

Project U-6243
Proposed Widening of Holly Springs Road (S.R. 1152) – Phase II
from Flint Point Lane to Sunset Lake Road (S.R. 1301) in Holly Springs, NC

Public Meeting Comment Summary
Thursday, December 3, 2020

A third public engagement event was held for the subject project on Thursday, December 3, 2020 from 5:30 to 7:00 p.m. This meeting was held virtually and was accessible via web enabled devices using Zoom or by phone using the call-in number provided. Postcards were distributed to property owners and tenants near the project study area using the United States Postal Service's Every Door Direct Mail program with additional postcards being sent via direct mail to non-resident owners of properties within approximately 500 feet of the study area. The Town of Holly Springs also posted notifications on their website and social media pages advertising the public meeting. Printed materials were also made available to the public at the Town Hall facility in Holly Springs. The meeting was attended by 98 individuals (80 online and 18 via phone) and comments from seven individuals (three via email and four via the www.publicinput.com/16473 website) were received by the comment deadline of December 17, 2020.

Responses to questions asked during the public meeting and comments received are included below in *italics*, and comments received more than once are indicated with the quantity of comments received in parentheses (x#).

Questions from Public Meeting

Questions Regarding the Proposed Roundabout

- What is the design speed of the roundabout?

The roundabout intended speed is less than 20 miles per hour (mph). The modern style roundabout includes a hook pattern on the approach to help slow down traffic entering the roundabout.

- How is the roundabout going to be built while maintaining two lanes of traffic?

The outer curb and gutter areas will be constructed first so traffic can be shifted to the outside. Then, the center of the roundabout will be constructed with potential lane closures anticipated to be during off-peak times.

- Can you confirm that residents leaving from Cobblepoint Way will be able to "turn left" (to proceed east) out of the neighborhood using the roundabout? It looks like it may be difficult to get into the correct lane and that we may be forced to go right.

Residents of Cobblepoint Ridge will be allowed to use the roundabout to make a "left turn" by traveling counter-clockwise three-quarters of the way around the roundabout.

- Is the roundabout a final decision or will they potentially change it?

Pending final regulatory agency, NC Department of Transportation (NCDOT), and public comment review, the roundabout is considered a final decision at this time to improve access to the adjacent school and Cobble Ridge neighborhood in response to comments received during the first two public meetings.

Questions Regarding the Middle Creek Bridge Crossing

- How will the proposed bridge over Middle Creek accommodate the planned future greenway along Middle Creek?

The bridge over Middle Creek is not anticipated to be high enough to allow for a future greenway to cross under Holly Springs Road. It is anticipated that a future greenway along Middle Creek would cross Holly Springs Road at-grade at the Sunset Fairways intersection. The greenway alignment and crossing of Holly Springs Road has not yet been designed and is not currently funded.

Questions Regarding Pedestrian and Bicyclist Facilities

- What will the sidewalk on the proposed bridge look like?

A single 8-foot wide concrete sidewalk is proposed on the south side of the bridge at the back of curb.

- Why are the sidewalks 8 feet wide?

The proposed sidewalks are proposed to be 8 feet wide to allow for shared-use by pedestrians and bicyclists. The outside travel lanes are also proposed to be widened to 14 feet to allow for shared vehicle and bicyclists use. It is anticipated that faster bicyclists comfortable riding in the road will use those wide outside travel lanes instead of the 8-foot sidewalks.

- If there will only be sidewalk constructed on the south side of the Middle Creek bridge, where will the sidewalk on the north side of Holly Springs Road begin and end?

The sidewalk on the north side of Holly Springs Road will end at Sunset Fairways and Lumina Place on either side of the bridge. Crosswalks across Holly Springs Road will be provided at Sunset Fairways and Linksland Drive. This was done to reduce impacts to sensitive stream and wetland resources along Middle Creek.

- Will the greenway be adding any sound barrier enhancements?

Any questions regarding the planned future greenway on Middle Creek should be directed to the Town's Parks and Recreation Department at (919) 557-2939. The planned greenway along Middle Creek is not proposed as part of this project and is currently not funded.

- Are any changes to the Sunset Lake Road and Holly Springs Road intersection pedestrian crossings proposed with this project?

This intersection is at the eastern terminus of the project corridor, so only the crossing of Holly Springs Road on the western approach of the intersection will be upgraded (pavement resurfacing and new pavement markings) as part of this project.

