



## *City of Raleigh* *North Carolina*

February 11, 2009

RE: Rock Quarry Road Widening, Part B - Response to 25% Corridor Meeting Comments

Dear Property Owner:

A Corridor Public Meeting was held on August 21, 2008 at the office of the North Carolina Department of Transportation's Geotechnical Engineering Unit located at 3301 Jones Sausage Road to present the 25% preliminary design for the project to the public. 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 Wilbur-Smith & Associates 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 32 participants signed in at the Public Meeting. The City of Raleigh received and reviewed four comment sheets, emails, or letters regarding the project. The following offers an executive summary of the meeting as well as provides a response to general comments received from residents during and after the meeting:

### Executive Summary

There were three major concerns that seemed to be the focal points for the majority - assessments, drainage, and traffic.

First, this project will be an assessable project. Assessments will be calculated based on the linear feet of road frontage the individual has. The current assessment rates are \$32/LF (residentially zoned properties) and \$64/LF (non-residentially zoned properties) for paving/curb & gutter improvements and \$6/LF for sidewalk installation. The assessment financing option is available to all properties that are "inside" the City limits payable over 10 years at 6% interest annually. The first installment would come due on September 1st following the assessment confirmation by City Council and subsequent installments annually on September 1st thereafter until paid. Installment payments are billed annually by the City Revenue Office separate from any other billing by the City. As a result, preliminary review of the project information reveals that the assessments will only recoup approximately 15% of the total cost of the project.

Second, the drainage along the roadway will be directed through a closed system utilizing curb and gutter. The drainage system will be designed to meet all current design criteria and environmental

regulations. It was discussed that a drainage ditch section may be preferred over the conventional curb and gutter section. However, the typical section utilizing a ten feet standard flat bottom ditch without curb & gutter would extend the right-of-way needs on the north side by a minimum of twelve feet, increasing proximity damages to the properties tremendously. Also, the drainage flow resulting from the development of the Pre Eminent Charter Academy was a major concern for many of the property owners. After the School was constructed, neighbors claimed that the school diverted storm water from its natural flow. The school installed a storm water detention structure. However, the neighbors find the detention structure inadequate. This issue was brought before the City Council and was reviewed by the Public Works Committee on September 28, 2004. It was determined that construction of the detention pond was consistent with the requirements of CR-7107. On October 19, 2004, it was recommended and approved the item relating to storm water problems at 4009 Rock Quarry Road be removed from the agenda and no action taken. Should anyone have any questions or need additional information regarding offsite drainage, you may contact Storm Water Management at 919-996-4011

Also, the concern was raised regarding traffic control with the Walnut Creek Amphitheater, the Pre Eminent Charter Academy, and subdivision entrances. A traffic signal study was performed at the school entrance intersection in 2004, and it was discovered that the traffic counts did not warrant a traffic signal. Furthermore, a pedestrian study was conducted in December of 2008 and the pedestrian count did not warrant crosswalks. Total traffic volumes on Rock Quarry Road since 2004 have increased at this intersection during the AM Peak by 4% and increased by 6% during the PM Peak. This slight increase in main street volumes over a 4 year period does not indicate that a traffic signal study needs to be conducted at this time. A recent crash diagram indicates that there has been only 1 reported crash within the most recent 3 year study period at the west school driveway that could possibly be considered correctable by the installation of traffic signals. There have been no reported crashes at the intersection with the east driveway to the school within the same 3 year study period. Traffic signal studies were conducted within a close vicinity to Pre Eminent Charter School in 2005 and 2006 and neither of those locations received a recommendation for the installation of traffic signals at that time. There is current development underway on the northeast corner of the intersection of Rock Quarry Road and New Hope Road and when this development is completed, it may impact traffic volumes on Rock Quarry Road. A new signal study at that time may be necessary along Rock Quarry Road at locations to be determined at a later date. It has been Department policy to install traffic signals at locations where current volumes indicate the need and not based on projected volumes.

Many property owners were curious as to what part the Walnut Creek Amphitheater would play in assessments, seeing that they actually have very little road frontage compared to the traffic generation they produce. First, the project was warranted and designed based on average daily traffic that is generated at times the amphitheater is not open. Therefore, the project would be constructed regardless of the amphitheater's presence or event traffic generation. The only factor that the amphitheater played in the design was in determining the use of a five lane section rather than the conventional four lane divided section. Again, this would help during the event traffic. Furthermore, seeing that the Walnut Creek Amphitheater is a self sufficient entity owned by the City of Raleigh, and the City of Raleigh is financing the project through a potential bond program, one may see that the property owner of the amphitheater is bearing the majority of the cost for this project.

