# Falls of Neuse Road Realignment and Widening Project From Raven Ridge Road to Fonville Road
(NCDOT TIP Project #U-4901)

## SUMMARY OF DESIGN MODIFICATIONS

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# Falls of Neuse Road Realignment and Widening Project From Raven Ridge Road to New Falls of Neuse Road

This summary report is provided to detail the significant changes that have been evaluated and incorporated into the project since the December 2, 2008 City Council meeting, where the project was put forth for a formal City Council Public Hearing.

The report provides information regarding coordination efforts between the various neighborhoods, neighborhood coalitions, community organizations, NCDOT and City of Raleigh Public Works Department as well as detailing the major modifications proposed, studied and addressed in the further development of Phase II of this project. Attached to this report are the detailed comments accumulated during these coordination and outreach efforts conducted since the January 6, 2009 City Council Public Hearing.

## RECENT CHRONOLOGY AND BACKGROUND

After discussing potential project scope adjustments with NCDOT and FHWA, City of Raleigh City Council, on January 6, 2009, directed staff to proceed with Phase II of the project to be developed in the framework of a narrower 100' right of way, four-lane median divided roadway basis. The design was to continue to follow the original design criteria for designing the facility for a posted speed of 45 miles per hour (using a design speed of 50 mph). City Council further directed staff to engage and work with the various neighborhood and community groups affected by the project, as well as NCDOT, to develop an effective engineering solution that provided a greater level of access for residents and at the same time did not compromise the safety of the larger facility and its intended use. City Staff along with the City's engineering consultant, URS Corporation, immediately began working with NCDOT and FHWA to capture and evaluate the concerns of residents along the corridor and identify improvements, allowable exceptions to guidelines, and enhancements that could be evaluated for inclusion in the project. Alternatives were developed, meetings were held to present these alternatives, and comments were recorded and addressed as appropriate. From this process, alternatives were refined and ultimately a "best fit" balanced solution was developed into the preliminary alternative presented here today. The table below reflects the various neighborhood and community, and NCDOT meetings held to refine the project.

| DATE | STAKEHOLDER | REPRESENTATION |
|---|---|---|
| 1/31/09 | NORCHOA | City of Raleigh, URS |
| 2/6/09 | Bedford HOA | City of Raleigh, URS |
| 2/3/09 | US Army Corps of Engineers | URS |
| 2/10/09 | River Run Advisory Committee | City of Raleigh, URS |
| 2/18/09 | NCDOT/City Coordination | City of Raleigh, NCDOT, URS |
| 3/10/09 | Wakefield HOA | City of Raleigh, URS |
| 3/16/09 | NCDOT/City Coordination | City of Raleigh, NCDOT, URS |
| 4/9/09 | NORCHOA | City of Raleigh, NCDOT, URS |
| 4/20/09 | Bedford HOA | City of Raleigh, URS |
| 4/28/09 | Wakefield HOA | City of Raleigh, URS |
| 5/1/09 | River Run Advisory Committee | City of Raleigh, URS |
| 5/15/09 | Mt. Pleasant Baptist Church | City of Raleigh, URS |
| 5/22/09 | NCDOT/City Coordination | City of Raleigh, NCDOT, URS |

The above meetings represent a significant commitment of time and expense from all parties involved including the neighborhood and community associations and highlights the sense of importance embraced by everyone involved in this process. The meetings listed above do not include all the additional coordination, data sharing, communications, and discussion undertaken for the betterment of the project as a whole.

At the conclusion of this extensive process, the City Staff, along with NCDOT and URS are firm in their conclusion that the design plan proposed represents an effective project that equally balances safety, mobility, and access along the project corridor for the adjacent residents as well as the forecasted 44,800 users of this corridor in the future.

## SIGNIFICANT PROJECT CONCERNS

For a project of this size and magnitude, numerous specific and general comments are to be anticipated. All comments should be addressed, although best engineering practices sometimes will not allow all comments to be accepted and incorporated. The process developed sought to collect, understand and address as many of the major comments as possible without compromising the integrity, functionality and operational safety of the project as a whole. The detailed specific impact related comments were addressed and will continue to be better addressed during the finalization of the design. Below represents the significant project concerns brought out from the stakeholders in the projects.

- **Access** – Concerns with median divided section impacting access to adjacent neighborhoods, facilities and parcels. There are currently 13 public streets and 21 private driveways intersecting and tying to Falls of Neuse Road in the 1.4 mile corridor of Phase II of the project. Introduction of a median divided facility will directly impact access to and from many of these locations.
- **Property Impacts** – Concerns with the physical impacts associated with the size, number of lanes, intersection types, etc. All affect the "footprint" of the project and the amount of right of way, temporary and permanent easements, and cost necessary to construct the project. These impacts include fences, neighborhood entranceway signs and landscaping, driveways, and other physical property features.
- **Safety** – Concerns over safety of turning traffic, traffic on neighborhood public streets, speed, truck traffic, U-turn movements, pedestrian accommodations, and traffic signal locations.

## SIGNIFICANT PROJECT MODIFICATIONS AND ADJUSTMENTS

Below summarizes the significant changes in the project made in, or subsequent to, the January 6, 2009 City Council hearing. These represent substantial changes in the project, impacts, access, etc. that serve to make the project more functional for all users.