Questions Regarding the Sunset Fairways Intersection

- Is there a plan for adding a traffic signal at Sunset Fairways Dr. intersection? Will this intersection be converted to right-in/right-out access? **(x3)**

A traffic signal was evaluated at this intersection and found to not be warranted by the NCDOT at this time, though it may become warranted in the future. A full-movement intersection with two-way stop control for Sunset Fairways Drive is proposed.

- Wouldn't a left-over at the Sunset Fairways Drive intersection be a better design with U-turns provided on either side of the intersection to reduce cut-through traffic?

The Town plans to keep Sunset Fairways Drive as a through movement for traffic to cross Holly Springs Road. The Town understands many drivers currently aren't obeying the speed limit on Sunset Fairways Drive. Please contact Town Engineering Staff via www.hollyspringsnc.gov/2216/Neighborhood-Traffic-Calming-Request to submit a neighborhood traffic calming request. For more information about traffic calming, please see the Town's Neighborhood Traffic Calming and Pedestrian Safety Policy: <https://www.hollyspringsnc.gov/DocumentCenter/View/33702/Neighborhood-Traffic-Calming-and-Pedestrian-Safety-Policy?bidId=>

Questions Regarding the Holly Ridge Elementary School and Holly Ridge Middle School

- How will parents coming early to pick up school kids at the Holly Ridge Elementary School or Holly Ridge Middle School who used to queue up on Holly Springs Road be handled? **(x2)**

The project team has been in discussions with Wake County Public School System staff including the local resource officers. Revisions to the internal queueing patterns on school property are proposed to limit queueing to within the school property during carpool times, thereby reducing the potential for queues to extend on to the travel lanes on Holly Springs Road. Therefore, no additional laneage is proposed on Holly Springs Road to accommodate queueing.

- Will the school zones associated with Holly Ridge Elementary School and Holly Ridge Middle School have flashing light signs designating the school zone like those currently at Oakview Elementary School on Holly Springs New Hill Road?

*Signage and lighting will be included near the Holly Ridge Elementary School and Holly Ridge Middle School but will be similar to current signage on Holly Springs Road. Standard school zone signs and pavement markings are proposed and pedestrian crossing signs with LED and rectangular rapid flashing beacons are proposed, similar to those shown in **Figure 1**.*

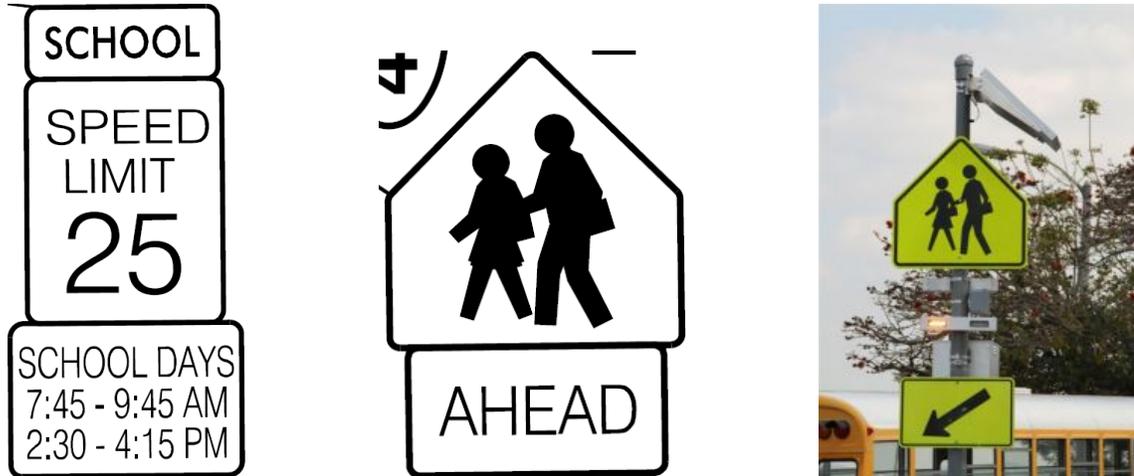


Figure 1: Proposed School Zone Signage

- Is the expectation that vehicles traveling from Middle Creek towards Holly Ridge Middle School go past the school, all the way around the roundabout to turn around, and enter the school parking lot with a right turn? Could a left-over at this driveway be added instead?

