerns, Congestion

The project is being designed to address project future traffic volume needs which include both local and regional growth in traffic. The scale of the project is appropriate to meet future traffic needs and to maintain adequate traffic operations for all road users. NCDOT will continue to make efforts to further avoid and minimize impacts due to the project to the greatest extent practicable during final design and construction.

- Alternate Truck Route Suggestion, Truck Congestion

Multiple alternatives have been studied throughout the development of the project and each considered the impacts to the human and natural environments while also meeting the purpose and need of the project. Once a preferred alternative is chosen, NCDOT will refine the design and minimize impacts as much as possible.

#### Property Concerns (20)

- Residential/Property Impacts

In certain instances, private property must be acquired to provide North Carolinians with a safe and modern transportation system. When a property is shown to be impacted, many factors have been taken into consideration in determining that the affected site is the most practical location for the transportation project. The study corridors of each alternative shown on the public hearing maps typically represent a

1,000-foot-wide study area in which all resources (both human and natural) and potential hazards were delineated.

The corridor shown on the maps should not be confused with the proposed right-of-way of the roadway, which is where the acquisition of property will occur.

Once a preferred alternative corridor is determined, the design will be further refined and will take into consideration engineering feasibility, safety, economics, public well-being, and the least amount of impact and inconvenience to the public. NCDOT will continue to avoid and minimize residential relocations to the greatest extent practicable. After decisions are made regarding the final design, the proposed right-of-way limits will be staked on the ground. Affected property owners will be contacted by a NCDOT or NCDOT-contracted right-of-way agent to explain the plans, discuss any impacts to their property, and provide information regarding property owner rights. Appraisals and negotiations with the state will then take place. Property appraisals take into consideration several factors including, lot size, square footage, any updates or improvements, location, and the current real estate market. The proposed project would not be the only factor considered when determining property values and the amount of any compensation.

NCDOT will continue to make efforts to avoid and minimize impacts to neighborhoods surrounding the project to the greatest extent practicable during final design and construction. If the acquisition of private property is required, NCDOT Right-of-Way and Relocation procedures will be followed.

#### Project Process (18)

- Support of Project Process  
Comments noted.
- Skeptical of Project Development Process

The purpose of the project planning phase is to identify the best transportation solution for the project. Milestones are incorporated into the schedule to ensure that Federal and State regulatory agencies are informed throughout the lifecycle of the project. The current State Transportation Improvement Program (STIP) lists the project as U-5751. Currently, right of way is scheduled for 2028 and let is not currently scheduled; these dates are subject to change.

A wide range of preliminary alternatives was developed and evaluated for their ability to meet the purpose and need for the project, as well as how they minimize impacts to the human and natural environments. The current detailed study alternatives were selected based on those evaluations. Opportunities to further minimize the impacts to the human and natural environment will continue to be evaluated during the refinement of preliminary and final designs.

Development activity has increased travel demand in the project study area as municipalities have approved/allowed substantial growth. The project is needed to improve existing and projected traffic flow and operational efficiency.

- **Environmental Process Concerns**

Minimization measures for unavoidable impacts have been developed through coordination with federal and state environmental regulatory and resource agencies including the United States Fish and Wildlife Service, the North Carolina Wildlife Resources Commission, US Army Corps of Engineers, and the NC Division of Water Resources, among others. Following identification of the preferred alternative, designs will be refined based upon an updated traffic forecast. NCDOT will continue to evaluate ways to modify the alternative to further avoid and minimize impacts to physical and natural environments. Impacts to wetlands and streams that cannot be avoided or further minimized will be compensated with mitigation agreed to by the permitting agencies.

Water quality concerns will be avoided and/or mitigated through compliance with state and federal regulations covering watershed protection, floodplain protection, stream and river buffers, and stormwater management.

NCDOT will continue to avoid and minimize impacts due to the project to the greatest extent practicable during final design and construction. The refined preliminary designs for the preferred alternative may incorporate measures to further minimize impacts to the natural and human environments.