⇒ **Construct inside four lanes versus outside four lanes of ultimate six-lane section** – At the direction of City Council from the meeting on January 6, 2009, Council directed staff to proceed with the alternate design to build the inside four lanes of the ultimate six-lane section and reduce the necessary right of way from 120 feet to 100 feet. The project would retain the proposed alignment of the original design that would allow for widening to six lanes should that need arise in the future, but reduce the median width with the current project by constructing the inside lanes first. Making this change in conjunction with narrowing the median slightly below the NCDOT's typical 23' minimum width allowed for a total reduction in the median width from 45' to 21.5' in Phase II of the project. This design satisfied the purpose and need detailed in the project's Environmental Assessment document by retaining the alignment necessary for an ultimate six-lane section while meeting the needs of the traffic volumes for an interim period. It also addressed some of the public concerns by reducing the impacts of the right of way acquisition and minimizing construction on adjacent properties with the current project. The revisions made will result in the need to acquire additional property interests needed to accommodate the additional 2 outside travel lanes in the future should the need arise in the future to widen to six lanes.

⇒ **Median width further reduced to 17.5' width** – During initial meetings with the various neighborhood groups, community organizations, and individual residents, reducing the physical real estate and property impacts was identified as a vital concern. Following the January 31, 2009 meeting with NORCHOA, City staff and URS, working in coordination with NCDOT, agreed to allow the median to be narrowed to 17.5' in width. This results in a median significantly smaller than the originally proposed 45' median initially proposed to include accommodations for the future six-lane section. The 17.5' width is also less than NCDOT's standard 23' wide median used on such facilities as referenced above.

⇒ **Increase the corridor level of access** – During the evaluation process the design team along with City staff and NCDOT responded to the need to increase the functionality and number of access locations along the project. Breaks in the median are typically established utilizing NCDOT criteria for appropriate spacing based on corridor design speed. Since NCDOT would have to ultimately approve of the final design, it made logical sense to have them integrated into the process and help determine where exceptions and reductions could be incorporated into their criteria.

In the version of the project taken to City Council back in January 2009, the project contained four full movement intersections, four left-over directional access intersections, and three right-in/right-out intersections. (11 total intersections)

In the current version of the project being presented to Council, the project contains six full movement intersections, four left-over directional access intersections and one right-in/right-out intersection. (11 total intersections) This effectively represents a net increase of **two additional full movement intersections** and **converts two right-in/right-out intersections to left over directional intersections**.

⇒ **Double left turn at Dunn Road reduced to single left –** Evaluating ways to further reduce the project impacts, staff determined that a single left turn lane for southbound traffic on Falls of Neuse Road turning left onto Dunn Road should suffice for the short term. This elimination of a second lane would significantly reduce the impacts to the immediate area along Falls of Neuse north and south of the Dunn intersection. The second turn lane could likely await improvements associated with improving the corridor to six lanes in the future, especially if the interim single left turn lane is extended further northward to allow for additional storage. This additional storage could be accomplished without additional impacts to adjoining properties with the recommended 17.5' median width along the phase II corridor.

## UNRESOLVED CONCERNS

Several considerations and changes were requested during the stakeholder coordination process. All of these issues were fairly evaluated to determine if including or addressing them as part of the project would meet established project design criteria and current engineering practices. Many of these issues were unable to be included into the current design proposal based on not meeting the aforementioned engineering criteria and standards of practice and general concerns over significant safety hazards. These issues included:

- **Providing a continuous center turn lane for the entire project length** – The issue of the Two Way Left Turn Lane (TWLTL) was considered early in the development of the project. The forecast traffic volumes are significantly higher than the typical thresholds for a secondary arterial roadway to be designed as an undivided facility. Significant research was evaluated by NCDOT with all data leading to the conclusion that median divided facilities operate significantly safer than TWLTL facilities on roadways such as this section of Falls of Neuse where the predicted traffic volumes will exceed 40,000 vehicles per day in the design year. This general safety concern effectively ruled out utilization of a TWLTL facility where random uncontrolled left turning movements from driveways and side streets would be permissible over the entire project.

- **Providing additional traffic signals along the project** – This concern was addressed directly in the following section discussing neighborhood- and organization-specific concerns. An in-depth signal warrant study was performed in 2008 to address this primary concern. The results of that study concluded, that current traffic volumes emanating from adjacent neighborhoods would not meet established signal warrants defined in the Manual of Uniform Traffic Control Devices (MUTCD). The established City policy for these concerns is to allow the project to open to traffic, allow time for traffic and travel habits to adjust to the new facility, and then to re-evaluate signal needs along the corridor to determine if traffic patterns have shifted significantly enough to warrant a traffic signal under the established warrants.

- **Elimination of the sidewalk and berm on the west side of the project** – This concern was addressed directly in the following section discussing neighborhood- and organization-specific concerns. Although, there is still consideration of removing the 5' sidewalk on the west side, the grading for the berm will still be necessary in order to provide some clear recovery zone for vehicles and allow for setback for overhead and above ground utilities. Eliminating the sidewalk will not effectively eliminate impacts to vegetation and other amenities. These facilities will still be impacted by construction of the berm.

- **Lowering the roadway grade in the vicinity of Daltons Ridge neighborhood** - This concern was addressed directly in the following section discussing neighborhood- and organization-specific concerns. Lowering the road will increase the construction cost and increase the difficulty of traffic control during construction. Additionally, lowering the grade will change existing stormwater drainage patterns, already a concern, in the vicinity of the Daltons Ridge landscape wall.

