



City of Raleigh *North Carolina*

October 9, 2008

RE: Falls of Neuse Road Realignment and Widening-Response to Corridor Meeting Comments

Dear Property Owner:

A Corridor Public Meeting was held on July 17, 2008 at Durant Road Nature Park to present the four alternatives for the project to the public. Also presented at this meeting were the 25% Design level plans for the City's preferred alternative, Alternative 4. Handouts were distributed to all attendees. Maps and exhibit boards were available for viewing and all attendees received a project handout. The meeting was conducted jointly by the City of Raleigh and URS with an informal reviewing of the project maps followed by a brief presentation and wrapped up with a Question/Answer discussion. Participants were encouraged to provide comments on the project, both verbally and particularly in writing.

A total of 160 participants signed in at the Public Meeting. The City of Raleigh received and reviewed 60 comment sheets, emails, or letters regarding the project. The following offers an executive summary of most of the main thoughts received during the meeting as well as provides a response to general comments received from residents during and after the meeting:

Executive Summary

- The congestion along the Falls of Neuse Road corridor was a major concern of most of the attendees at the public meeting. Most attendees agreed with the need to improve the corridor through alleviating congestion and improving safety. The scope of the improvements was a concern to many of the attendees. Many attendees questioned the predicted traffic growth forecast from the Triangle Regional Model. Several questioned the need for the 6-lane future section and wanted consideration of either a 4-lane median divided section or either a 5-lane undivided section.
- Several attendees expressed concerns over potential diversion of traffic onto Falls of Neuse Road from US 1, NC 98, and NC 98 Bypass. US 1 (Capital Boulevard) is extremely congested now and NC 98 and other regions north of the project are experiencing increased growth rates. The concern is that this new traffic being generated will overburden the Falls of Neuse corridor.
- Several attendees verbalized concerns that Falls of Neuse Road was intended to serve as a residential thoroughfare and would like to see the speed limit reduced and through trucks prohibited.
- Many attendees from the adjacent neighborhoods were concerned over the project typical section calling for a raised grass median separating the northbound and southbound directions of traffic. Several attendees were concerned over loss of direct access into and out of the side streets serving their neighborhoods.
- Most attendees were in favor of the sidewalk and multiuse path along the project and the connectivity to the Upper Neuse Greenway.

- Several attendees were concerned and asked questions relating to the City's policies for assessments as they pertain to the improvements for the project.
- Many were concerned with the comments heard from some attendees asking for the project to be cancelled. These residents expressed the need to reaffirm their strong support of the City's current project plans to complete the project as soon as possible. They also expressed their belief that this project is important to the safety of all people who travel this congested roadway and noted many of the commuters were children traveling to school.

Summary of General Comments and Responses

Concerns over the need for 6 Through Lanes

Comments

William Lane – Stated that it is a bad idea to widen Falls of Neuse to more than 4 lanes. Mr. Lane questioned how neighborhoods will be able effectively enter and exit Falls of Neuse Road. Mr. Lane was concerned with the potential diversion of traffic from Capital Boulevard onto Falls of Neuse Road.

Eugene Senecal (representing the River Oaks HOA) – Noted the HOA's concern that easements and right-of-ways are to be sufficiently wide and aligned in such a manner that they only accommodate 2 northbound lanes with a continuous throughway, 2 southbound lanes with a continuous throughway.

Neil Frank – was concerned with the width of the median and the need to provide a future 6-lane section for Falls of Neuse Road adjacent to the Daltons Ridge neighborhood.

Response

The roadway is currently classified on City's Thoroughfare plan as a Secondary Arterial. This classification is defined to mean a regionally significant highway serving a broader area of users. The function of these facilities is to provide a high level of travel service while maintaining a limited degree of access. These facilities are typically multi-lane facilities. The need for 3 lanes of traffic in each direction is a direct result of adequately sizing the roadway for the forecast traffic growth predicted by the Triangle Regional Model (TRM), developed and maintained by Capital Area Metropolitan Planning Organization (CAMPO). Because federal funding is involved in the design and construction of this project, this project must comply with the National Environmental Policy Act (NEPA). NEPA regulations require that the project serve its intended purpose and need which includes providing a functional transportation corridor to handle the predicted growth through the design horizon year of 2035. The TRM currently is predicting a growth in Annual Daily Traffic from approximately 25,400 vehicles per day to near 46,200 vehicles per day. Detailed capacity analysis of the corridor indicates the need for 3 through lanes in each direction to accommodate the predicted traffic volumes in 2035. Due to current funding availability, the project is planned to be constructed as a 4-lane facility with provisions to widen it to the median in the future to provide the additional capacity needed to operate at an acceptable level of service.

