



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

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SECRETARY

**Ten Ten Road Widening
(STIP Project U-5825)
Responses to Public Comments Received through March 29, 2018**

An open-house public meeting was held on Thursday, March 1, 2018, at The Summit Church to provide the public with information about the proposed Ten Ten Road Widening from Apex Peakway, in Apex, to Kildaire Farm Road in Cary (STIP Project U-5825). This meeting was advertised by the following methods: Every Door Direct Mailer (EDDM), local news advertisements, project website, and a public notice. The meeting was attended by over 300 members of the public.

In the meeting space, large maps of both alternatives for the proposed project were on display, and NCDOT and project team staff were on hand to answer questions and listen to input from citizens. NCDOT Right of Way staff were also present to answer questions about the NCDOT right of way acquisition process. Meeting attendees were invited to provide written comments at the meeting, through mail or email, or online via the NCDOT project website. Approximately 200 comments were submitted to NCDOT prior to the meeting, at the meeting, or during the public comment period.

Due to the number of comments received, the project team assigned each comment to one or more of the 9 general categories below, and summarized similar comments within each category. Responses to these summarized comments are provided in this document.

Category A – Alignment Suggestions

Many comments gave suggestions related to potential alignment suggestions, some that were specific to particular parcels/intersections, and some that were overarching throughout the corridor.

- *Each specific alignment suggestion was considered during the design revisions. Some could be incorporated, while others could not. Ultimately, the design of this corridor will be based on a balance of impacts among resources (natural and community related), constructability, and cost implications.*

Category B – Preferred Alternatives

The majority of comments that provided a preference between the two presented alternatives (Conventional Widening and Superstreet) favored the Conventional Widening alternative, which allows for full movement intersections at major cross streets

that have median openings. Some cross streets/driveways would be allowed left-in access, but no left-out would be permitted under this alternative.

- *After evaluating a number of parameters (capacity analysis results, potential right-of-way impacts, and public input), NCDOT is eliminating the Superstreet Alternative from further consideration for the U-5825 project. Future public meetings, the preliminary designs, and the environmental review will focus only on the Conventional Widening Alternative.*

Category C – Access Control

Some residents stated concern about the addition of a median changing traffic patterns which may affect the following: school bus routes, EMS response times, left turns to access neighborhoods, requiring U-turns for some existing left-turn movements, and access to US 1.

- *This project will include a center median along the corridor, which limits full movement access at minor driveways and side streets. This design concept requires some movements that can make a left-turn today to make a right, followed by a downstream U-turn. This design encourages safer movements by localizing the conflict points along the corridor to expected, regular locations and provides separation between opposing directions of travel. The project team coordinated with the local school systems and emergency response personnel to ensure their needs are met with the proposed project design. Where deemed appropriate, a mountable median will be considered as part of the final design to assist emergency response vehicles.*

Category D – Safety

Comments received covered various safety concerns regarding the design of this project. These concerns were: crash history along the corridor, bicycle and pedestrian accommodations and safety, new traffic patterns and older population traveling along corridor, speed limit reduction, and a U-turn signal.

- *NCDOT strives to deliver safe, efficient projects that meet the transportation needs of a project corridor with sensitivity to the surrounding environment. An evaluation of the five-year safety data for this corridor (completed as part of the Traffic Capacity Analysis), indicates that this corridor does not present crash rates higher than those on similar facilities statewide; however, the predominant crash type that occurs is rear-end, collisions, which indicates a congested facility operating at or over capacity during given parts of the day. The addition of a center median generally improves the overall safety of a corridor that is not currently median divided. The project includes multi-modal amenities to encourage pedestrian and bicycle safety, including sidewalks, a mixed-use path along much of the corridor, an exclusive bike lane, and pedestrian crossing signals at major intersections.*

While the proposed median and associated U-turns will result in some new localized traffic patterns, we expect the driving population of all ages to adjust to

these changes as they use them. At U-turn locations where projected traffic volumes warrant a traffic signal, they will be considered and implemented as appropriate.

This project will maintain the existing posted speed limits (45 miles per hour) along the project corridor. If the speed limits are reduced in the future through petition of NCDOT, the proposed design would still meet the minimum requirements for a lower new posted speed.

Category E – Property Acquisition

Those citizens likely to have direct property impacts from the project asked about the Right-of-Way acquisition process, including who pays for the building/property should it need to be taken for project construction.

- *NCDOT Division 5 has a Right-of-Way (ROW) group that will facilitate the property acquisition process once the Right of Way plans are completed. At this time, we provide the best estimate at the preliminary level on potential property impacts. For additional ROW support and contact information, please visit: <https://connect.ncdot.gov/business/ROW/Pages/ROW-Support.aspx>*

Concern about Apex losing its residential feel.

- *Apex is a fast-growing municipality and the regional growth extends beyond this project's limits. The Town implements local plans and ordinances to regulate growth and land uses. NCDOT is committed to working with municipalities to help accommodate that growth through infrastructure projects that remain sensitive in context to the communities in which they are built.*

Category F – Noise Related Issues

Residents who live along the corridor have requested a sound barrier/sound wall, and are concerned that the proposed realignment of Ten Ten Road being closer to homes will increase noise pollution.

