

Complete 540 Virtual Meeting Q&A

WoodCreek Neighborhood

Thursday, July 16, 2020

1. What is the process for determining if sound barriers are warranted?
 - The traffic noise analysis process has three key components: 1) determining which noise sensitive land uses had building permits issued prior to the date of public knowledge of the highway project (June 6, 2018 for Complete 540, which is the date of the Record of Decision), as these are eligible for noise abatement consideration; 2) determination of traffic noise impacts that are predicted to occur in the design year of the project (2040 for Complete 540 Phase 1); and 3) potential abatement of traffic noise impacts. The Design Noise Report is not complete at this time, but the preliminary noise studies did show that noise barriers in the WoodCreek area were preliminarily feasible and reasonable. The final noise study should be completed later this year and the results will be posted on the Complete 540 project website.
2. Who signs off on “wanting” the wall? Is it the HOA?
 - If the Design Noise Report shows that a noise wall satisfies the feasibility and reasonableness criteria in NCDOT’s Traffic Noise Policy, then we will initiate the balloting process. What this means is that all property owners and tenants that will be “benefited” by the noise wall will be asked to vote on whether they want it or not. A property is benefited if the noise wall would provide at least a five-decibel reduction in traffic noise when compared to not having a wall. Once the voting is complete, the voting results will determine the final decision whether a noise wall will be constructed or not. The voting process takes about four months to complete once the Design Noise Report has been approved. The HOA would get a vote if a noise sensitive land owned by the HOA (i.e., swimming pool, tennis courts, basketball court, playground) would be benefited by a recommended noise wall.
3. What will be the height of the sound walls?
 - The height of the potential sound barriers will not be known until the final Design Noise Report is completed later this year.
4. What are the design concepts and schedule for the pedestrian and bicycle path crossing N.C. Toll 540?
 - A concrete box culvert will be a constructed to allow passage of the existing bicycle and pedestrian trail to cross under the highway. The pedestrian culvert, jointly funded between NCDOT and the Town of Holly Springs, will be 14 ft wide x 10 ft high and will cross under N.C. Toll 540. The culvert construction will begin in 1 to 2 months and is estimated to take 3 to 4 months to complete.
5. What will be the vertical alignment of the highway near WoodCreek?
 - N.C. Toll 540 will vary in vertical alignment, but it will be generally lower than existing ground between the two Sunset Lake Road crossings. The highway will be 10 to 15 feet lower in the River Falls Road area. There will be some areas of the highway on embankments as it crosses streams and low-lying areas, with a maximum embankment

height of 20 to 25 feet. At both Sunset Lake Road crossing locations, N.C. Toll 540 will be dug into the ground and will cross under existing Sunset Lake Road.

6. Will parcel 26 be privately owned and will it be reforested?
 - Only the far, northeast section of parcel 26 was needed for construction of N.C. Toll 540, so the remaining land in parcel 26 will continue to be privately owned. The use of the remaining land in parcel 26 and any possible reforestation would be the property owner's decision.
7. What does Y3 and Y4 mean on the maps? Does this relate to construction years?
 - N.C. Toll 540 will cross Sunset Lake Road twice. The highway is considered the -L- alignment, and the crossing roads are -Y- alignments. Y3 and Y4 are both designations for Sunset Lake Road as the road crosses over N.C. Toll 540 at the two locations. These designations do not relate to construction years.
8. How many lanes will N.C. Toll 540 and Sunset Lake Road have? Will there be any temporary closures of Sunset Lake Road?
 - N.C. Toll 540 will be a six-lane divided facility with asphalt roadway pavement in this area. Sunset Lake Road will be five lanes with a center turn lane at each of the crossings with N.C. Toll 540. There are no planned long-term closures on Sunset Lake Road; however, there will be intermediate lane closures at times to complete construction activities.
9. Are there plans for an additional neighborhood exit since River Falls Drive has closed?
 - The Complete 540 project has no work planned for an additional neighborhood exit. Residents would need to check with the Town of Holly Springs regarding any plans to extend Mystic Pine Place.
10. Will golf carts be allowed on the greenway?
 - The pedestrian and bicycle trail will be managed by the Town of Holly Springs. For rules and regulations, residents would need to check with the Town of Holly Springs.
11. How far away from the highway is considered for noise abatement and will the noise level with a sound barrier be the same as it is now?
 - There is not a specific distance considered for noise abatement analysis, as it varies site to site. Our noise analysis goes far enough back from the highway to identify all predicted impacts caused by the project and all properties benefited from a recommended noise wall. Since the final Design Noise Report is not complete, we cannot be specific about predicted noise level reductions by recommended noise walls.
12. Will there be a stop light or stop sign at River Falls Drive?
 - The intersection of River Falls Drive and Sunset Lake Road will maintain full turning movements. There are no plans to add traffic signals or additional stop signs at this location.
13. Why will the Complete 540 project be asphalt pavement instead of concrete?