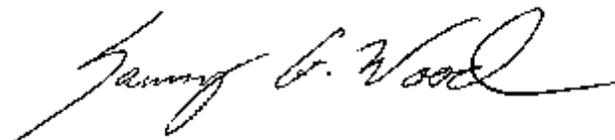
## Summary of General Comments and Responses

- 1) Roadway side slope appears to tie to existing [ground] within the building footprint on his property. Should his house be removed, he needs to know ASAP.
  - This design is preliminary. However, we do not anticipate any roadway slopes tying to existing ground any closer than 15' from a house.
- 2) Where will the utility poles be located?
  - Coordination with utility owners is ongoing. Currently the design indicates that the poles will be located within the proposed right-of-way.
- 3) The assessment for the improvements does not seem equitable.
  - The City has a policy for this matter and we are following the policy for this project. Council has long preferred to recoup a portion of the project costs through the assessment process rather than through other means since the projects are considered to provide some level of benefit to the adjoining property owners. Again, preliminary review of the project information reveals that the assessments will only recoup approximately 15% of the total cost of the project.
- 4) The proposed right of way is very close to a well and infringes on areas used for parking at some properties.
  - The City will make every effort possible to prevent impact to existing wells and septic systems. However, in the event that a well and/or septic system is impacted; the city will endure the installation cost for water and/or sewer service to the city's public water and/or sewer system. The City will also work with individual property owners to ensure adequate and safe parking.
- 5) Pipe under Rockwood insufficient for drainage.
  - The pipe under Rockwood at Rock Quarry is a 15" CMP. The proposed pipe at this location is part of a new drainage system. The current design has a drop inlet picking up the water before Rockwood and taking it into this drainage system. The proposed pipe crossing Rockwood in this system is a 30" RCP.
- 6) The northwest corner of the Sunnybrook Road and Rock Quarry Road intersection will also be developed with a portion of it being commercial.
  - The planning department has not received any proposals to develop the northwest quadrant of Rock Quarry & Sunnybrook. Our GIS shows the current zoning as R-6; commercial land uses are not permitted. However, the City appreciates this additional information.
- 7) Is curb and gutter proposed along the North side of the project west of Sunnybrook? Will the City consider extending these improvements an additional 350' to tie with the existing curb and gutter further from the intersection?
  - As presently designed, the proposed curb and gutter will extend approximately 650' west of the Sunnybrook intersection along Rock Quarry Road, to the western Holder property line. The City will look into the extension of the curb and gutter, but the additional cost to do so may not warrant the extension.

- 8) There should be a traffic light near the Charter School for the safety of kids crossing Rock Quarry Road. There should be traffic signals along Rock Quarry Road between Sunnybrook Road and Jones Sausage Road.
- The City is including as a part of this project sidewalks. The children will be able to cross Rock Quarry at Sunnybrook. A traffic signal studies was preformed in at this intersection in 2004, and it was discovered that the traffic counts did not warrant a traffic signal. Furthermore, a pedestrian study was conducted in December of 2008 and the pedestrian count did not warrant crosswalks. Total traffic volumes on Rock Quarry Road since 2004 have increased at this intersection during the AM Peak by 4% and increased by 6% during the PM Peak. This slight increase in main street volumes over a 4 year period does not indicate that a traffic signal study needs to be conducted at this time. A recent crash diagram indicates that there has been only 1 reported crash within the most recent 3 year study period at the west school driveway that could possibly be considered correctable by the installation of traffic signals. There have been no reported crashes at the intersection with the east driveway to the school within the same 3 year study period. Traffic signal studies were conducted within a close vicinity to Pre Eminent Charter School in 2005 and 2006 and neither of those locations received a recommendation for the installation of traffic signals at that time. There is current development underway on the northeast corner of the intersection of Rock Quarry Road and New Hope Road and when this development is completed, it may impact traffic volumes on Rock Quarry Road. A new signal study at that time may be necessary along Rock Quarry Road at locations to be determined at a later date. It has been Department policy to install traffic signals at locations where current volumes indicate the need and not based on projected volumes.

The City appreciates your input. Should you have questions or additional comments regarding this information, please feel free to contact Sammy G. Wood, PE, Project Engineer II, at (919) 996-3030 or by e-mail at [sammy.wood@ci.raleigh.nc.us](mailto:sammy.wood@ci.raleigh.nc.us).

Respectfully Yours,



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Project Engineer II

cc: Carl Dawson, PE – Public Works Director  
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