



Project U-5760 (Hopkins Road/Big Mill Farm Road)

August 2017 Public Meeting Summary of Public Comments

A total of 49 written comments were received during or following the August 24, 2017 public meeting. A summary of comments is below. Responses are in *italics*.

Design comments

Intersection Comments

- Use a roundabout at Timberview Drive/Big Mill Farm Road intersection.
 - *A roundabout would be more impactful to existing property, and is not needed based on traffic volumes.*
- Without crossovers except at intersections, driveways on Big Mill Farm Road will have limited access to their property.
 - *Correct, the addition of a median will require residents to turn right and make a U-turn at the next intersection, and will only be able to turn right in to their driveways as well.*
- Concerned about lack of room for U-turns at intersections.
 - *All intersections will be designed to accommodate U-turns for vehicles up to the size of an SUV/pick-up truck.*
- Consider shortening the turn lane by Post Oak sign, from W. Mountain Street into Post Oak and Copperfield neighborhoods; shortening the turn lane would save a notable amount of property at the back of his house and preserve the wooded area as much as possible.
 - *This turn lane will be shortened to the minimum recommended length based on traffic volumes.*
- Add a traffic signal at Regents Park and Timberwood to accommodate buses and improve safety (3 comments).
 - *The improvement to the alignment and sight distances on Hopkins Road are anticipated to address the safety issue at this intersection.*
- Close Selwych, just have Timberview as exit/entrance for Wexford (3 comments).
 - *The design recommended adding an intersection at Timberview as a second access point for the Wexford neighborhood. If only one exit/entrance is provided, Selwych would be retained because it is an existing intersection.*
- Keep Timberview closed, just have Selwych as an exit/entrance for Wexford (2 comments)
 - *The Timberview connection was initially proposed on the Kenersville Transportation Plan, and right-of-way was dedicated as part of previous development agreements. Since the public meeting, NCDOT changed this proposed intersection from a full-movement intersection to a right-in/right-out intersection due to the proximity to the adjacent intersections. The southbound right turn lane onto Timberview has been eliminated to reduce residential impacts.*



- Will additional ROW be acquired for future 4-lanes?
 - *Much of the current widening will be within existing right of way, including widening to four lanes through the interchanges.*
- Add direct access to Animal Hospital/Dental office (633 Hopkins Road)
 - *This has been investigated, and no changes are feasible due to the proximity of the driveways to the two adjacent intersections.*
- Ensure turn lanes at Bluff School/Hopkins and Regents Park/Hopkins are long enough to accommodate queues.
 - *The turn lanes in the current design sufficiently accommodate projected queues in the 2040 design year.*

Typical Section and Alignment Comments

- Hopkins Road should be 4 lanes from W. Mountain Street to Big Mill Farm Road; reduce median and make it 4 lanes.
 - *The traffic volumes only justify a two-lane road. A wide median is required to meet design and safety standards.*
- Request consideration of shifting alignment on north end away from Skate World; request follow up meeting once design decision has been made (per meeting with Jeff and Brett at public meeting).
 - *This has been investigated. Based on this design work, it appears that it may be feasible to shift the alignment to the west enough so that the construction limits do not impact the Skate World building. However, utility relocations are anticipated, and would likely extend impacts further. Property impacts will be more certain later in the design process.*
- Request starting the four-lane section further to the south to reduce impacts (physical, noise, and privacy) on property near Timberview Drive.
 - *Due to the required turn lane lengths and design requirements at the interchange, this is not able to be shortened.*
- Create a longer sight line out of Regents Park for turning onto Hopkins; speeding vehicle on the hill on Hopkins creates difficulty for drivers turning left; take some of the "S" curve out of Hopkins Road from Regents Park Road to Oakmont if possible; take some elevation out of the road near the bottom of Hopkins Road at Regent Park road.
 - *The improvement to the alignment and sight distances on Hopkins Road are anticipated to address these concerns.*

