



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

Comment Summary and NCDOT Response to Public Comments
March/April 2022 Virtual Public Outreach

STIP U-5844 NC 62, SR 1430 (Ramada Road) to US 70 (Church Street) in Burlington. Widen to multilane

A virtual Public Meeting was held March 24, 2022. Prior to the meeting, 261 postcards were mailed to surrounding residents. These materials were produced in both English and Spanish, as the project met the Limited English Proficiency (LEP) threshold. The public website included the project map and study area, information on funding, and the projected timeline.

Two alternatives were presented. The Three-Lane alternate proposes a 3-lane section from Mebane Street to Lacy Street. The Two-Lane alternate proposes a 2-lane with median from Mebane Street to Lacy Street. The two alternatives are the same along the remainder of the project from Ramada Road to Church Street.

Public Comment and Input Summary

Dates: March 24, 2022 to April 14, 2022

Participants: 33

Site views: 2122

Comments received: 48

Breakdown of Comments Received

All comments below a primary comment are sub counts of the primary comment's overall count and therefore not separate from or in addition to the primary comment count.

Design

1. Preferred 3 lane: 4 comments expressed a preference for the 3-lane alternate: *"I would like to see this project done using the 3-Lane alternative map. It seems this would have less impact on property owners and would be the safest for vehicles and pedestrians."*

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 7
PO BOX 14996
GREENSBORO, NC 27415

Telephone: (336) 487-0000
Fax: (336) 334-3637
Customer Service: 1-877-368-4968

Location:
1584 YANCEYVILLE STEEET
GREENSBORO, NC 27415

Website: ncdot.gov

Thank you for the comment. NCDOT will continue to make every effort to minimize impacts and relocations where possible, and additional measures to minimize relocations will be investigated during the final design.

2. Preferred 2 lane: 1 comment expressed a preference of the 2-lane alternate: *“prefer the option that has the median, the two-lane option with the immediate grassy median.”*

Thank you for the comment. NCDOT will continue to make every effort to minimize impacts and relocations where possible, and additional measures to minimize relocations will be investigated during the final design.

3. A signal was requested at Trail 6: *“Add a stoplight at Trail Six”*.

A traffic signal is not currently proposed at Trail 6 under this project. Left turn lanes and right turn lanes along Alamance Road are proposed which will help this intersection operate better and safer. Nonetheless NCDOT will monitor this intersection and assess the need for a signal in the future.

4. Traffic calming devices was mentioned: *“Will anything be done to calm the traffic from cutting through the surrounding neighborhood?”*. *“Possible speed controls might be to add speed humps/bumps etc!”*.

The posted speed along this corridor will be 35 mph. NCDOT is not proposing any additional traffic calming devices along NC 62(Alamance Road).

5. Requested Noise attenuation: *“would like to have wall or barrier to cut down on road noise”*

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. It should also be noted that noise abatement is not practicable in this environment with closely spaced driveways and no controlled access.

Pedestrian

1. *“Please make sure that crosswalk timing at Mebane St allows for enough time for elderly residents to cross this very large intersection on foot as there are no refuge islands.”*

Crosswalk timing will be evaluated as part of this project.

2. *“Add a crosswalk at Old Homeplace.”*

Current and future traffic volumes along with the posted speed and proximity to existing intersections would not make this a good candidate for a mid-block crossing. It would be safer to send pedestrians to the nearest intersection to cross. NCDOT does not propose to add a mid-block crosswalk at Old Homeplace.

Residential Impact

1. *“For Grove Park Condominiums, if the two-lane option is chosen and it eats into two of the duplex units, will you be taking all four units or just the two closest to the road?”*

At this point, there is not sufficient information available to determine final R/W limits. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If final Right of Way and easement limits do impact just two of the four duplex units, that issue will be investigated at that time to determine the best resolution. R/W Acquisition for this project is scheduled to begin September 2023.

2. *“Will the proposed easement on my property be permanent or temporary?”*

At this time, we do not have sufficient information to determine whether an easement is temporary or permanent. However, we will have all easement limits determined by September 2023.