- **Narrowing the median adjacent to the US Army Corps of Engineers facility for Falls Dam to minimize existing vegetation impacts** – The USACE facility requires an access at this location to have large truck deliveries relating to maintenance operations for the Falls Lake Dam. These trucks will require access into the facility, provided by the left-over directional access currently proposed. Reducing the median in this area would not be consistent with the rest of the project and would result in minimal reduction in impact due to the need to begin tapering back out soon after Falls Dam Management Center to provide for a left turn lane into Lake Villa Way within the Dalton's Ridge neighborhood.

## NORCHOA - General Concerns

| | Concern | Response |
|---|---|---|
| 1 | NORCHOA requests a continuous center turn lane versus a raised median typical section. | Consideration for a center turn lane has been evaluated by the City, NCDOT, and the consultant. Based on this review, the preferred typical section for the project contains a raised median to separate opposing directions of traffic and limit unrestricted turning access along the project corridor. Balancing access needs with overall operational safety has remained a key focus in the development of this section of the project. To that end, the team has identified and proposed increasing the number of full movement and left-over accesses along the corridor to improve the level of access while not compromising the operational safety of the overall corridor and the large volume of vehicles proposed to utilize this section of roadway. |
| 2 | NORCHOA requests a 45 mph speed limit for the project. | The proposed speed limit for Falls of Neuse Road has and continues to be 45 mph. It has been mentioned previously that the engineers will design the improvement to safely accommodate 50 mph to provide a 5 mph factor of safety. Overdesigning for this factor of safety is standard engineering design procedure. |
| 3 | NORCHOA requests planting of trees along the project corridor to mitigate the disturbance. | A follow-on landscaping design project will follow the finalization of the design for this section of project. The development of these landscaping plans will be reviewed by the public and appropriate enhancements included. Impacts to landscaping features and amenities will be addressed determined if compensable by the City's Real Estate staff during the property acquisition phase. |
| 4 | NORCHOA requests signage and enforcement to prohibit through truck traffic in the corridor. | As a part of the project, the City will install "Local Truck Route" signs if it appears Falls of Neuse Road is experiencing an issue with truck route violations. Also, the City's Public Works Transportation Operations Division addresses truck route violations through a specific program. Under this program, companies owning trucks observed (either by residents or Division Staff) violating the truck route ordinance will be notified in writing of the violation and sent a Truck Route Map showing the proper routes to follow. Copies of the letter are forwarded to the Traffic Enforcement Section of the Raleigh Police Department to aid in their efforts against truck route violators in the area. To be in violation, a truck must have at least three axles or if the truck has two axles, it must have dual rear wheels and be towing a trailer. |

| | Concern | Response |
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| 5 | NORCHOA requests consideration of removing assessments associated with the project. | Unless otherwise directed by City Council, the project is expected to remain an assessable project. |
| 6 | NORCHOA requests the 5' sidewalk be removed from the west side of the roadway. | Current City policy is to provide sidewalks on both sides of major thoroughfare facilities within the City. The current plan calls 5' concrete sidewalk to be constructed on the west side of the road. However, if this sidewalk is not constructed as part of this project, the plan remains to include the grading of the berm with adequate easements and right of way such that it could accommodate a future sidewalk if necessary and provide room for clear recovery zone for errant vehicles. |
| 7 | NORCHOA requests consideration of additional traffic signals at busier intersections along the corridor. | The current plan as developed continues to propose signalized intersections at Raven Ridge Road, Dunn Road and Wide River Drive. Additional studies performed in 2008 to evaluate the potential need for additional signal locations along the corridor did not indicate the justification to require installation of additional traffic signals at this time. For a traffic signal to be warranted, the location must meet the nationally recognized signal warrants established in the latest version of the Manual of Uniform Traffic Control Devices (MUTCD). |
| 8 | NORCHOA requests consideration maintaining a 5-lane section up through October Road, then beginning the median section. | The intersection of Raven Ridge Road includes 400' of dual left turn storage lanes onto eastbound Raven Ridge Road. Dual left lanes will require a monolithic island to separate them from the opposing direction of traffic. The neighborhood to the west of Falls of Neuse backs up to Falls of Neuse Road and would have no need for access to the FoN frontage. The large parcel in the northeast corner of the Raven Ridge Road intersection, owned by the Perry family has access off the Raven Ridge Road frontage and if ever subdivided or developed would be restricted to not having a full movement intersection on Falls of Neuse Road in that proximity to the signalized intersection of Raven Ridge Road. Under the current plan, Dehijuston Court and Coolmore Drive are both unsignalized full movement intersections. Utilizing a five-lane section from the end of the tapers for the Raven Ridge intersection would open up about 1200' of undivided roadway allowing full movement access to four private driveways and two side street intersections. Under this scenario, would allow for three full movement intersections in 1600', well below the current NCDOT criteria on accepted threshold for adequate intersection spacing of 1200'. |

| | Concern | Response |
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| 9 | NORCHOA requests consideration of an additional traffic signal between Dunn Road and Raven Ridge Road. | A detailed traffic study was performed in 2008 to evaluate various intersections along the corridor for potentially meeting established thresholds in MUTCD to warrant the need for a traffic signal. Traffic counts were taken at several intersections along the corridor to study traffic volumes and patterns leaving the neighborhoods. October Road would be the relative center of the segment between Dunn Road and Raven Ridge Road and the likely location to be effectively served by a traffic signal. The 24-hour counts for October Road were 530 vehicles in both directions (in and out of October Road). Standard design methodology traditionally considers the peak hour traffic to be about 10% of the total average traffic for the day. Given, that as background, would estimate that about 27 vehicles in the peak traffic hour would likely use October Road. Further breaking that down into 15 minute intervals would indicate about seven vehicles every 15 minutes. These volumes were extremely low when compared to volumes on Falls of Neuse Road and other intersections like Dunn Road, Raven Ridge Road and did not meet the established warrant thresholds in the MUTCD to consider a signal necessary. The City's standard approach to these types of situations is to open the facility as planned and allow traffic and travel patterns to adjust and then after six months, recount the traffic and evaluate then if a signal meets warrant criteria. |