Concerns with Access Restrictions and Left Turns

Comments

Eugene Senecal (representing the River Oaks HOA) – Noted the HOA's concern that the plans include protected left and right turn lanes at the intersection with Dunn Road, protected left and right turn lanes at the intersection of Raven Ridge Road, protected left and right turn lanes at the intersection of October Road and Rocky Toad Road, protected left and right turns at the intersection of Falls of Neuse Road, New Falls of Neuse Road, and the realigned Fonville Road, a center turn lane for all neighborhood entrances and exits

Robin Reid – Expressed concern over the creation of a Super Street concept, where certain left turn movements would be restricted and traffic would be forced to turn right and perform U-turns at planned intersection locations.

Robert Wilson – Questioned why the decision had been made not to continue the 5 lane section with a center turn lane that ends at Raven Ridge Road on through this project. Mr. Wilson also stated concerns that driveways currently tied to Falls of Neuse will not be allowed to take direct left turns once the medians are constructed.

Dennis Dupre' – Stated he was not in favor of Alternative 3 and requested consideration that all neighborhoods on the east side of Falls of Neuse Road have left turn access to go southbound.

Neil Frank – asked for consideration of a 4 lane roadway section with intermittent center turn lanes to provide access to neighborhoods. This reduction in width would also help reduce some impacts to adjacent neighborhoods.

Robert Gale – was concerned about the functionality of the road serving neighborhood rather than a major arterial route and provision for full movement intersections into subdivisions discouraging heavier freight traffic from using the facility. Mr. Gale requested consideration of keeping the speed limit at 45 mph or below through this corridor for safety.

Response

One of the most difficult aspects of this project is the development of a functional roadway project that adequately addresses safety on the corridor through access management. Due to the predicted traffic growth on this corridor and the number of lanes required to carry that predicted growth at an acceptable level of service, allowing unrestricted access at all points in the corridor does not result in a safe scenario. Many factors are considered when it comes to determining what is safe and what presents a danger. Measures such as lowering the speed limit or installing traffic signals do not inherently make a corridor safer. When it comes to installing features for control of access, the safety and mobility of the corridor are examined. In certain situations, after careful study of the situation and the factors affecting its operation, it may be deemed acceptable to allow unrestricted access along a corridor. However in this case, due to the number of proposed lanes, volume of traffic and number of random access points, it is better to establish a corridor that balances the need for access with the overall mobility of the corridor in an effort to keep all users safe. It is proven that limiting left-turns along a major corridor does improve overall safety and that making a right and a u-turn does limit the potential number of conflicts for each turning movement. Thus, Alternative 4 is based on an access management concept that most equitably balances the safety and mobility needs of the project through a combination of left-turns and median restrictions that are intended to provide the safest and most efficient corridor for all users.

Concerns relating to turning movements at the Old Falls of Neuse/Falls of Neuse Intersection

Comments

Suzanne Coan – requested consideration of a traffic light and a full movement access type intersection at the intersection of Falls of Neuse Road and Old Falls of Neuse Road (FON/OFON). Ms. Coan was concerned that a lot of vehicles will be using Wide River Drive to get to FON and head north and perform a U-turn in order to get back to and head north on Old Falls of Neuse Road.

Martha Svoboda – requested consideration taking the approximate 12,000 vehicles daily turning northbound onto Old Falls of Neuse and providing them left turns back at Fonville Road.

Response

The issue of full movement at Falls of Neuse and Old Falls of Neuse was heavily discussed. It was determined that an overwhelming majority of vehicles that would want to go north on Old Falls of Neuse Road, would use

Falls of Neuse Road and then access via Wakefield Pines, as it would provide a wider road, and a higher speed limit. Furthermore, allowing a full movement intersection at this location would limit the green time for the light to allow the dual-lefts onto and dual-rights off of Old Falls of Neuse Road. Due to the length of the green time these heavy movements would require, shortening or eliminating the other signal phases such as what is being currently proposed at this intersection will allow the whole corridor to operate more efficiently. Lastly, any additional connection to Old Falls of Neuse Road, such as providing an additional intersection near Fonville Road, would result in an unsafe intersection due to the geometric skew that would occur as Falls of Neuse Road is curving onto the new roadway section at that point and away from the existing roadway.

