



## U-5727 & U-5975 Public Comment Response Summary

The information in this document contains public comments received during public involvement for the two projects in Lee County, NCDOT Division 8, U-5727 & U-5975. The public involvement duration was from October 8, 2021 – October 29, 2021 and comments were provided via the combined public website, email address and/or phone number. As of November 12, 2021, the combined project website statistics are as follows:

<b>Website URL:</b>	https://publicinput.com/US-1-15-501-Sanford
<b>Project Email:</b>	US-1-15-501-Sanford@PublicInput.com
<b>Project Phone #:</b>	855-925-2801 (code: 8173)
<b>Total Individual Participants:</b>	61
<b>Total Individual Email Responses:</b>	6
<b>Total Individual Voicemail Responses:</b>	12
<b>Total Responses:</b>	174

*Due to the amount of repetitive comments received for each project and question, the comments have been reviewed and were grouped together based on the associated project. The key points, themes, questions, or concerns have been extracted from the comments received and responses from NCDOT have been provided to the group addressing each project.*

### **Project U-5975**

**Upgrade the U.S. 1/15-501 corridor from White Hill Road / Rocky Fork Church Road to south of Bryan Drive to include reduced conflict intersections.**

**Question 1: Do you support the improvements shown for U-5975?**

**Question 2: Do you have any questions or comments for the project team related to U-5975?**

**Key points, issues, concerns, or questions indicated in public comments for U-5975:**

- Speeding concerns, congestion concerns for main roads and side roads
- Financial concerns for cost of project
- Inquiry into traffic study results and impacts
- Length of construction duration and impacts to local traffic management



- Added concern for making left turns and southbound movements and how those impact congestion
- Concerns of impacts to response times for Tramway Fire Dept, local schools
- Concern of lack of driver education on how to navigate a reduced conflict intersection
- Concerns of safety impacts, business impacts, local traffic patterns after construction
- Question asking to justify the need for the project and if simulations were conducted for trucks and firetrucks
- Question asking if through movements were prioritized ahead of local residents and what will the speed limit be vs. the existing speed limit

**NCDOT response to comments for U-5975:**

*The purpose of the Reduced Conflict Intersection (RCI) design is to aid in relieving present and future traffic congestion caused by the lack of access management, and traffic flow issues along the U.S. 1/15/501 corridor by reducing the potential conflict points between drivers and pedestrians.*

*The improvements are proposed due to the need to improve mobility and safety throughout and adjacent to the U.S. 1/15/501 corridor. Eliminating full turn movements from certain intersections and accommodating the left turns via U-turn bulbs will reduce the potential for accidents and improve the flow of traffic on the corridor, while still maintaining and controlling safe access to businesses, neighborhoods, and connecting roads throughout the corridor.*

*Local school systems and EMS/first responders were contacted as part of the stakeholder coordination and outreach performed during the planning phase of the project. The NCDOT Project Manager will maintain contact as construction dates approach to coordinate any potential detour routes and adjustments to operations. To manage traffic during construction, NCDOT will develop Traffic Management Plans, aimed at minimizing impacts as much as possible to local traffic patterns.*

*The term "Reduced Conflict Intersection" or "RCI" refers to the type of intersection treatment and does not imply a high-speed highway. An RCI design redirects minor lower volume movements to improve the overall safety and efficiency of the corridor. Posted speed limits will not change from what they are currently. The design of the U-turn bulbs is based on the type of vehicle that needs to be accommodated as well as the number of lanes needed for U-turns. Typically, U-turns are designed to accommodate school buses and larger vehicles.*

*The right-of-way, construction, and utility relocations costs presented on the public website are based on the preliminary design plans and will be refined throughout the project design process to more accurately depict final costs once the project reaches its final design stages.*



*The project is being designed to address project future traffic volume needs which include both local and regional growth in traffic, as well as the other needs identified in the Purpose and Need section of the Categorical Exclusion (CE) environmental document.*

*The scale of the project meets future traffic needs and maintains 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*

*Traffic analyses have been completed for both projects and the results justify the proposed design which will help alleviate conflict points throughout project corridors. NCDOT will work to minimize impacts to the community and natural environment.*

*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 U-5727**

**Upgrade the U.S. 1/15-501 corridor from north of Carthage Street to south of Bryan Drive to include reduced conflict intersections and the realignment of N.C. 78 (Tramway Road).**

**Question 1: Do you support the improvements shown for U-5727 Alternative 1?**

**Question 2: Do you support the improvements shown for U-5727 Alternative 2?**

**Question 3: Which U-5727 Alternative (1 or 2) do you prefer?**

**Question 4: Do you have any comments or questions regarding the proposed project?**

### **Key points, issues, concerns, or questions indicated in public comments for U-5727:**

- Note regarding potential widening of Tramway Road and vehicle accumulation in the left turn lane at Pendergrass Road intersection
- Access to Tramway Marketplace and proposed easements in close proximity to property
- Financial concerns for cost of project
- Inquiry into traffic study results and impacts
- Concern of lack of driver education on how to navigate a reduced conflict intersection
- Concerns of safety impacts, business impacts, local traffic patterns
- Added concern for making left turns and southbound movements and how those impact congestion
- Concerns of impacts to response times for Tramway Fire Dept, local schools
- Alternative 2 will minimize impacts to VA Outpatient Clinic and the Westfield Rehabilitation Facility
- Alternative 2 will maintain access to Marketplace for local property owners and will allow for more options to local residents
- Length of construction duration and impacts to local traffic management
- Note regarding potential widening of Tramway Road and vehicle accumulation in the left turn lane at Pendergrass Road intersection
- Question about how to find simulation of proposed improvements
- Note regarding design improvements at the entrance of Tramway Elementary and right turning lane on 78 and Center Church Rd and congestion issues.
- How project design was selected (RCI v. bypass)
- Alternative 2 will increase access to southbound US 1 from Kellar Andrews Dr for local residents and businesses
- Question about traffic flow and speeds regarding safety