## NORCHOA - Median Operation Concerns

| | Concern | Response |
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| 1 | Concern with need, effectiveness and safety of U-turn movements. | Following the City Council meeting in and January 2009, the team carefully studied the location of median openings and the need for and placement of U-turn accommodations along the project corridor. The location of U-turn accommodations were compared with available interconnectivity within the existing street infrastructure to gain access to an acceptable access point with minimal additional travel distance. NCDOT carefully evaluated the relative safety of U-turns based on research by the Transportation Research Board and other sources and concluded that there is no indication the U-turns at the various unsignalized intersections along the project corridor would present a significant safety concern. U-turns provide the benefit of reducing the |

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| | | number of T-bone crashes associated with having to make left-turns from intersecting streets on to heavily traveled undivided multi-lane roadways. In such cases, restricting the left turn movements at these intersections reduces the number of vehicle conflict points. Motorists will only have to focus on unidirectional traffic both when making a right turn from the intersecting street as well as the U-turn movement. |
| 2 | Concern related to impacts to emergency response times. | Route planning of emergency response vehicles will be affected by medians along the project. However, the type of median planned for Falls of Neuse Road is a mountable type of median that, if necessary, can be driven on or crossed to bypass traffic or to turn and gain access to an emergency location. Performing U-turns to access an emergency will not be an absolute necessity and will be left to the discretion of the emergency responder. With this provision, significant delays in emergency response are not anticipated. |
| 3 | Concern with increased traffic on neighborhood streets. | As a part of the City's development review process, transportation planners focus on making certain interconnectivity is provided whenever determined necessary. Drivers will continue to seek out the most effective route for their intended destination. The interconnectivity of a large portion of this project will provide drivers with additional options to achieve their route goals. Safely utilizing existing street infrastructure will be the decision and responsibility of the individual driver. |
| 4 | Concern with travel speeds along the median divided section. | On median divided roadways where frequent unrestricted turning movement locations have been controlled or eliminated, traffic conflict points are effectively reduced, allowing the roadway segment to operate safer and closer to the posted speed limit. This is in part due to the physical separation of opposing directions of traffic. Driver speed, however, should be dictated by the regulatory speed limit designation and adequate enforcement. |

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| 5 | Concern with the need for Dual Left Turn Lanes southbound onto Dunn Road. | The dual left southbound turn lanes were included in the original design to address capacity issues at the signal in the design year 2035. The need for the dual lefts was not directly tied to the volume of left turns, but more to the need to keep that cycle of the signal as short as possible to allow as much time as possible for the predominant through movements. The design team performed additional studies that have indicated the single southbound left turn lane will not adversely affect the operation of the intersection until approximately 2025. As such, recognizing the physical impacts of the additional roadway width needed to provide the second turn lane, the current design has dropped the second turn lane and kept a single southbound left turn onto Dunn Road to further reduce the footprint. |
| 6 | Concern with storage and capacity at northbound U-turn lane at Dunn Road intersection. | From the Traffic Technical Memorandum completed as part of the Environmental Assessment for the project, it was expected that 17 vehicles in the a.m. peak hour and 11 vehicles in the p.m. peak hour will choose to utilize this turn lane to execute U-turns at the Dunn Road signal. The storage provided, 104' is sufficient to shelter those vehicles and not impact northbound through traffic. |
| 7 | Concern with long term median maintenance. | Maintenance of the median will be conducted by the City of Raleigh. This additional expenditure has been planned and incorporated into the City's program. |
| 8 | Concern with impacts to trees, vegetation, and entrance signage arising from additional width of median versus a center turn lane. | In recognition of the physical impacts of the project on adjacent landscaping, native vegetation, and neighborhood amenities, the median has been reduced from its original width of 45' to 17.5'. Following the directive from City Council on January 6, 2009, to move forward and study this section of the project with a 21.5' median, this reduction results in 2' less impact on each side of the roadway. Compared to a traditional center turn lane, normally 12' wide, this section is only 5.5' wider (2.75' each side of the roadway). |