Concerns relating to Assessments for the project

Comments

Suzanne Coan – a Bedford resident, was concerned if she would be assessed or just the property owners adjacent to the corridor.

Comment

Mike Dankert – a resident of Woodbridge neighborhood, questioned how assessments would be applied. He also felt developers and other subdivisions off the project that would benefit from the project should share in the assessment for this project.

Comment

Donna Keener – noted her concern that adjacent properties should not be assessed for project that benefits the entire region and is being driven by regional growth.

Sam Rabon – questioned the application of assessments for the project since their neighborhood is in Wake County and not yet in the City of Raleigh limits.

Charles Shaver – questioned the application of assessments to his parcel due to the fact the neighborhood privacy wall in Daltons Ridge community does not extend completely across his property, but the gap is inaccessible due to the terrain and vegetation.

Linda Strother – expressed concern regarding the assessments to her lot in Autumn Hill would be unfair since the project is having a direct impact on her property and bringing traffic closer to her home.

Response

The City's policy on roadway improvement projects constructed with public bond funding is to seek assessments for individual parcel improvements including new sidewalk and curb and gutter installation. Only parcels that abut directly on the improvement would be assessed at the City's current rates for these improvements. The current assessment rates are \$6.00 for each linear foot of new sidewalk installation and \$32.00 (residentially zoned property) or \$64.00 (non-residentially zoned property) for each linear foot of new curb and gutter installation applied to the abutting footage of the parcel as measured at the right-of-way line. Various exemptions could apply that may adjust assessment application rates. Please contact the Assessment Staff, with the City's Public Works Department, at (919) 890-3030 for assistance with individual parcel questions on the application of assessments.

Concerns relating to noise impacts and noise walls

Comments

Neil Frank – expressed concern about the increase in noise and air pollution due to the project affecting the

Daltons Ridge neighborhood. Mr. Frank was concerned about the removal of vegetation and trees buffering the existing road from their neighborhood. Mr. Frank noted that an existing 10' slope easement exists on the east side of the wall back from their property lines. Mr. Frank was concerned about the sidewalk in this area and the loss of the vegetation which currently exists there.

Robin Reid – requested consideration of noise buffers through landscaping and berms on both sides of the project through the residential areas.

Sam Rabon – questioned if noise walls were evaluated adjacent to the Autumn Hill subdivision.

Charles Shaver – expressed a concern about the proximity of the project to the Daltons Ridge subdivision and the potential increase in noise levels associated with the project. Mr. Shaver requested detailed data concerning location of measurement devices, times recorded, and levels recorded.

Linda Strother – expressed concern over the noise levels impacting her lot on the corner of October Road and Falls of Neuse Road. Ms. Strother noted the waterline project has already taken 25 trees from her lot and she is concerned this additional widening will dramatically increase noise levels.

Ken Ward – expressed concern over potential noise increases in Woodbridge neighborhood and loss of property values. Mr. Ward asked if noise walls or other abatement measures are being considered.

Ken White – expressed concern over potential noise increases near the Tabriz Pointe intersection and questioned if noise walls or other abatement measures, particularly landscaping and trees, are being considered as part of this project.

Response

The evaluation of noise abatement measures such as noise walls, berms and vegetation was completed based on the NCDOT Traffic Noise Abatement Policy and is based on state and federal laws. According to the Policy, "Noise Abatement on non-controlled or partial access control highways usually is not feasible". Due to the non-controlled access along Falls of Neuse Road a noise wall is not feasible. The feasibility of berms to reduce noise levels was evaluated but would require 40-60 feet of additional right-of-way to provide adequate reductions in noise. The additional right-of-way required would result in a substantial number of properties having to be completely acquired along the corridor, and was therefore deemed not appropriate for this project. The feasibility of providing vegetation as a noise mitigating measure along the corridor was also evaluated; however, to reduce the noise levels at least 10 decibels, a 200-foot width of dense vegetation would be required, and was deemed not to be feasible to serve as a noise reduction measure. There will be a follow-up landscaping component of this project where some vegetation and street trees will be added to the finished project as an enhancement. Detailed results of the traffic noise analysis can be found in the Noise Technical Memorandum for the project.