NCDOT will work minimize impacts to property owners and residents to extent practicable. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If permanent right-of-way is required, independent appraisals are developed to determine the highest and best use. A NC General Certified appraiser will appraise your property and determine just compensation. Any damages to the remaining property are addressed in the appraisal and an offer for those damages will be included as part of the written offer for just compensation. In some cases where project impacts are minimal to the subject property, a right of way agent may prepare a waiver valuation to determine just compensation. The appraisals will be reviewed for completeness and accuracy, and the right-of-way agent will make you, the property owner, a written offer. The current market value of the property, at its highest and best use, will be offered as compensation. The Department of Transportation must treat all owners and tenants equally; fully explain the owner’s rights; pay just compensation in exchange for property value; and furnish relocation advisory assistance, where applicable. More about the Right-of-Way

acquisition process and relocation assistance can be found here:

<https://connect.ncdot.gov/business/ROW/ROWManualsandPublications/Right-of-Way-Brochure-Booklet%20layout.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/Right-of-Way-Residential-Relocation-brochure-Update-2022-03-08-P2.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/2022-04-04-Right-of-Way-NonResident-brochure-P2.pdf>

R/W Acquisition for this project is scheduled to begin September 2023.

Business Impact

1. *“The roundabout will not work for our two businesses at 210 Alamance Road (Wells Fargo Advisors) and 206 Alamance Road (R2K Restaurant Group Corporate Office)”*

NCDOT is proposing to eliminate the roundabout and pursue a standard ‘T’ type intersection.

2. *“What is the earliest date we will know what businesses will be acquired[?]”*

R/W Acquisition for this project is scheduled to begin September 2023. At that time business and residential acquisitions will be identified.

3. *“Will the proposed easement on my property be permanent or temporary?”*

At this time, we do not have sufficient information to determine whether an easement is temporary or permanent. However, we will have all easement limits determined September 2023.

NCDOT will work minimize impacts to property owners and residents to extent practicable. After the final design has been approved, the proposed right-of-way limits will be staked on the ground. Impacted property owners will be contacted by an NCDOT right-of-way agent or representative to discuss the next steps. If permanent right-of-way is required, independent appraisals are developed to determine the highest and best use. A NC General Certified appraiser will appraise your property and determine just compensation. Any damages to the remaining property are addressed in the appraisal and an offer for those damages will be included as part of the written offer for just compensation. In some cases where project impacts are minimal to the subject property, a right of way agent may prepare a waiver valuation to determine just compensation. The appraisals will be reviewed for completeness and accuracy, and the right-of-way agent will make you, the property owner, a written offer. The current market value of the property, at its highest and best use, will be offered as compensation. The Department of Transportation must treat all owners and tenants equally;

fully explain the owner’s rights; pay just compensation in exchange for property value; and furnish relocation advisory assistance, where applicable. More about the Right-of-Way acquisition process and relocation assistance can be found here:

<https://connect.ncdot.gov/business/ROW/ROWManualsandPublications/Right-of-Way-Brochure-Booklet%20layout.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/Right-of-Way-Residential-Relocation-brochure-Update-2022-03-08-P2.pdf>

<https://connect.ncdot.gov/business/ROW/ROW%20Documents/2022-04-04-Right-of-Way-NonResident-brochure-P2.pdf>

R/W Acquisition for this project is scheduled to begin September 2023.

Community Impact

1. *“Why is there a 5' sidewalk on one side and a 10' sidewalk on the other side?”*
2. *“Is it necessary to have two sidewalks?”*
3. *“Why is there a need for a sidewalk on both sides of the street? I can promise you there is not a need for that. This road leads to nowhere people walk to.”*

The sidewalk and multi-use path are part of the project as requested by the City of Burlington. The multi-use path is on the east side of NC 62(Alamance Road) closer to the elementary school and city park to better serve the bicycle and pedestrian needs of those users.

4. *“What about the possibility of burying utility lines.”*

The project team will coordinate with utility owners during final design. They will determine the most feasible and cost-effective relocation option.

Other

Requests for traffic data and other studies.

NCDOT will share the environmental document in the future once it is finalized. It contains information about the traffic investigations and other project studies. A recording of the Virtual Public Meeting will be made available on the project website.

<https://www.ncdot.gov/projects/nc-62-widening/Pages/photos-videos.aspx>