That is correct. No left-turns into the Holly Ridge Middle School parking lot are proposed to be permitted due to design constraints and adverse impacts to traffic if they were allowed.

Questions Regarding Impacts Due to the Project

- Are any impacts to the Devil's Ridge Golf Club anticipated?

There are anticipated impacts to the Devil's Ridge Golf Club property, but the golf course itself is not anticipated to be impacted.

- Will any property owners in the Cobble Ridge neighborhood be impacted?

The Cobble Ridge Homeowners Association properties along Holly Springs Road are anticipated to be impacted with the proposed project. The first three private residential properties on Cobblepoint Way are also anticipated to be impacted with minor temporary easements, and minor permanent right-of-way acquisition to the first two properties, to tie the existing roadway and sidewalks into the proposed project, but no relocations are anticipated on these properties.

- How will the project impact the entrance of Sunset Ridge North on Linksland Drive?

The Holly Springs Road and Linksland Drive intersection will function as it does today as a signalized full movement intersection with the addition of dedicated turn lanes on Holly Springs Road as part of this project.

Questions Regarding Project Construction

- Will this project interfere with the NC 540 construction just north of this project?

The construction of this project is anticipated to begin in about 6-12 months. There may be concurrent construction with the NC 540 project construction, but the Town doesn't anticipate any complete road closures on Holly Springs Road as a part of either project.

- You stated your timeline was 9-12 months but stated completion by 2024. Seems like that is 3 years and a long time for 1.5 miles?

The bridge construction will occur first and last approximately 9-12 months. The entire project construction will last about 3 years including several utility lines that will need to be relocated as part of the project.

- What is the completion target date for the Linksland Drive to Sunset Lake portion of the project?

The town doesn't have a set completion date for individual segments of the project. The Town anticipates that the bridge, located within the segment mentioned, will be the first part to be constructed and take 9-12 months. Once a contractor is selected a construction schedule will be finalized. Construction is anticipated to begin in the summer of 2021.

General Project Questions

- What will the posted speed limit on Holly Springs Road be? **(x2)**

The entire length of Holly Springs Road within the project limits will remain a posted 35 mph roadway. The roadway has been designed to accommodate faster speeds, but the Town has requested that NCDOT maintain the 35-mph posted speed limit. NCDOT controls the speed limits on Holly Springs Road and can adjust the speed limits in the future but 35 mph is the current planned posted speed limit.

- Will tractor trailers be allowed on Holly Springs Road?

Yes, no restrictions to traffic on Holly Springs Road are currently planned.

- Are there any new stormwater facilities being implemented with the project such as stormwater ponds, pervious concrete, or infiltration?

Only conveyance stormwater controls are currently proposed with this project (no stormwater ponds or pervious pavements) due to the linear nature of the project and tight corridor which does not provide room for these measures without increased property impacts. In addition, the Town is currently working on a Watershed Master Plan that is analyzing opportunities to retrofit areas of Town, such as older developments constructed prior to current stormwater policy, with stormwater ponds. The study will recommend future projects for the Town to undertake to better mitigate the environmental impacts of the runoff.

- Are improvements south of this project proposed on Holly Springs Road?

Yes, the Town's Phase I Project (U-6094) will begin construction on Holly Springs Road between Main Street (NC 55) and Flint Point Lane after the Phase II project has begun construction. The Phase I Project also proposes a four-lane typical section with a median and 8-foot sidewalks but

is still in design review with NCDOT. Many segments of the Phase I corridor have already been widened by developers which will simplify construction and reduce costs to the Town.

- Are there any plans to move overhead utilities underground?

There are currently no plans to move overhead utilities underground. Utilities will be replaced in kind unless there is a conflict.

- Can I watch a recording of this presentation?

Yes, a recording of the presentation is available on the project website:

www.hollyspringsnc.us/1664

Comments Received Following the Public Meeting

Comments Regarding the Proposed Roundabout

- Will advanced warning signs be installed to let drivers know of the speed reduction needed when driving through the roundabout? If so, will they be overhead or ground mounted signs?

Speed warning signs specific to the roundabout are not proposed. However, the roundabout is located within the Holly Ridge Elementary and Middle Schools school zone which is a posted speed limit of 25 mph during school drop off and pick-up times.

- I think the roundabout is probably a good way to slow traffic without using a traffic signal. I like having information on the multi-lane roundabout since I have heard concerns about these in the past.