Concerns Related to Bicycle Lanes in outer through lanes

Comments

Wayne Cohoe – Questioned why if there is a separate multiuse path (MUP) for cyclists then why add the additional two feet of width to the outside lane to accommodate cyclists on each side. Mr. Cohoe also questioned whether mopeds would be allowed to utilize the MUP. .

Comments

Eugene Senecal – agreed with the project proposing sidewalks on both sides of the road and requested protected bike lanes be constructed on the west side of the project from Raven Ridge Road to north of the Neuse River.

Response

The City's policy on improvements to roadways on their thoroughfare plan is typically to include 2 additional feet of widening in the outside roadway lanes to accommodate more advanced cyclists and moped users who choose to ride along with the traffic flow. The 8' multiuse path serves as a paved surface to accommodate other typically slower moving modes of mobility including biking, walking, strolling, jogging, etc.

Concerns related to connection of Paddy Hollow Drive to Dunn Road

Comments

Mike Dankert – Commented about the potential to extend the existing stub out of Paddy Hollow Road over to form a new intersection with Dunn Road, thereby providing an alternate route for residents to turn left and head south on Falls of Neuse Road rather than to go right out of High Holly Lane and be forced to perform a U-turn. Mr. Dankert also asked for consideration of modifying the median of Dunn Road to accommodate left turns onto Paddy Hollow Road.

Ken Ward – expressed concern over the distance to the Dunn Road intersection and the impacts to High Holly Lane and asked for consideration of closing High Holly Lane and extending Paddy Hollow Road over to a new intersection with Dunn Road to provide alternate access for traffic out of Woodbridge neighborhood.

Response

These comments have been taken into account and extending Paddy Hollow Drive over to Dunn Road will be included in this project as a means of offering another alternative connection to Dunn Road. There is an existing median break along Dunn Road now that will allow lefts onto Paddy Hollow Lane from eastbound Dunn Road. However, at this time as part of this project, there are no plans to close High Holly Lane.

Miscellaneous

Comment

David Cox – Inquired about the traffic software used to model the traffic flow on the corridor. Mr. Cox would like more information on the model and how it handles network connections and their operating parameters.

Response

The software used to run the **Triangle Regional Model (TRM)** is **TransCad®**. This software predicts traffic patterns based on interconnected nodes and links, regional land use, current zoning and historical growth trends in the area. Typically, the base year model output is first calibrated with field traffic count data and then utilized in conjunction with parameters mentioned above, in addition to any other fiscally constrained roadway improvements in order to develop the design year model output.

Comment

Helen Cox – Requested consideration of a traffic signal at Lowery Farms Road and Wide River Drive.

Response

All of the alternatives under consideration call for eliminating the intersection at Lowery Farms Road and New Falls of Neuse. Very little traffic will continue to use Lowery Farms Road, except for the few houses directly off of Lowery Farms Road. This small volume of traffic would not warrant a signal at Wide River Drive and Lowery Farms Road. However, there is a signal currently proposed for the intersection of Wide River Drive and Falls of Neuse Road. The project proposes to extend Wide River Drive from its current terminus over to New Falls of

Neuse Road to form a new intersection with the relocated alignment of Old Falls of Neuse.

Comment

Robert Davis – Mentioned a concern with a drainage problem on the north end of the privacy wall surrounding the Daltons Ridge Community. Mr. Davis wanted to make sure this project does not create a similar problem.

Response

This comment will be taken into account and adequate drainage consideration given to this problem during final drainage design which will occur later in the project schedule.

Comment

Mike Danker – A Woodbridge resident questioned whether the project would provide right turn lanes into subdivisions like Woodbridge. His concern was about high speed through traffic rear-ending right turning vehicles.

Response

NCDOT's policies on providing separate right turn lanes onto intersecting streets require comparison of through traffic volume in the peak hour with right turning volume in the peak hour. If these conditions are met, a right turn lane may be installed depending on available right-of-way and potential property impacts associated with the additional width. Currently, the traffic volumes on the project are projecting the need for right turn lanes into Whittington Drive and Dunn Road. Both of these locations will also have very little adverse property impacts as well.