NCDOT has coordinated with the State Historic Preservation Office (SHPO) throughout the development of this project, which has included evaluation of any sites that are listed on, or considered eligible for listing on, the National Register of Historic Places (NRHP). SHPO has concurred on which resources have adverse effects, no adverse effects, or no effect to them as a result of the detailed study alternatives based upon Section 106 of the National Historic Preservation Act.

**Information Requests (17)**

Comments to be addressed individually.

**Environmental Impact Concerns (16)**

- **Farmland and Woodland Impacts**

Minimization measures for unavoidable impacts have been developed through coordination with federal and state environmental regulatory and resource agencies including the United States Fish and Wildlife Service, the North Carolina Wildlife Resources Commission, US Army Corps of Engineers, and the NC Division of Water Resources, among others. Following identification of the preferred alternative, designs

will be refined based upon an updated traffic forecast. NCDOT will continue to evaluate ways to modify the alternative to further avoid and minimize impacts to physical and natural environments. Impacts to wetlands and streams that cannot be avoided or further minimized will be compensated with mitigation agreed to by the permitting agencies.

Water quality concerns will be avoided and/or mitigated through compliance with state and federal regulations covering watershed protection, floodplain protection, stream and river buffers, and stormwater management.

NCDOT will continue to avoid and minimize impacts due to the project to the greatest extent practicable during final design and construction. The refined preliminary designs for the preferred alternative may incorporate measures to further minimize impacts to the natural and human environments.

- **Wetland Impacts**

Surface waters (lakes, rivers, and streams) and wetlands are subject to jurisdictional considerations under the Section 404 and Section 401 program of the Clean Water Act. Under this program, any action that proposes to place fill material into these areas falls under the jurisdiction of the U.S. Army Corps of Engineers and the North Carolina Division of Water Resources. As required by law, during the development of the preliminary design, efforts were made to avoid and minimize impacts to wetlands and streams wherever practicable. Several wetlands avoidance and minimization measures have been incorporated into the proposed project, including alignment revisions.

- **Historic Impacts**

NCDOT has coordinated with the State Historic Preservation Office (SHPO) throughout the development of this project, which has included evaluation of any sites that are listed on, or considered eligible for listing on, the National Register of Historic Places (NRHP). SHPO has concurred on which resources have adverse effects, no adverse effects, or no effect to them as a result of the detailed study alternatives based upon Section 106 of the National Historic Preservation Act.

Once a preferred alternative is identified, more detailed archaeological surveys will be completed which will identify any significant archaeological resources, assess the level of impacts to those resources, and recommend avoidance/minimization measures, as necessary.

Oppose All Alternatives (12)

Comments noted.

Design Question (6)

Comments noted. Specific design questions to be addressed on an individual basis.

Technical Difficulties (6)

Technical difficulties comments addressed during virtual public hearing.

Bike/Pedestrian (3)

- Support of Complete Streets

Comments noted.

- Safety

NCDOT is committed to Complete Streets improvements to provide for all modes of transportation and has continued to coordinate efforts with the (insert local jurisdiction) to incorporate these improvements into the project in compliance with applicable design and cost-sharing guidelines. In areas where existing sidewalks are being disturbed, the proposed design shows these sidewalks being replaced. In areas where future pedestrian accommodations are proposed, the design has been developed to facilitate their future construction.

Traffic Noise (3)

Regarding noise impact concerns, a preliminary traffic noise analysis is currently underway, and the results are not yet available. Once the analysis is complete, the results will be documented in an initial noise study called a Traffic Noise Report (TNR). This TNR will present predicted traffic noise impacts based on the project's preliminary design and will identify locations where noise abatement preliminarily meets feasibility and reasonableness criteria.

When this noise study is complete, maps will be posted on the project website that show the areas likely to get noise abatement based on that preliminary analysis. If the TNR identifies areas likely to qualify for noise abatement, then additional noise studies will be conducted as part of the project's final design activities to identify recommended noise barrier locations.

Miscellaneous (3)

Comments noted. Specific questions to be addressed on an individual basis.