**NCDOT response to comments for U-5727:**

*The purpose of the Reduced Conflict Intersection (RCI) design is to aid in relieving present and future traffic congestion caused by the lack of access management, and traffic flow issues along the U.S. 1/15/501 corridor by reducing the potential conflict points between drivers and pedestrians.*

*The improvements are proposed due to the need to improve mobility and safety throughout and adjacent to the U.S. 1/15/501 corridor. Eliminating full turn movements from certain intersections and accommodating the left turns via U-turn bulbs will reduce the potential for accidents and improve the flow of traffic on the corridor, while still maintaining and controlling safe access to businesses, neighborhoods, and connecting roads throughout the corridor.*

*Local school systems and EMS/first responders were contacted as part of the stakeholder coordination and outreach performed during the planning phase of the project. The NCDOT Project Manager will maintain contact as construction dates approach to coordinate any potential detour routes and adjustments to operations. To manage traffic during construction, NCDOT will develop Traffic Management Plans, aimed at minimizing impacts as much as possible to local traffic patterns.*

*Both alternatives for U-5727 propose the realignment of Tramway Road (N.C. 78) to be located at the U.S. 1/15/501 intersection with Pendergrass Road, which would eliminate left turns at the U.S. 1/15/501 intersection at existing Tramway Road. Alternative Two will relocate Tramway Road from approximately 2000 feet east of Bruce Coggins Road, moving west behind the VA Outpatient Clinic and the Westfield Rehabilitation and Health Center, to connect to U.S. 1/15-501 at the Pendergrass Road intersection, which will minimize impacts to these two facilities. Access to Tramway Marketplace and Marketplace Drive will be maintained via the existing Tramway Road (N.C. 78). Throughout the project, median openings and bulb outs to accommodate U-turns will be within 600 - 1000 feet of an intersection. Certain easements needed to construct the project are to ensure temporary construction access and some may be returned to property owners upon completion of construction.*

*The project is being designed to address project future traffic volume needs which include both local and regional growth in traffic, as well as the other identified needs in the purpose and need section of the Categorical Exclusion (CE) environmental document. 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*

*Traffic analyses have been completed for both projects and the results justify the proposed design which will help alleviate conflict points throughout project corridors. NCDOT will work to minimize impacts to the community and natural environment.*



*The project is being designed to address project future traffic volume needs which include both local and regional growth in traffic, as well as the other identified needs in the purpose and need section of the Categorical Exclusion (CE) environmental document. 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*

*The right-of-way, construction, and utility relocations costs presented on the public website are based on the preliminary design plans and will be refined throughout the project design process to more accurately depict final costs once the project reaches its final design stage.*

*The term "Reduced Conflict Intersection" or "RCI" refers to the type of intersection treatment and does not imply a high-speed highway. An RCI design redirects minor lower volume movements to improve the overall safety and efficiency of the corridor. Posted speed limits will not change from what they are currently. The design of the U-turn bulbs is based on the type of vehicle that needs to be accommodated as well as the number of lanes needed for U-turns. Typically, U-turns are designed to accommodate school buses and larger vehicles.*

*NCDOT capital projects are evaluated and identified for funding through a process called Strategic Prioritization. Projects are submitted into the prioritization process by MPO, RPO, and Division partners, and each project is assigned a score via a data-driven approach that also involves local input. Projects involved in this process include Highway, Aviation, Bicycle/Pedestrian, Ferry, Public Transportation, and Rail improvements. Prioritization occurs approximately every two years and uses the project scores to determine which projects will be scheduled for funding in the next 10-year STIP (State Transportation Improvement Program). Due to limited funds, NCDOT is unable to fund every requested improvement. More information about Strategic Prioritization can be found at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-prioritization.aspx> and [https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Prioritization%206.0/Submittal%20Guidance/Individual%20Submittal%20Guidance%20Components%20\(separate%20files\)/01-NCDOT%20Project%20Prioritization%20Overview.pdf](https://connect.ncdot.gov/projects/planning/Prioritization%20Data/Prioritization%206.0/Submittal%20Guidance/Individual%20Submittal%20Guidance%20Components%20(separate%20files)/01-NCDOT%20Project%20Prioritization%20Overview.pdf)*

*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*



The project team met on November 15, 2021 to review and consider each comment. The responses below address the comments that were received. The project team greatly appreciates the input received. NCDOT will continue to refine the project design based on the comments received. You may contact the project staff listed below if you have any additional questions.

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