Comments

Mike Dankert – requested consideration of providing a median break along Dunn Road to allow full access at Oakcroft Drive as an alternate route for residents along Oakcroft Drive to enter their neighborhood rather than utilizing the Bedford Roundabout.

Response

Maintaining the Oakcroft Drive intersection as a right-in/right-out intersection with Dunn Road was part of the original master plan for this community. The current spacing between Oakcroft Drive and the roundabout is less than 400' and would not provide a safe separation between a full movement (allowing left turns) intersection and a free flow roundabout a short distance away.

Comments

Neil Frank – requested consideration of reducing the median in areas adjacent to Daltons Ridge neighborhood. Mr. Frank requested consideration of reducing the right of way through this area to 108'. Mr. Frank noted that the sidewalk on the west side could be eliminated since there is an 8' MUP planned on the east side of the project.

John and Sheila Hite – of Daltons Ridge neighborhood expressed concern over the proximity of the widening to their neighborhood. They requested to balance the impacts between the Falls Pointe subdivision and Daltons Ridge subdivision.

Marilyn McGregor – also expressed concern about impacts to the Daltons Ridge neighborhood privacy wall and concerns with cut through traffic and speeding through their community to access adjacent communities.

Response

Following the Public Meeting, the design team thoroughly studied the impacts in the area of Daltons Ridge and Falls Pointe subdivisions. In an effort to more carefully balance these issues, a revised centerline alignment was developed in this area that more evenly carries the roadway in between these two subdivisions. The Design Team

has also approached NCDOT and requested a reduction from the minimum recommended median width. NCDOT did agree to a slight reduction in the median width provided the median width could accommodate the addition of the two planned future lanes in the median once traffic volumes have increased to the level where they would be necessary. These two adjustments in the design should reduce the impacts to a more consistent level and will be made available at the next public meeting for this project.

The City's policy on providing sidewalks has consistently been to provide adequate pedestrian connectivity on both sides of major roadway facilities in order to carry pedestrian users safely along both sides of the project to their destination. With the Falls Dam Management Center area just to the south of Daltons Ridge subdivision, many sidewalk users to the north will choose to utilize this sidewalk to gain access to this area. This sidewalk has been included to facilitate this connectivity without requiring pedestrian users to utilize a cross walk at an unsignalized location along the project to connect to amenities and destinations on the west side of Falls of Neuse Road.

In consideration of addressing cut-through traffic in the Dalton's Ridge Community as requested at earlier Public Meetings, Alternative 4 was developed to include a left-over crossing at Waterwood Court to provide additional access to neighborhoods north of Daltons Ridge and reduce cut-through traffic in this subdivision. Speed limit violations can more easily be addressed through stepped up enforcement by Police patrol.

Comments

Don and Janet Hiser – were both in favor of Alternative 2 due to the fact it provided some measure of access to neighborhoods. They both did not support Alternative 3 due to the number of U-turns and access restriction. Their other concerns regarded potential zoning changes and the possibility of the corridor to become commercial similar to Capital Boulevard.

Response

The majority of the corridor is currently zoned for residential uses. The known exception to this is in the southeast quadrant of the Dunn Road/Falls of Neuse Intersection, which was rezoned for commercial uses several years back. As petitions for rezoning are filed, the City will be required to hold public hearings to address impacts from these issues. Notices of these rezoning cases will be sent out per City guidelines.

Comments

Mary Justice – expressed concern over the impacts to the Mt. Pleasant Baptist Church and asked for consideration of lowering the speed limit during church services. Ms. Justice was concerned with impacts to the Church's driveway and how the members of the congregation would safely access the church.

Response

Typically, speed reduction zones are employed around school zones during prescribed times of the day due to the presence of young children, parents and staff arriving and departing school. These types of speed zone restrictions have typically not been employed in areas surrounding the church zones, since peak times of usage typically do not coincide with peak travel times on the roadway facility. In the case of school zones, these peak usage times do occur within the typical peak travel times for the roadway, normally 7:00 a.m. to 9:00 a.m. and again at 4:00 p.m. to 6:00 p.m.

The impacts to all property structures including driveways throughout the project's corridor were carefully studied. In an effort to further minimize and balance impacts, the proposed roadway's centerline was slightly adjusted in some allowable areas. These adjustments were especially achieved along locations of Falls of Neuse Road where there exist undeveloped parcels of land on the opposing side of developed parcels. While making these adjustments, special attention was paid to maintaining an acceptable design suitable for safe entrance and exiting of all driveways associated with the project.