- *As part of the State Environmental Review Process, a traffic noise analysis will be completed, modeling the impacts of the proposed project on existing homes and businesses. The results of that technical analysis will be included in the environmental document and any impacts that warrant mitigation will be evaluated for feasibility. Any mitigation efforts will be included in the final design stage of the project process (anticipated in 2020).*

Category G- Sidewalk/Multi-Use Path

Some residents expressed concerns regarding the safety and size of the sidewalk/multi-use path (MUP) along the project corridor. Some specific concerns included:

- *Why is 10 feet used for the width of a multi-use path?
A 10 foot MUP is the standard width for such a facility; anything narrower does not allow for proper passing of users and would be designed as a standard sidewalk (5 feet) instead.*
- *People may throw stuff off the bridge onto US 1, was this considered?*

Proper fencing along the bridge will be included in the design to deter this type of action.

- Will the sidewalk over the bridge be sectioned off from traffic to separate pedestrians from traffic?

Currently there is no physical barrier proposed between the sidewalk and travel lanes. The sidewalk will be 8 feet in width along both sides of the bridge to provide added comfort for pedestrians (standard side walk is 5 feet wide).

- Is it safe for pedestrians to cross so many lanes on the road?

Pedestrians will be encouraged to cross at signalized locations, which will provide crosswalks and pedestrian signal timings as appropriate.

Category H – Traffic Related

Some residents had questions regarding the existing and expected traffic along the project corridor. Some specific questions included:

- Why was traffic projected to 2040? How were these traffic projections calculated?

NCDOT prepares a traffic forecast report that projects traffic to a future design year, which is currently 2040. We evaluate traffic this far in the future to ensure that the proposed U-5825 design is sufficient to handle travel demands well into the future, and is not a short-term solution. The traffic forecast procedure is a standard practice used on most NCDOT projects. The traffic forecast and capacity analysis reports are available on the project website for additional details.

- Trucks from Motiva will cause even more congestion, especially since they will have to make a U-turn to go left. How will these trucks move with a proposed median?

Currently, trucks and large vehicles from Motiva and other industries in that section of Ten Ten Road make left-turns from their individual driveways, often stopping traffic in both directions to do so. Under the proposed project, those trucks or large vehicles would all use a single, likely signalized, U-turn point just beyond Penny Road. This would eliminate the potential conflicts of self-regulated, left-turn movements as they happen today by forcing them to occur in a single, controlled location. This location was placed to allow adequate length to account for the trucks needing to merge left toward the median to enter the U-turn lane.

- Tolls from NC 540 should be removed, traffic will go to NC 540 rather than Ten Ten Road. Also, how does NC 540 influence the project?

Removing tolls from NC 540 is not a feasible alternative to this project. The building and maintenance costs of that facility are dependent on the tolling system, and changes to that are beyond the scope and range of this project. The usage of NC 540, as well as other planned facilities in the region, are accounted for in the Traffic Forecast Report previously mentioned and available on the project website.

- Will there be a light at Penny Road to accommodate school buses and the large volume of traffic that is seen on this road?
Yes; the Town of Cary is currently in the process of installing a temporary signal at this location. The U-5825 project would replace the temporary signal with a permanent one.

Category I - Other Comments

There were a number of other comments that were received from multiple individuals, but do not fit into a category above. Some specific concerns included:

- Why does work not extend to Holly Springs?
NCDOT projects are funded and constructed in parts based on a prioritization process that accounts for available money and statewide needs. U-5825 has been prioritized has scored high enough to be funded. Extending the project to the east, beyond Kildaire Farm Road is a separate project that is re-evaluated with each 2-year prioritization process. While we cannot estimate when that project may be funded, it is under evaluation on a regular schedule.
- Impacts to wetlands, drainage/stormwater issues with the new design.
As part of the environmental review process, we are evaluating impacts to a wide variety of resources including wetlands and streams and will obtain proper permits and mitigate any impact as applicable by state and federal regulations. Stormwater design is included during later stages of the design process.
- Residents were concerned about a grassy center median/landscape appearance, to keep the residential feel along Ten Ten Road.
Specific landscape treatments have not yet been specified; however, the intention is to have a grassed/landscaped median in place as part of the effort to maintain sensitivity to the surrounding community. These betterments will require a cost-share agreement between NCDOT and the local municipalities.
- Will the speed limit increase with additional lanes on the corridor? If they do, is this safe?
The posted speed limits will not change as a part of this project. Because the project's purpose is to reduce congestion, one could expect freer flow of traffic; however, the posted speed limit, and the expectation of adherence to that speed limit, will not be affected.
- Why does Sheetz need to be impacted?
During early design efforts, we had reason to expect that impact to any amount of the Sheetz property would render the site unusable; thus, the original design through this area maximized the use of this parcel to address other design issues. We are currently in close coordination with Sheetz representatives and the Town of Apex to develop a design that minimizes impact to this property more than originally presented. Design refinement to minimize property impacts is an integral part of the design process.