The roundabout will encourage slower speeds along Holly Springs Road by introducing curves approaching the intersection and adding a yield condition to vehicles in the roundabout. As described in the public meeting, the modern two-lane roundabout uses a spiral inside circulating path to help direct vehicles into the correct lanes as they proceed through the roundabout.

- Will the proposed roundabout be large enough for buses to comfortably navigate the roundabout within a single lane?

The roundabout was designed to accommodate school buses and emergency vehicles such as fire trucks to navigate the roundabout.

Comments Regarding Bicyclist and Pedestrian Facilities

- Why are 8-foot wide concrete sidewalks shown in the proposed design for bicyclist and pedestrian shared-use? Multi-use paths should be a 10-foot minimum width, especially over the Middle Creek bridge. Could the travel lanes be narrowed to 11 feet instead? Or could the sidewalks be standard width on one side and 10-foot wide on the other side?

The width and type of facility of the proposed improvements, including the 8-foot wide path, is consistent with the typical section as shown in the current Town of Holly Springs Comprehensive Transportation Plan. The design widths of multi-use paths can vary based on the conditions of the corridor and 8-foot is acceptable based on current design standards. It is noted that wider

multi-use paths are typically utilized when only a single path is present in the corridor. We will be constructing two 8-foot paths, one on each side of the road, for most of the project corridor. In addition, the project will include 14-foot outside travel lanes to be utilized as a shared use lane with vehicular and bicycle traffic. The combination of these items will accommodate the multi-modal demands of the corridor.

- Will bike lanes be painted on the roadway to segregate them from vehicular traffic?

*The proposed 14-foot wide outside lanes are proposed to be designated as shared-use lanes for vehicles and bicyclists using “sharrow” shared lane pavement markings as shown below in **Figure 2**. In discussions the Town Engineering staff had with the on-road bike community to discuss this project, the concern for accumulation of road debris in bike lanes and a preference for wide outside shared lanes instead was expressed.*

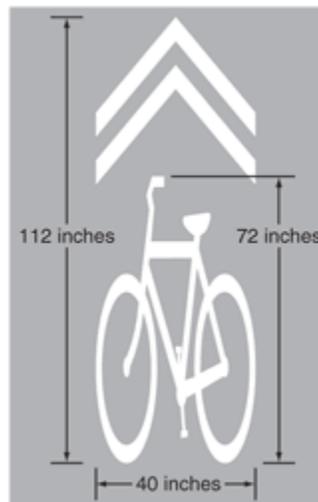


Figure 2 – Shared Lane Marking (Figure 9C-9 in the Manual on Uniform Traffic Control Design)

- Will there be a pedestrian crossing median refuge at the Linksland Drive intersection on Holly Springs Road?

A pedestrian median refuge is not proposed at the Linksland Drive intersection on Holly Springs Road.

Comments Regarding Impacts due to the Project

- How much of the greenspace will be maintained as a buffer between the entrance to Lumina Place and Holly Springs Road? Will the current entrance marker need to be relocated? If so, who will cover the expense?

Approximately 60 feet of greenspace is proposed to remain between the back of the proposed sidewalk and the nearest residence on Lumina Place. The existing entrance markers are anticipated to be impacted with the project. If they can’t be avoided in the final plans, the Town will compensate the Sunset Ridge North Homeowners Association, as the owner, to replace the impacted columns.

- Will there be any residential relocations with this project?

Two residential properties (10248 and 9900 Holly Springs Road) are proposed to be relocated with this project.

- Concerned about the decrease in safety and increase in noise that the project may bring with more and faster traffic.

As this area continues to grow, the traffic will increase regardless of if this project is constructed. The proposed improvements are designed based on current agency design standards to accommodate the anticipated increase in use on various modes of transportation and will be an improvement on the current conditions. The existing corridor is a mix of various roadway widths and types of facilities and the project will provide a consistent roadway section throughout the corridor to adequately accommodate various modes of transportation. The project will also improve the pedestrian connectivity in the corridor by including separated bike and pedestrian facilities, signalized crosswalks, and median refuges.