## Daltons Ridge - Neighborhood Specific Concerns

| | Concern | Response |
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| 1 | Concern with street lights on west side of FoN Road. | The proposed street lighting planned for this section of the project is intended to improve night time visibility on the roadway and allow safer operation of the street and intersections. The typical street lighting plan would seek to maintain an acceptable lighting level for the roadway and minimize overwash lighting to surrounding areas. |
| 2 | Concerns with existing and proposed storm drainage patterns along the project. | The approach for the project drainage design will be to maintain the existing drainage patterns for the project prior to the roadway construction. No additional offsite drainage areas are being diverted to drain to drainage system in the existing 20' drainage easement. |
| 3 | Concern with vegetative buffer protection outside existing landscape walls. | The subdivision has an existing dedicated slope easement 10' inside the eastern property lines of the subdivision. This easement was intended to allow for the construction and maintenance of any slopes related to necessary roadway improvements in this section of the project. As currently proposed, the project will require no additional right of way or slope easement along the Daltons Ridge Subdivision. Any project related impacts to existing trees or vegetation are in current existing right of way. |
| 4 | Concern with noise and visual impacts and request extending existing landscaping wall vertically to offset impacts. | During an earlier design stage of the project, a noise evaluation was conducted along the project corridor. Following the evaluation, it was concluded no noise barriers were determined to be feasible for the proposed project. For the existing landscape wall to serve as an effective noise wall, it would have to be extended a significant distance south down Falls of Neuse Road onto the Corps of Engineers property to provide some detectable reduction in noise levels for the southernmost receptors inside the neighborhood. With the reduction in the median with to 17.5' additional tree line and vegetation will be preserved to serve as a visible buffer. |
| 5 | Concern with impacts outside of dedicated slope easements. | The subdivision has an existing dedicated slope easement 10' inside the eastern property lines of the subdivision. This easement was intended to allow for the construction and maintenance of any slopes related to necessary roadway improvements in this section of the project. As currently proposed, the project will require no additional right of way or slope easement along the Daltons Ridge Subdivision. Any project related impacts to existing trees or vegetation are in current existing |

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| | | right of way. In some remaining locations, the proposed sidewalk on the west side of the roadway will be in proposed right of way. |
| 6 | Concern with the elevation and possibly lowering the existing road grade on the south end of the Daltons Ridge Neighborhood to reduce headlight glare from vehicles. | The vertical grade of the roadway was set to closely follow the existing grade of existing Falls of Neuse Road as much as possible. The reason this was proposed is two-fold. First, it helps facilitate maintenance of traffic, by being able to maintain traffic on the existing roadbed while constructing the additional pavement and then being able to shift traffic onto the new pavement as necessary without extreme vertical differences from the existing to the proposed grades. Second, it helps maintain drainage in its current patterns. Significantly lowering or raising an existing road can divert the drainage patterns and may increase additional drainage areas to other areas. Headlight glare can be reduced with effective landscaping. |

## Bedford at Falls River - Neighborhood Specific Concerns

| | Concern | Response |
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| 1 | Concern with ensuring that Falls of Neuse Road operates as safely as possible. | Comment was noted that the Bedford community supported the design which best adhered to the recommendations and direction of technical professionals, technical advisory organizations and published studies relevant to the providing the best solution to overall operational safety of the entire facility and all users and modes of transportation utilizing the project. |
| 2 | Concern with increase in truck traffic. | To reduce an increase in trucks not designated to use this corridor, as a part of the project, the City will install "Local Truck Route" signs as necessary if it appears Falls of Neuse Road is experiencing an issue with truck route violations. Also the City's Public Works Transportation Operations Division has a program to address truck route violations. Under this program, companies owning trucks observed (either by residents or Division Staff) violating the truck route ordinance will be notified in writing of the violation and sent a Truck Route Map showing the proper routes to follow. Copies of the letter are forwarded to the Traffic Enforcement Section of the Raleigh Police Department to aid in their efforts against truck route violators in the area. To be in violation, a truck must have at least three axles or if the truck has two axles, it must have dual rear wheels and be towing a trailer. |

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| 3 | Concern with coordination prior to impacting neighborhood signs and landscaping. | Advanced coordination will be provided during the real estate acquisition phase of the project to notify and provide opportunities for the neighborhood association to salvage usable landscaping, various sprinkler and electrical facilities, etc. prior to construction commencing. During that phase of the work, the City's real estate services staff will work with the association to determine if compensation for impacts will be part of that settlement. |

## River Oaks Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern with access to and from Phase I and Phase II sections of neighborhood via Kings Grant Drive and Coolmore Drive. | Under the current proposed plan, River Oaks Phase I would have unrestricted access from the north and south directions via Kings Grant Drive. Access out of Phase I to head south would not be restricted at all. Access out of Phase I to head north would require a U-turn via heading south and likely executing a turn at Coolmore Drive. Under the current proposed plan, River Oaks Phase II would have no access restrictions into or out of Coolmore Drive. |
| 2 | Concern with widening and sidewalk impacting privacy berm on west of FoN and the need for a retaining wall. | The widening with our without a median divided section would have impacts to the privacy berm adjacent to the River Oaks Community Center. Eliminating the additional southbound left turn lane onto Dunn Road further reduced some impacts to this berm as well. Under the current plan, a retaining wall would be constructed on the west side in this location allowing the full height of the privacy berm to remain as currently existing. Based on a previous conversation held with an arborist relative to the subject, it was indicated construction of this retaining wall likely will impact the root system and survivability of several of the mature trees along the top of the berm. Coordination with River Oaks during the real estate acquisition phase of the project would need to include compensation and consideration for potential loss of these trees as an impact of the construction. |