Comments

Tony and Jackie Karagiannis – questioned how impacts to their neighborhood sign at High Holly Lane would be reimbursed and addressed.

Response

Typically, impacts to neighborhood owned signage are compensated through the right of way settlement negotiations with the Homeowner's associations. Once it is determined that the sign will be impacted by the project, the City's Real Estate staff will work with the HOA to determine the appropriate costs associated with relocation of the impacted sign and will provide funds as part of the right of way settlement compensation for the parcel.

Comments

Donna Keener – asked for consideration that the street lighting be limited to only what is necessary to preserve the residential character of the corridor.

Response

The street lighting design for this project is being done by Progress Energy to conform to NCDOT's photometric requirements for their roadway facilities. The street lighting will only be designed to accommodate lighting levels to serve the Falls of Neuse Road corridor. Over-wash lighting on adjacent areas will be addressed and mitigated through appropriate fixture selection and placement. A follow-up landscaping component of this project will provide some buffering of over-wash lighting from the roadway corridor.

Comments

Robin Reid – requested consideration of a reduced 35 mph speed limit through residential sections of the project.

Eugene Senecal – asked for consideration of reducing the speed limit to 35 mph between Durant Road and the Neuse River.

Response

Falls of Neuse Road is currently posted 45 mph. The City's Roadway Design Standards as well as the scope of this project call for this road to remain posted 45 mph. The project design speed is 50 mph. This design speed is set 5 mph higher than the posted speed limit to provide a factor of safety in the design to ensure the geometry of the facility is adequate to meet acceptable levels of sight distance both horizontally and vertically, along with other design parameters, to cover the typical range of operating speeds for a similar facility without endangering other users of the facility.

Comments

Eugene Senecal – expressed concerns regarding the potential diversion of traffic from US 1, I-85, NC 98 and NC 98 Bypass onto Falls of Neuse Road as a primary route to travel to the City of Raleigh, RTP, RDU and other points.

Response

The forecast traffic volumes provided by the Triangle Regional Model (TRM) were used to determine the needed improvements to the corridor. The model predicts traffic growth based on historical growth trends in the region, planned improvements to adjacent facilities and current and available land use. The TRM is a "capacity constrained" model that balances traffic across the network based on available capacity for various facilities. The model generates traffic data for various alternatives including a "build" scenario and a "no-build" scenario. The "build" scenario represents the project being constructed as proposed. The "no-build" scenario represents the

project not being constructed and remaining as it currently exists. The 2035 “build” scenario predicted the average daily traffic (ADT) on the facility to be near 44,800 vehicles per day. The 2035 “no-build” scenario approximated the ADT on this roadway to be near 40,800 vehicles per day. This minor increase is most likely due to the additional capacity associated with this project and the new connection to New Falls of Neuse Road

Comments

Eugene Senecal – asked the City to identify parcels for which right of way or easements would be acquired in whole or in part for all options. These parcels should be identified by parcel identification number and address.

Response

This information will be determined as the design progresses. At this stage of the design only the preliminary right of way and slope easements are approximated. Further into the design, the final right of way, slope easements, drainage easement, utility easements and construction easements will be determined and mapping showing these necessary easements will be available. This information is typically summarized on a Right of Way data table in the plans and provided as part of the construction documents for the project. Since the City of Raleigh will be handling all the right of way acquisition efforts as part of this project, this information will be shown on preliminary and final right of way plats suitable for recordation with Wake County for the necessary right of way and easements. This information will be used as part of the appraisal and negotiation process.

Comments

Eugene Senecal – asked the City to identify potential contractor storage and laydown areas for materials, equipment and construction of stormwater control basins.

Response

Information regarding stormwater control facilities for the project will be determined later during final drainage design and will be identified on future project mapping. Typically contractor laydown areas have historically been planned for the contractor to store materials and equipment within the proposed right of way for the project. Additional area may be required for the larger structural elements associated with the bridge over the Neuse River. The additional area necessary to store large cranes, bridge beams, rebar and other structural elements will likely be stored on the City of Raleigh property near the bridge construction site. The contractor is free to negotiate with individual landowners to temporarily acquire additional storage/laydown areas as necessary as long as doing so doesn't violate any permits for the project, including Erosion and Sediment Control Permits issued for this project.