Future traffic noise levels are anticipated to increase 1 dB(A) on average, which is commonly considered to be “barely perceptible” to normal human hearing. Therefore, none of the noise-sensitive receptors along the corridor will experience a substantial increase in noise levels, which is defined by the NCDOT Traffic Noise Policy as an increase of 10 dB(A) or greater. Noise abatement measures were considered for this project; however, according to the NCDOT Traffic Noise Policy, noise abatement was found not to be feasible since the location of driveways and/or cross-streets would not allow noise abatement measures to adequately provide the required reductions in noise levels.

- Will there be streetlights added with this project? If so, will they create light pollution on adjacent neighborhoods?

Streetlights consistent with the few existing streetlights on some segments of the corridor are proposed to be added along the entire corridor. Standard 30-foot tall light poles will be installed facing the roadway and are not anticipated to create notable light spillover on adjacent property owners based on the direction of the light stream, light spread, and distance to residences from the proposed streetlights.

Comments Regarding Intersection Access

- Concerned about the plan to eliminate left turns out of Middlecrest Way on to Holly Springs Road because I frequently turn left at that intersection. Going to the light at Linksland Drive would be OK if the oncoming traffic would use their turn signals. Often times only one or two cars get through. Eliminating left turns at Middle Crest will only exacerbate the problem at Linksland Drive.

The purpose for these turning restrictions is to reduce points of conflicts at the unsignalized intersection and to improve mobility along the corridor. In planning of the corridor and development to the north of Holly Springs Road, it was anticipated that Linksland Drive would be the main point of access and sufficient connectivity was developed internal to the development. The intersection of Linksland Drive and Holly Springs Road will remain signalized and provide

adequate green time for drivers exiting the neighborhoods to both the south and north of the intersection.

Another option for drivers wishing to proceed east from Middlecrest Way is to turn right onto Holly Springs Road and travel west approximately 1,200 feet to the roundabout where they can drive completely around the roundabout to make a U-turn and proceed east as intended.

- Since the Sunset Fairways Drive intersection does not currently warrant a signal, could a roundabout, or other options, be considered at this intersection? I anticipate without a proposed signal, making this left turn across five lanes of traffic will become more difficult. (x2)

A traffic signal was evaluated at this intersection and found to not be warranted by the NCDOT at this time, though it may become warranted in the future. A roundabout was not evaluated at this intersection due to various constraints of the corridor. The current design is a full-movement intersection with two-way stop control for Sunset Fairways Drive. The intersection will continue to be monitored and a signal can be installed in the future if warranted.

General Project Comments

- During the public meeting, it was asked whether stormwater management facilities would be implemented with the project, and the team responded they were not. Middle Creek floods already, so why would you add over 20 feet of impervious pavement for 1 mile and not address stormwater retention? If the town is taking right of way now, why not take more for the required stormwater facilities?

Only conveyance stormwater controls are currently proposed with this project (no stormwater ponds or pervious pavements) due to the linear nature of the project and tight corridor which does not provide room for these measures without increased property impacts. Pervious pavement is not recommended nor allowed by NCDOT for a facility such as Holly Springs Road due to maintenance issues. In addition, the Town is currently working on a Watershed Master Plan that is analyzing opportunities to retrofit areas of Town, such as older developments constructed prior to current stormwater policy, with stormwater ponds. The study will recommend future projects for the Town to undertake to better mitigate the environmental impacts of the runoff.

- Has there been any coordination with local law enforcement regarding this project? Will there be more resources allocated to enforce the 35-mph posted speed limit?

The Town of Holly Springs Police Officers will continue to patrol the road as they currently do and will adjust their patrol as future needs require.

- Can I watch a recording of the public meeting presentation?

*Yes, a recording of the presentation is available on the project website:
www.hollyspringsnc.us/1664.*

- Concerned about the potential for detour traffic during construction through the Sunset Forest and Sunset Estates neighborhoods between Bass Lake Road and Sunset Lake Road. Are there any options for temporary traffic calming to discourage through traffic?

The construction phasing and work zone traffic control for the project has been designed to maintain traffic in both directions on Holly Springs Road throughout construction which will eliminate a need to designate a construction detour route for Holly Springs Road or for drivers to find their own detour. As with any roadway construction project, there may be occasional short periods of time during which traffic is required to stop so that crews can safely conduct traffic shifts or work, but these will be planned during off-peak times.

- The sooner the better to construct this project, especially with NC 540 under construction!

Comment noted.

- Virtual meetings are tough, so I appreciate the effort to reach out during COVID-19. I like that you had one person reading the questions and two other people answering the questions.

Comment noted.