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| 3 | Concern with widening and sidewalk impacting AT&T Telco Equipment on west side of FoN. | The project with or without a median divided section would have incurred impacts to the existing AT&T Telco Equipment easement on the west side of Falls of Neuse Road directly across from High Holly Lane requiring relocation of some or all of this equipment. Preliminary discussions surrounding the impacts and relocation of these facilities have been held between the City, AT&T and the consultant. Easements necessary to accomplish this work will be finalized during the property acquisition phase of this section of the project. |
| 4 | Concern over pedestrian access to River Oaks Community Center for River Oaks Phase II residents. Request consideration for a pedestrian signal and crossing. | Direct access via vehicular traffic to the community amenities on the west side of Falls of Neuse Road to residents in Phase II will not be impacted under the current plan. As existing, no current sidewalk exists along Falls of Neuse Road, Coolmore Drive or Kings Grant Drive providing an existing provision for pedestrian access to these amenities. As part of this project, an 8' MUP would be constructed on the east side of Falls of Neuse Road and a 5' concrete sidewalk would be built on the west side of Falls of Neuse Road. Pedestrian access would be accommodated one of two ways. One way will be to allow pedestrians to cross Falls of Neuse at the proposed unsignalized full movement intersection at Coolmore Drive and proceed via the sidewalk down to Kings Grant Drive. The second way would be for pedestrians to proceed down the 8' MUP to the signalized intersection at Dunn Road and cross at that signal in a protected cross-walk and then proceed back down Falls of Neuse Road to Kings Grant Drive using the 5' sidewalk on the west side of the road. In both of these options, the median provides a refuge for pedestrians if needed, making a safer crossing. |

## River Run Neighborhood - Specific Concerns

| | *Concern* | Response |
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| 1 | Concern with the intersection type at Wide River Drive. | The estimated traffic usage at Wide River Drive electing to head south or proceed onto Old Falls of Neuse Road was relatively low when compared with the high volumes of traffic travelling through on New Falls of Neuse Road and those turning onto Old Falls of Neuse Road. Significant operational impacts would result from adding additional phases to the traffic signal proposed to handle the minor traffic movements associated with the westbound and southbound turns from |

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| | | Wide River Drive. Modification of this intersection type would significantly redirect additional traffic through Wide River Drive up to the new signal. Residents of the community further reviewed and considered the design and unanimously supported the intersection type proposed for Wide River Drive. |
| 2 | Concern with ensuring that Falls of Neuse Road operates as safely as possible. | Comment was noted that the River Run community supported the design which best adhered to the recommendations and direction of technical professionals, technical advisory organizations and published studies relevant to the providing the best solution to overall operational safety of the entire facility and all users and modes of transportation utilizing the project. |
| 3 | Concern with where the median transition to the larger median would occur near the breakpoint of Phase I and Phase II of the project. | Current design plan includes maintaining the narrower 17.5' median through the cul-de-sac of Lowery Farms Drive and then beginning the transition up to the larger median to accommodate the dual left turns at Falls of Neuse/Old Falls of Neuse/Wide River Drive intersection. |

## Wakefield Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern with ensuring that Falls of Neuse Road operates as safely as possible. | Comment was noted that the Wakefield community supported the design which best adhered to the recommendations and direction of technical professionals, technical advisory organizations and published studies relevant to the providing the best solution to overall operational safety of the entire facility and all users and modes of transportation utilizing the project. |
| 2 | Concern with potential delays in the schedule on Phase I and Phase II of the project. | Schedule for Phase I has not been significantly impacted relative to the on-going studies and coordination associated with Phase II of the project. Phase II of the project is moving forward and has developed the design to approximately a 25% level for the current plans. Continuing input and coordination will remain to ensure addressing as much as possible outstanding access and impact concerns related to the project. |

## Woodspring Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern with access to and from neighborhood via Whittington Drive. | Access to and from Whittington Drive from the north will not be impacted under the current project proposal. Access onto Whittington Drive from the south will not be impacted by the current project proposal. Access from Whittington Drive to the south will be restricted from a direct left turn onto Falls of Neuse Road. This direction of travel could be obtained one of several ways. One option would be to head north on Falls of Neuse and perform a U-turn at either a signalized intersection at Dunn Road or continue north and perform a U-turn at Falls Dam Management Center. Another option would be to use existing street infrastructure to gain access to full movement intersections at Dunn Road (signalized) or Coolmore Drive (unsignalizaed). |
| 2 | Concern over shifting the improvements more to the west at the Kings Grant/Whittington Drive intersection. | The alignment of the road sought to equitably balance impacts (real estate and structures) along both sides of the project. No current residential or structural dwellings are present in the eastern side of the Woodspring neighborhood. The nearest structures are approximately 900' down Whittington Drive. The River Oaks Community Center is about 40' off of existing Falls of Neuse Road. The alignment of the project sought to shift the alignment as such to reduce impact to these facilities by utilizing undeveloped property on the east side of Falls of Neuse Road between Whittington Drive and Dunn Road to accomplish the needed improvements. |
| 3 | Concern over impacts to neighborhood signage and landscape features at Whittington Drive. | There will be impacts to the neighborhood sign and landscaping on the northeast corner of Whittington Drive. In recognition of the physical impacts of the project on adjacent landscaping, native vegetation, and neighborhood amenities, the median has been reduced to 17.5'. Following the directive from City Council on January 6, 2009, to move forward and study this section of the project with a 21.5' median, this reduction results in 2' less impact on each side of the roadway. Compared to a traditional center turn lane, normally 12' wide, this section is only 5.5' wider (2.75' each side of the roadway). These impacts would have occurred with or without the median divided section. |

| | Concern | Response |
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| 4 | Concern over distance to first available southbound U-turn opportunity upon exiting Whittington Drive. | As stated above, several other options exist under the current plan to allow for residents seeking to head southbound out of Woodspring neighborhood to accomplish this maneuver. Additionally, the time most likely vehicles will seek to use the U-turn lane at Dunn Road to head south would be in the morning peak hour. During the morning peak traffic hour, the northbound traffic volume is less, allowing more gaps and space for exiting Whittington Drive and weaving over safely into the turn lane. |