- The design-build team had the option to bid on the pavement type. This section of N.C. Toll 540 will be asphalt. NCDOT and NCTA ensure that the life cycle costs of concrete and asphalt pavement are comparable before allowing such a bid option.
14. What is the completion schedule for N.C. Toll 540 from Sunset Lake Road to Kildaire Farm Road?
- Work in the Sunset Lake Road area is expected to be complete in late 2022.
 - Phase I of the Complete 540 project from N.C. 55 Bypass to I-40 was advertised as three different projects (R-2828, R-2721B and R-2721A). All three projects are currently at 25% completion, so they should all be completed around the same time. Completion of Phase I of the project is expected in 2023.
15. Will there be dust control during construction?
- Yes, it is required by highway construction standards to have dust control procedures in place. Contractors for the project are currently using water trucks to limit the dust, which is generally considered the most effective way to control dust.
16. What is the current construction timeline for the greenway and what is its location related to the existing path?
- Construction on the pedestrian and bicycle culvert is expected to begin in 1 to 2 months and is estimated to be complete in early 2021. The culvert will be in the same general location as the current path to maintain connectivity to both sections of the WoodCreek community.
17. Is there a difference in highway noise using asphalt pavement versus concrete?
- Pavement type is not considered in the noise analysis. Our noise modeling uses a “neutral pavement” type. While some pavements may be quieter than others, this is not taken into account in the noise analysis.
18. What is the timetable for the diverging diamond interchange at Holly Springs Road and Kildaire Farm Road?
- The interchange is expected to be completed in mid-2023. There will be a temporary on-site detour for Holly Springs Road lasting about 12 to 16 months starting in late 2021; however, the schedule is currently being analyzed to determine if the detour work can begin sooner
19. Was the closure of River Falls Drive communicated with emergency services?
- Yes, the closure of River Falls Road was communicated with EMS, Fire, Police etc. Coordination with emergency services also occurred during the planning stages of the Complete 540 project to ensure adequate response times. River Falls Drive was always agreed upon as a temporary connection.
20. Will the noise walls be built before the road?
- Possibly, if the noise wall is considered reasonable and feasible and it passes the voting process. Building a noise wall prior to the road being built is more easily done if the roadway is in a cut section. If the roadway is in an embankment, then the walls are closer to the road and are usually built with the highway.
21. Why is the greenway closed now?

- The pedestrian and bicycle path is currently closed for public safety and to prevent the public from using this area during construction of the pedestrian culvert.
22. What will be the view of the road from the neighborhood pool and community facilities?
- From the parking lot of the pool and community facility, the highway will be at ground level. As the highway moves to the east, it will be on an embankment with 10 to 15-foot-high fills.
23. Why is N.C. Toll 540 tolled on the South but not I-540 on the North?
- N.C. Toll 540 by itself would cost more than the NCDOT budget for the year to build so tolling is a cost-effective way to get the roadway built faster. The revenue from toll collection is used to repay the bonds used to get the road built faster. Toll roads also relieve NCDOT from maintenance costs, as the revenue from toll collection also covers the maintenance and operations of the road.
24. Can residents supply an address to get a map showing the address' proximity to N.C. Toll 540?
- Yes, residents can call the project hotline (800-554-7849) or send an email to the project email address (complete540@ncdot.gov) to get maps showing the address and its proximity to N.C. Toll 540.
25. Where will the tolling facilities be located along the highway?
- All-electronic tolling gantries will be located between every interchange along N.C. Toll 540. Toll booths are not necessary, and the tolling process does not require traffic to stop or slow down, which makes toll collection safer for motorists.
26. Will the toll cost go down or away in the future?
- Yes, state statute requires that once the debt has been repaid using the toll revenue the tolls will be removed; however, keep in mind that toll revenue also covers maintenance of the road.
27. Since the greenway is closed should residents walk on River Falls Drive?
- Yes, pedestrians and bicyclists should use River Falls Drive for connectivity until the pedestrian culvert is complete. As a reminder, River Falls Drive is permanently closed to traffic and is only open for a temporary pedestrian and bicycle detour until the pedestrian culvert is constructed.
28. Will there be a tolling location between the two Sunset Lake Road crossings?
- No, there will not be a toll gantry located between the two Sunset Lake Road crossings. However, there will be a toll gantry located between the N.C. 55 Bypass interchange and the Holly Springs Road interchange, west of the first Sunset Lake Road crossing.
29. Do the blue and white lines on the construction map represent cut and fill areas?
- No, the blue and white lines on the construction map do not represent cut and fill areas. On the design public hearing map, the cut and fill areas are represented by the dotted line located within the green area, with either F for 'fill' or C for 'cut.' Residents can find the public hearing maps (Public Hearing Map 1) on the project [website](#), or can call/email the project team to request a map showing WoodCreek.
30. Will the transponder light be flashing in the neighborhood?

- The toll gantry closest to the WoodCreek neighborhood is at least 1,400 feet away. Flashes of light from the toll gantry will not be seen from the neighborhood.

31. Will there be a noise wall at the neighborhood pool?

- Noise walls are not constructed for privacy, but if the final Design Noise Report indicates that a sound barrier is feasible and reasonable, and the votes are submitted to construct a wall for that area and it passes the voting process, then a wall will be constructed.

32. Why is Wake County not showing N.C. Toll 540 on their GIS anymore?

- Wake County was still showing the study corridor map with a 1,000-foot-wide corridor; however, the preferred alternative is only about 300 to 350 feet wide. As NCTA is purchasing right of way, it is narrowing down the exact location and width of N.C. Toll 540. NCTA is working with Wake County to get an updated GIS layer showing the preferred alternative route.

33. Will there be any turn restrictions at either Sunset Lake Road connection from the WoodCreek neighborhood during construction or after?

- Both Lockley Road and River Falls Drive at Sunset Lake Road will maintain full traffic movements during construction and after.

34. What is the timetable for the project toll debt to be repaid?

- The existing portion of Triangle Expressway section currently shows a debt repayment schedule of 2048. With the addition of the current south section that is under construction, the debt repayment schedule is 2058. The plan of finance for facilities such as N.C. Toll 540 is typically and most economically structured around low interest long term debt.