Other Comments

- Can overhead utilities be buried?
 - *Burying utilities would be the cost of the Town. At this point in the project, the Town has not requested this.*
- Phase the project so Big Mill Farm Road extension is built first.
 - *A construction phasing plan will be developed during final design.*



- Please see that the mail boxes are placed on the residential side of the street.
 - *Mailbox placement is the responsibility of the US Postal Service.*
- If ornamental lights will be used, is it possible to research cost of continuing down Bluff School Road (paid for by neighborhoods).
 - *A lighting analysis will be done as part of final design. If the Town requests ornamental lighting, the additional cost would be paid for by the Town. Requests for neighborhood lighting should also be directed to the Town.*
- Consider a larger culvert for stream under Hopkins Road to alleviate flooding and accommodate future greenway (2 comments).
 - *The culvert will be designed to accommodate anticipated future flooding. Typically, culverts are designed for the 25 year flood. In this case, a design to accommodate the 50 year flood will be evaluated because of historic flooding issues. A future greenway is assumed to cross Hopkins Road at-grade.*
- How will transition be planned for old/new sections of Hopkins Road?
 - *A new intersection has been designed at the intersection of Hopkins Road and Big Mill Farm Road. The new road will be the through movement, and the existing east section of Hopkins Road will intersect with the north-south road.*
- Trucks should be kept off this road (4 comments).
 - *As a major arterial, trucks will not be restricted from this route.*
- Support the project (6 comments).
 - *No comment needed.*
- Request consideration of noise mitigation/dampening with a wall or landscaping.
 - *NCDOT will evaluate the potential need for noise attenuation. In addition, the Town has the option to fund additional landscaping along the corridor.*

Impact comments

No response is necessary for these comments.

- Prefer for the road to take houses rather than building within 10-15 feet of houses
- Concerned with loss of habitat.
- Concerned about security and safety of Wexford neighborhood by adding 2nd access point (2 comments).
- Raising the road will cause flooding; the creek has flooded 3 times in 10 years.
- Do not relocate the three trailers on Big Mill Farm Road.
- Concerned Lamshire Road will be used as a shortcut to Big Mill Farm Road (2 comments).



Data questions

- Does plan take into account additional traffic from proposed 800 apartments behind Lowe's on Old Winston Road and other developments (2 comments)?
 - *The plan accounts for future traffic through 2040. The future traffic volumes are based on data from the regional travel demand model, which includes information about both specific developments and anticipated growth patterns. This information comes from the Town of Kenersville and the Winston-Salem Urban Area Metropolitan Planning Organization.*
- Has impact of eastern leg of Northern Beltway been considered in traffic counts? Will opening of eastern leg in Walkertown affect the flow and volume of traffic on Hopkins Road?
 - *All funded sections of the Northern Beltway – including the eastern leg – have been considered in the traffic projections. It is anticipated that the opening of the eastern leg will result in a slight decrease in traffic volumes on Hopkins Road.*
- How will amount of traffic change on old section of Hopkins Road? (Martha Berry)
 - *The traffic on the old section of Hopkins Road is anticipated to be between 37% and 50% lower than if the new project was not built, in the 2040 design year.*
- Will access be retained from Big Mill Farm Road to the back of the property? (1521 Cabot Place)
 - *In this case, no, access will not be retained when curb and gutter is added. The current connection is not a legal driveway.*

Interchange Preference

Alternative B has been chosen as the preferred alternative.

- Alternative A – 0
- Alternative B – 3
- No interchange, or overpass only – 3
 - *An overpass only was studied as part of the traffic analysis, and was determined not to address the needs of the project.*

Sidewalk Preference

The project will include sidewalks as proposed in the plans presented this summer.

- Like sidewalks – 3
- Don't like sidewalks – 2
- Need additional crosswalks - 2

Bike Lane Preference

The project will include bike lanes as proposed in the plans presented this summer.

- Like bike lanes – 2
- Don't like bike lanes – 2