## Woodbridge Neighborhood - Specific Concerns

| | Concern | Response |
|---|---|---|
| 1 | Concern over access to and from neighborhood via High Holly Lane. | Under the current plan, direct full movement access to High Holly Lane would be restricted to right-in/right-out operation. This is due to its proximity to Dunn Road and its location just south of a 950' radius horizontal curve on the alignment of Falls of Neuse Road. This curve is near the minimum allowable curve for the design speed of the road and horizontal sight distance is a concern. Access to High Holly Lane from the south would not be affected. Access to High Holly Lane from the north would require turning left at either Dunn Road or Tabriz Pointe and using existing street infrastructure to arrive at the desired location. Access from High Holly Lane to the north would not be impacted. Access from High Holly Lane southbound would require either a U-turn at Falls Dam Management Center Road or use of existing street infrastructure to gain access to Dunn Road or Tabriz Pointe. |
| 2 | Concern over width of median impacting the 3 residents adjacent to FoN Road. | As stated above the median, as currently proposed would add an additional 2.75' of widening to each side of the roadway versus a center turn lane. In this location, the monolithic concrete island separates turning traffic onto Dunn Road from head-on northbound traffic on Falls of Neuse Road. Additionally, elimination of the second southbound turn lane onto Dunn Road as shown in this plan, helped in reducing some of these impacts. |
| 3 | Concern over shifting the improvements more to Woodbridge's side of FoN (East) to reduce impacts to River Oaks Community Facilities. | The alignment of the road sought to equitably balance impacts (real estate and structures) along both sides of the project. The River Oaks |

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| | | Community Center is about 40' off of existing Falls of Neuse Road. The closest adjacent residence in Woodbridge is approximately the same distance. The alignment of the project sought to center the improvements as much as possible in this location such to reduce impacts to the extent possible to facilities and properties on each side of Falls of Neuse Road. Again, elimination of the second southbound turn lane onto Dunn Road as included in this plan, helped in relieving some of these impacts. |
| 4 | Concern over impacts to landscaping and signage at the intersection of High Holly Lane and FoN. | Impacts to landscaping and signage features at High Holly Lane will be addressed during the real estate acquisition phase of this section of the project. Some impacts to these facilities would have occurred with or without the median divided section. |
| 5 | Concern over potentially needing to relocate City of Raleigh's 24"-waterline on east side of FoN. | As the project currently is proposed, impacts to the existing 24" waterline are not anticipated. Extensive coordination with the City's Public Utilities Department is continuing throughout the project to avoid impacts, where possible, to above-ground features like fire hydrants, valves and manholes. |

## Falls Pointe Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern over impacts to landscaping and signage at entrance to subdivision. | As the project is proposed currently, no direct impacts are anticipated to the existing landscaping and entrance signage to the Falls Pointe Neighborhood. This neighborhood had previously dedicated and setback features for their half of a future right of way. With the reduction in the project size, direct construction impacts to these features are not anticipated. |

## Oakcroft Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern with additional traffic through neighborhoods as a result of median on FoN. | As a part of the City's development review process, transportation planners focus on making certain interconnectivity is provided whenever determined necessary. Drivers within the neighborhoods will continue to seek out the most effective route to achieve their intended direction of travel. Several options exist to achieve their desired traffic direction. Some drivers will choose to use existing public street infrastructure connectivity within the neighborhoods to gain access to their destination. Existing street infrastructure is adequately designed to accommodate this usage. Safe usage of these routes will require drivers to obey posted speed limits and observe other regulatory requirements while operating within these areas. |

## Mt. Pleasant Baptist Church - Specific Concerns

| | Concern | Response |
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| 1 | Concern with maintaining adequate distance from proposed improvements to the frontage of the church, specifically impacts to signage and the large Oak Tree in front of church. | The reduction in the median width coupled with the design of the centerline alignment has maintained the existing edge of pavement very close to where it exists currently. The only encroaching construction on the church's property will be for the 8' multi-use path. These limits were evaluated and a landscape architect has reviewed the proposed plan and indicated the construction of the 8' MUP would not impact the root system of the significant oak tree in front of the church. Additionally, the proposed construction would not impact the newly constructed sign erected by the church in 2009. |
| 2 | Concern over need for a safety barrier along church frontage. | In discussions with the church, it was noted that the alignment of the road and the additional through lane would give drivers a lane to get over into to avoid rear end crashes with right turning traffic, rather than veering off to the right into the church parcel frontage to avoid slower moving vehicles as currently is what is occurring on the 2-lane roadway. Additionally, the curb and gutter will serve as an effective delineation and barrier along the travel way to force drivers to stay within the travel lanes of the roadway. It was confirmed with the church that they would be allowed, if so desired, to place some barrier or vegetative buffer behind the 8' MUP and slope easement to serve as a delineation or |

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| | | enhancement to their frontage. |
| 3 | Concern with reduction in driveway width as related to rear end crashes. | The project provides a 2nd travel lane giving drivers an option to merge over into the other lane rather than decelerating abruptly when Church bound vehicles in front of them slow down to turn right. |