Comments

Eugene Senecal – asked the City to describe in detail the Stormwater Pollution Prevention Plan and Best Management Practices that will be utilized during construction to protect adjacent areas, the Neuse River and tributaries to the Neuse River from stormwater runoff associated with the project. Mr. Senecal also asked the City to provide the contract specifications that detail the liquidated damages that would be assessed if the contractor does not comply with SWPP requirements of the project.

Response

The information pertaining to Best Management Practices associated with addressing stormwater issues associated with the project will be completed later during the final stages of the project design, but prior to final advertisement of the project for construction. Typically, on projects similar to this, BMP's are developed to address stormwater issues associated with the Neuse River Buffer Rules. BMP's are developed to promote diffuse flow through the established vegetative buffer prior to entering the water course. These BMP's typically are level spreader devices that take the concentrated stormwater and spread it out while reducing its velocity to prevent erosion. The project in its entirety will require approval of an erosion and sedimentation control permit

through NCDENR. An array of measures will be designed, where applicable, to reduce erosion and capture sediment runoff from the project. These measures typically include temporary devices such as silt fences, temporary sediment traps, diversion ditches and detailed seeding and vegetative plantings to protect the project during construction. Stringent monitoring and maintenance requirements are also included as part of the permit.

Comments

Eugene Senecal – asked for consideration of erecting signage restricting truck traffic to local deliveries only in the Falls of Neuse corridor.

Response

To be effective, proper restriction signage would need to be located outside the limits of this project. This will need to be addressed through proper channels at the Division 5 offices of NCDOT.

Comments

Eugene Senecal – expressed the need for the project to include sequenced traffic signals at Raven Ridge Road, October Road, Dunn Road, and the Falls of Neuse/Old Falls of Neuse Road intersections.

Response

The intersections along the project were evaluated for meeting nationally recognized signal warrants per the Manual of Uniform Traffic Control Devices requirements. Based on the criteria established in this manual, only the new intersection of Falls of Neuse Road and Old Falls of Neuse Road met warrants indicating that a new traffic signal should be constructed as part of this project. The existing signals at Raven Ridge Road and at Dunn Road will be modified to meet the operating requirements of the proposed project. All of these signals will be coordinated as part of the larger traffic system through a fiber optic signal interconnect system as part of this project.

Comments

Eugene Senecal – requested the project include protected pedestrian cross walks at each traffic signal.

Response

Pedestrian cross walks conforming to current NCDOT and City of Raleigh standards will be included in the project scope to provide safe, handicapped accessible cross walks at signalized intersections of this project.

Comments

Charles Shaver – requested to know what the allowable minimum distance from the road to a residence could be. Several of the homes in Daltons Ridge are very close to the existing privacy wall and the road widening will bring the road even closer to several residences in the community.

Response

Typically, the minimum distance from a residence to a roadway facility is dictated not from the roadway itself, but from the setback from the property line/public right-of-way. Following this project and the acquisition of necessary right of way to construct this project, the new property line will be the right of way line. The perpendicular distance from this line to the structure should adhere to the zoning requirement of the parcel in question. Typically, these setbacks can range from 20' to 30'. However, in certain situations, variances can be granted allowing existing structures to remain if closer than the setback requirement.

Comments

Martha Svoboda – was concerned about emergency vehicle access onto Old Falls of Neuse from Falls Volunteer Fire Department vehicles which serve her house and neighborhood.

Response

Early on during preliminary design studies, the Design Team coordinated with various emergency agencies and departments concerning this project including the Falls Volunteer Fire Department. Emergency vehicles originating from the Falls Volunteer Fire Department will maintain direct access to the part of Old Falls of Neuse directly in front of their station now. If their route called for them to respond further up Old Falls of Neuse Road to areas north of the river, this would only involve driving down the part of Old Falls of Neuse Road directly in front of the station and turning left back onto Old Falls of Neuse Road where the realigned part of Old Falls of Neuse ties back in. The increase in response time to the areas north of the river on Old Falls of Neuse Road will be very minimal. In all other areas of the project, the medians, both grass and concrete are being designed to have a mountable profile in order to allow emergency vehicle access as necessary to prevent significant increases in response times.

Comments

Martha Svoboda – expressed a concern over increasing truck traffic using Falls of Neuse.

