



Improvements to North Highland Lake Road (S.R. 1783) - STIP No. U-5887

North Carolina Department of Transportation - Division 14
Attn: Mr. Jonathan Woodard, Project Engineer
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**- Alt 1 Refinements -
Important Information
Please Read**

**Questions? Comments? Concerns?
Please Contact Us!**

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Project Website

NCDOT has posted project information, maps, public involvement activities, newsletters, documents, and other resources on the project website.

<https://www.ncdot.gov/projects/publicmeetings/?search=highland>



N. Highland Lake Road Improvements

Proposed improvements to N. Highland Lake Road (S.R. 1783) from
Greenville Highway (N.C. 225) to West of Spartanburg Highway (U.S. 176)

STIP No. U-5887

NCDOT held Public Workshop on October 17, 2017

NCDOT hosted an Open-House Public Meeting on October 17, 2017 at the City of Hendersonville Operations Center to introduce, and to request input into, the Project and the two alternatives that were showcased at the meeting. You may view those maps at the project website, <https://www.ncdot.gov/projects/publicmeetings/?search=highland>

Alternative 1: A 10' multi-use path in certain sections of the plan (with a 5' sidewalk in other sections)

Alternative 2: A 5' sidewalk throughout the entire plan

Property owners, business owners, municipal officials, and other interested parties attended the workshop, and 158 individuals recorded their attendance. NCDOT received 51 comment forms, 62 emails, and 28 letters for a total of 141 submitted comments. The comments and questions focused on safety and intersection improvements, impacts to businesses and private property, impacts to the area's culture and history, impacts to existing vegetation, and impacts to the local public park.

NCDOT Refines Alternative 1

NCDOT is studying and refining the design to be more context-sensitive in order to modernize the road section, provide bicycle and pedestrian connectivity, impact the National Historic Register District the least amount possible and address comments received from public and municipal officials during the October 17th Public Meeting. NCDOT's study includes the following design components to refine the design:

1. Move the alignment more toward the Ingles property and away from the Veterinarian Clinic
2. Create another roadway section for the Church area
3. Create additional roadway sections that require less right-of-way acquisition
4. Compare right-of-way acquisition requirements for curb and gutter versus shoulder roadway sections
5. Create more context sensitive design solutions to respect the history and culture of the area
6. Review revised typical sections with members of Flat Rock Village Council



**Public Comment Summary
Improvements to N. Highland Lake Road (S.R. 1783) in Henderson County**

**Public Meeting
October 17, 2017**

The following comment summary outlines information gathered from the comment forms, emails, and telephone calls received during the public comment period which occurred between October 17, 2017 and November 16, 2017.

Because most comment forms addressed more than one topic, these comments are recorded as multiple comments rather than being accounted for as a single comment. For example, a single comment sheet may contain comments on alternative transportation, public involvement process, cultural/historic impacts and proposed project modifications – resulting in four total comments rather than one. For the purpose of accurately capturing and cataloging the comments, the 141 submitted comments were subcategorized into two main categories; either in support of the project, or elements of the project or; in opposition to the project, or elements of the project. Under the “support” and “opposition” categories we created individual subcategories based on their content, thereby generating a total of 186 separate comments. The number of comments attributed to each category, and subcategory, is noted below.

Below is a summary of support of this project, or elements of this project, provided by either comment, letter or email.

In Support of Project and Alternative Preference	Number of Responses
Either Alternative as long as road is safer	20
Alternative 1 (multi-use trail)	22
Alternative 2 (sidewalk)	1
Straighten out curves	2
Repave Road/Minor Road Improvements for Safety	3
Alterations to Railroad Tracks	1
Entry to Park	5
Need more design concentration on beautification and reforestation	6
Intersection of Spartanburg Highway and N. Highland Lake Road	4
Highland Golf Villas Entrance	4
More design concentration on impacts to church or veterinarian clinic	5
Lily Pad/Mountain Close Entrance	2
Turns out of Highland Lake Drive and Highland Park Drive	4
Access improvements to Ingles, Ingles Gas Station, and CVS	5
Alternative routes	5
Comments in support of changing all, or specific portions of, this roadway	89

Below is a summary of opposition to this project, or elements of this project, provided by either comment, letter or email.

In Opposition of this Project and Alternative	Number of Responses
Do Nothing	68
Alternative 1 (multi-use trail)	11
Alternative 2 (sidewalk)	5
Alterations to Railroad Tracks	5
Changes to Highland Lake Drive and Highland Park Drive	3
Changes to Park Entrance	3
Changes to Highland Golf Villas Entrance	2
Comments in opposition to changing the roadway, or certain parts of this roadway corridor.	97

Below is a summary of general concerns identified by comment sheet, letter, or email

Specific Concern Identified	Number of Responses
No need for bike lanes and sidewalks, park has them already	20
Yes, there is a need for bike lanes and sidewalks	18
Loss of private or commercial property	12
Negative impacts to Park	14
No need for new Park entrance	5
Yes, there is a need for a new Park entrance	4
Noise	2
Concerns for natural features (tree removal, waterfall pull out)	46
Concern for community features (church, veterinarian clinic)	15
Concern for Cultural Resources (historic infrastructure, stone walls, gates, signs, etc)	12
Concern for Historic District Infringement/Conservation Easement Infringement	6
Need for Handicap accessibility/crosswalks	2
Underground Utilities	4
Changes will make road more dangerous (speed, accidents, congestion)	15
Keep speed limit 35 MPH	3
Concerns with impacts to historic and cultural identity of the area	24
Information at public meeting should have been presented by engineers and NCDOT rather than informal	4
Public meeting was great	2