## Autumn Hills Neighborhood - Specific Concerns

| | Concern | Response |
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| 1 | Concern over additional traffic utilizing October Road to access FoN Road. | As a part of the City's development review process, transportation planners focus on making certain interconnectivity is provided whenever determined necessary. Drivers within the neighborhoods will continue to seek out the most effective route to achieve their intended direction of travel. Several options exist to achieve their desired traffic direction. Some drivers will choose to use existing public street infrastructure connectivity within the neighborhoods to gain access to their destination. Existing street infrastructure is adequately designed to accommodate this usage. Safe usage of these routes will require drivers to obey posted speed limits and observe other regulatory requirements while operating within these areas. |
| 2 | Concern over need for street lights along the project corridor and potentially impacting privacy. | The proposed street lighting planned for this section of the project is intended to improve night time visibility on the roadway and allow safer operation of the street and intersections. The typical street lighting plan would seek to maintain an acceptable lighting level for the roadway and minimize overwash lighting to surrounding areas. |
| 3 | Concern over need for safety barrier to protect from errant drivers along property frontage. | From evaluation of the existing grades and alignment in this location, it was noted that the existing road is almost at even grade with the surrounding parcels, with no exist ditch to prevent errant drivers from leaving the travel way and entering the yards of these residents. Under the current plan, the edge of roadway will be effectively moving about 5' more to the east from the existing edge of pavement. The new road also will be delineated and bounded by curb and gutter, berm and an 8' MUP. Similar, to the concern of Mt. Pleasant Baptist Church, the curb will act as a type of barrier forcing errant drivers to remain in their travel lanes. Additionally, the 2nd travel lane will give drivers an option to merge over into the other lane rather than decelerating hard when |

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| | | vehicles in front of them slow down to turn right onto October Road. |
| 4 | Concern over vehicles performing U-turns and relative distance of existing driveways to FoN. | With the revisions to the project median width as proposed, the roadway widening reduces the existing make the western edge of the closest driveway to about 40' from the proposed edge of travelway. Additionally, with the intersection of October Road proposed under the current plan as a left-over type of intersection, this should redirect some of the turning traffic heading southbound on Falls of Neuse Road to other locations effectively reducing some of the conflicts at the driveway location. |
| 5 | Concern over increased drainage and runoff causing flooding problems for the homeowners. | The approach to designing the drainage system near October Road will maintain the existing drainage patterns that currently exist. Any existing drainage flowing toward the roadway will be collected into the Falls of Neuse roadway drainage system and conveyed to the existing drainage outfall they currently flow to now. |

## Randy Ray, Landowner - Specific Concerns

| | Concern | Response |
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| 1 | Concern with widening more to the west to avoid impacts to Mt. Pleasant Baptist Church, Autumn Hills and River Oaks. | The alignment of the road sought to equitably balance impacts (real estate and structures) along both sides of the project. The proximity of the houses on October Road and to Mt. Pleasant Baptist Church necessitated shifting the improvements somewhat to the west and as a result impacting additional undeveloped land that is the subject of the concern. Again though, the reduction of the median width in the current plans, will correspondingly reduce impacts to both sides of the roadway. |
| 2 | Access to and from parcel driveways. | Access to the parcel driveways from the north will not be affected by the current design proposal. Access to the driveways from the south will necessitate performing a U-turn at either Coolmore Drive or |

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| | | Whittington Drive. Access from the parcel driveways to the south will not be affected by the current design proposal. Access from the driveways to the north will require drivers to execute a U-turn at the signalized intersection of Raven Ridge Road. |
| 3 | Concern over impacts to fencing on west side of FoN. | Existing fencing will be impacted by the slope limits on the west side. The property owner will be allowed to place permanent fencing back at the toe of slope once the project is complete. Temporary fencing can be placed as necessary to prevent livestock or other animal from leaving the property and would be temporarily set back as necessary to provide room for construction. |
| 4 | Concern over assessments for the project. | Unless otherwise directed by City Council, the project is expected to remain an assessable project. |
| 5 | Concern over U-turn bulb for Church traffic on Sundays. | As currently proposed the design is calling for a full movement intersection at Dehijuston Court and negating the need for a U Turn Bulb for church traffic on Sundays. |
| 6 | Concern over need for street lights along the project corridor and potentially impacting privacy. | The proposed street lighting planned for this section of the project is intended to improve night time visibility on the roadway and allow safer operation of the street and intersections. The typical street lighting plan would seek to maintain an acceptable lighting level for the roadway and minimize overwash lighting to surrounding areas. |

## Robert Wilson, Resident - Specific Concerns

| | Concern | Response |
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| 1 | Concern over availability of information on the project and project status during project development. | The City and the design team have held four public workshops and a public hearing on this project to provide up-to-date information as the project plan evolved and was carried through the NEPA process. A website for the project is being maintained by staff with mapping and other data pertinent to the project. It is located at www.raleighnc.gov. From there, select "Current Projects", followed by "Transportation Projects". Then select "Falls of Neuse Rd Realignment and Widening".<br>Following the City Council meetings in December 2008 and January 2009, the City staff, NCDOT and consultants have held 2 direct meetings with NORCHOA and eight direct meetings with other neighborhood association and organizations to provide input and discussion on the revisions of the current plan. Concerned citizens have |

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| | | been direct to contact City of Raleigh's Project Manager, Sylvester Percival at (919) 996-4053 with any questions. |
| 2 | Concern over access to and from parcel driveways. | Access to the parcel driveways from the north will not be affected by the current design proposal. Access to the driveways from the south will necessitate performing a U-turn at either Coolmore Drive or Whittington Drive. Access from the parcel driveways to the south will not be affected by the current design proposal. Access from the driveways to the north will require drivers to execute a U-turn at the signalized intersection of Raven Ridge Road. |