Response

Falls of Neuse Road is currently classified as a local truck route. Such designation indicates the facility is to serve local truck traffic originating from or destined to points within the City. The facility is not designed to serve as a major truck thoroughfare route similar to larger freeway type roadway facilities.

Comments

Tai Lee – questioned how the future businesses in the commercial area zoned at Dunn Road would access Falls of Neuse and Dunn Road.

Response

Currently, there is a planned median break along Dunn Road for the commercial area to access Dunn Road and get back to the signal at Falls of Neuse Road. No direct access is planned off of Falls of Neuse Road or Whittington Road at this time.

Comments

Naomi Tsujimura – expressed concerns on impacts to her septic field located between her residence and Falls of Neuse Road. If impacted by the project, who would pay for her house to be connected to City sewer?

Response

Typically, if a roadway widening project impacts a residential septic service as part of the improvements of the project, the homeowner is compensated as part of the right-of-way settlement for the project as negotiated by the City's Real Estate staff.

Comments

Bruce Spaulding – questioned how accurate the historical 20 year traffic projections had been for this corridor and other similar corridors.

Response

Please contact City of Raleigh's Transportation Services Manager, Eric Lamb at (919) 516-2155 regarding specific questions pertaining to the accuracy of historical long term traffic projections.

Requests

Request

Colleen Blatz – A Woodspring Resident and Realtor would like specific maps and weblinks to maps that would show how the project will affect her listings in the local area at 12008 Joseph Drive and at 2204 Wakespring Court.

Response

The link to the City's website showing these drawings and additional information about the project can be found at www.raleighnc.gov. From there, select "**Current Projects**", followed by "**Transportation Projects**". Then select "**Falls of Neuse Rd Realignment and Widening**". Please contact City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892 with any questions.

Request

Ted Harris – requested email notification of future meetings, a copy of the presentation from the workshop, information on proposed improvements to US 1 and information on the New Falls of Neuse Bridge (description, structure type, access to river, etc.)

Response

The City will add Mr. Harris to the email notification distribution list for the project. Information on planned future US 1 improvements can be obtained also through the City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892. The link to the City's website showing these drawings and additional information about the project can be found at www.raleighnc.gov. From there, select "**Current Projects**", followed by "**Transportation Projects**". Then select "**Falls of Neuse Rd Realignment and Widening**".

Request

Russell Rabinowitz – requested a link to a website containing the detailed color maps for the project.

Response

The link to the City's website showing these drawings and additional information about the project can be found at www.raleighnc.gov. From there, select "**Current Projects**", followed by "**Transportation Projects**". Then select "**Falls of Neuse Rd Realignment and Widening**". Please contact City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892 with any questions.

Request

Sam Rabon – requested a copy of the AutoCad drawings zoomed into his lot.

Response

Please coordinate through the City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892.

Request

Jim Simons – requested a meeting with City or URS to determine the impacts on his property in Wakefield and whether or not the road is in cut or fill behind his lot.

Response

The City staff is available to meet or discuss property impacts with owners.. Please coordinate through the City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892.

Request

Sally Weber – requested providing an update on the meeting and providing any handout information that was

passed out at that meeting.

Response

Please coordinate through the City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892.

Request

Ken White – requested a possible meeting with the City to discuss right of way acquisition on the backside of the Falls Pointe subdivision.

Response

Due to the current design stage of this project, the City staff will not be able to discuss right of way acquisition with property owners until around the 75% design plan stage. Please contact City of Raleigh's Project Manager, Sylvester Percival at (919) 890-3892.

The City appreciates your input. If you have questions or additional comments regarding this information, please Sylvester Percival, City of Raleigh, Project Manager, at (919) 890-3892 or Ed Edens, URS Project Manager (Consultant) at (919) 461-1323.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Percival', with a long horizontal line extending to the right.

Sylvester Percival, E.I.
Project Engineer II

cc: Councilor Koopman
Councilor Stephenson
Public Works Director Dawson
Design/Construction Manager Fox
Transportation Operations Manager Kennon
Transportation Services Manager Lamb
Lynn Raynor, P.E., Senior Project Engineer
Jimmy Upchurch, Senior Assessment Specialist
Greg Pittman, Real Estate Specialist
MA Robertson Real Estate Specialist
Ed Edens, P.E., URS Corporation-North Carolina
Kim Leight, URS Corporation-North Carolina
File (1)