

U-5826 Public Comment Responses

November 13, 2017

Comment Summary	NCDOT Response
Provide Corridor Landscaping	NCDOT will work with the City of Raleigh to provide landscaping if the City agrees to maintain the landscaping. Individual property owners will be compensated for landscaped buffers lost to project construction. Property owners will replace landscape buffers in accordance with City ordinance requirements.
Improve other Facilities in lieu of Falls Widening. (Improve NC 98, I-540, Capital Boulevard.)	The Falls of Neuse Road improvements are driven by safety and congestion problems. Safety will be improved by managing turning movements and limiting turning locations along with improving pedestrian facilities. The traffic forecasts that indicate a need for improvement of Falls of Neuse take into account all improvements in the local transportation plan. I-540, NC 98, NC 50 and Capital Boulevard are all planned for improvement and these improvements were included in the traffic forecasts and analyses. The improvement of Falls of Neuse Road between I-540 and Durant Road is warranted even with the other facility improvements.
Management of Growth and Development are Needed, not Roadway Widening.	Zoning and Land Use Planning are the responsibility of municipalities. NCDOT's responsibility is the mobility and safety of the travelling public. These metrics indicate the need to widen and improve Falls of Neuse Road from I-540 to Durant Road.
There is no need for the Proposed Improvements	This section of Falls of Neuse Road has a crash rate about 25% higher than statewide averages for similar facilities. Congestion occurs under current traffic conditions and is expected to worsen as traffic volumes increase in future years. Both metrics indicate the need for the project.
Improve / Protect the Pedestrian Facilities	A multi-use path is proposed for the east side of the facility. Sidewalk will be added along the west side of the project with agreement from the City of Raleigh. Pedestrian crosswalks and signals will be included as part of the project.
Traffic Noise	No noise barriers or berms are proposed for the project.

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Neuse River Basin Watershed Impacts	Concerns were voiced that any takes from the properties west of Falls of Neuse could reduce the parcels to the point where the impervious surfaces limits are exceeded. These impacts will be minimized during final design and right-of-way acquisition. The Preferred Alternative will primarily widen Falls of Neuse to the east, minimizing or eliminating impacts to the parcels west of Falls.
Septic Drain Field Impacts	Concerns were voiced that takes on the west side of Falls of Neuse would impact existing septic drain fields to the point where homes are uninhabitable or where extensive drain field relocations are required. The drain fields were located in detail by the surveyors so that they may be avoided. The Preferred Alternative widens to the east side of Falls and is not anticipated to impact any drain fields.
Underground the Duke Energy Distribution Line on the East Side of Falls	The Duke Energy distribution line is a privately-owned facility in their own right-of-way. Duke prefers overhead lines for maintenance and cost reasons.
Use Transportation Management System (TMS) Solutions in lieu of Construction	TMS solutions have been explored and/or used to minimize the congestions on Falls. Additional TMS solutions will not solve the congestion and safety problems of the facility.
Limited Public Notification	The project is in the planning phase and only recently reached the point where concepts have been developed to the point where they are ready for public presentation and comment. Public notifications were sent to a large mailing list. Public meetings were held for local residents, local business owners, City staff, and elected officials.
Minimize Business Impacts	While the Preferred Alternative primarily widens to the east side of Falls, there are no impacts to business structures and minimal impacts to parking. Primarily the impacts are limited to landscaped buffers along the east side of Falls which would be replaced to the extent practicable.

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No-Build	Not building the project will not improve the safety of the facility or reduce congestion. No-Build will not meet the purpose and need of the project.
Traffic Should be Rerouted to other Routes	Drivers choose their own routes.
There were numerous comments expressing concern about loss of property value.	For parcels with direct property acquisition by the project, R/W appraisals will include a valuation of the parcel before and after the project. Any losses of value will be included in the purchase offer.