



## **Agenda**

1. Call to Order
2. Pledge of Allegiance
3. Invocation
4. Adjustment and approval of January 16, 2024 meeting agenda

### **RECOGNITIONS**

5. Black History Month Proclamation

### **REQUESTS AND COMMUNICATIONS**

6. Parks and Recreation Advisory Committee Annual Report
7. Waterline Conveyance Interlocal Agreement Update

### **CONSENT AGENDA**

8. December 5, 2023 Business Meeting and December 12, 2023 Workshop Minutes
9. Monthly Budget Amendments
10. Gable Ridge Storm Drain Repair Ph. 2
11. Approve Purchase of a Leaf Vacuum Machine on State Contract
12. Amendment to Municipal Code Article VII, Expansion of Chapter 18B Permits

### **PUBLIC HEARINGS**

13. Honeycutt/Wade Nash Road Comprehensive Plan Amendment 23-CPA-02 - Legislative Public Hearing

### **NEW BUSINESS**

14. Municipal Agreement with NCDOT for Bridge Replacement at NC 751 and US 1
15. Annual Appointments to Planning Board and Board of Adjustment

### **PUBLIC COMMENT PERIOD**

Each speaker may speak up to 3 minutes, and the total comment period will be 15 minutes or less. Citizens should sign up with the Town Clerk to speak prior to the start of the meeting. Although the Council is interested in hearing your concerns, speakers should not expect Council action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate town officials or staff and may be scheduled for a future agenda. Thank you for your consideration of the Town Council, staff, and other speakers.

### **OTHER BUSINESS**

### **MANAGER'S REPORT**

### **CLOSED SESSION**

### **ADJOURNMENT**

In accordance with ADA regulations please contact the Town Clerk's office at least 48 hours before the meeting to request an auxiliary aid or service needed to participate in this meeting:

[linda.mckinney@hollyspringsnc.gov](mailto:linda.mckinney@hollyspringsnc.gov) 919-557-3900





# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### Agenda Item#: 5.

#### **Recognitions**

**Title:** Black History Month Proclamation

**Strategic Priority Area:** Safe & Friendly  
Engaged, Healthy, & Active Community

**Staff Resource:** Mayor Mayefskie

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#### **Action(s):**

Proclaim February as Black History Month in Holly Springs

#### **Explanation:**

- The Town of Holly Springs is working with the Holly Springs Martin Luther King, Jr. (MLK) committee to celebrate Black History Month in Holly Springs, including a series of events at the Cultural Center, including:
  - A gallery walk featuring local pioneers and trailblazers from February 6th - 29th
  - A movie series on February 23rd and 24th

#### **Background:**

- Black History Month was adopted under President Gerald Ford in 1976.
- The national theme for Black History Month 2023 is Black Resistance.
- Holly Springs desires to recognize and celebrate the history and contributions of black residents and leaders to the Town of Holly Springs.

#### **Funding Source(s):**

N/A

#### **Attachment(s):**

1. Black History Month 2024

# Town of Holly Springs



## *A Proclamation By The Mayor*

### **Black History Month**

**WHEREAS**, the Town of Holly Springs takes pride in recognizing February 2024 as Black History Month, celebrating the many notable contributions that people of African descent have made to our country; and

**WHEREAS**, we celebrate the diversity of Black people in Holly Springs, North Carolina, and the nation, whether they self-identify as African, African-American, AfroLatino, Afro-Caribbean, or Black; and

**WHEREAS**, this year's Black History Month theme of "African Americans and the Arts" as denominated by the Association for the Study of African American Life and History (ASALH) celebrates the creativity of African Americans in all forms of creative endeavor; and

**WHEREAS**, under the strong leadership of Martin Luther King Jr. the battle for equal rights extended to not only blacks but to other minorities and the working poor; and

**WHEREAS**, the Civil Rights Movement gave impetus to inclusion of blacks in the political process that ultimately resulted in the election of the first black US President in 2008; and

**WHEREAS**, February was formally adopted as Black History Month in 1976 by President Gerald Ford;

**NOW THEREFORE**, I, Sean Mayefskie, Mayor of the Town of Holly Springs, North Carolina, do hereby proclaim February, 2023 as

### **Black History Month**

in the Town of Holly Springs and call upon the people of Holly Springs to observe this month with appropriate programs, activities, and reflections.

*Proclaimed this, the 16th day of January, 2024.*

**IN WITNESS WHEREOF**, I have  
hereunto set my hand and caused the Seal of  
the Town of Holly Springs, North Carolina to  
be affixed on this 16th day of January, 2024.

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Sean Mayefskie, Mayor



# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### Agenda Item#: 6.

#### **Requests & Communications**

**Title:** Parks and Recreation Advisory Committee Annual Report

**Strategic Priority Area:** Engaged, Healthy, & Active Community

**Staff Resource:** LeeAnn Plumer, Parks & Recreation

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#### **Action(s):**

Receive the 2023 Annual Report from the Parks and Recreation Advisory Committee as presented by Committee Chair, Susan Smith.

#### **Explanation:**

- As outlined in the Town Code of Ordinances, the Parks and Recreation Advisory Committee (PRAC) reports annually to the Town Council on the activities of the group.
- Susan Smith, PRAC Chair, will present the highlights of the Committee from calendar year 2023.
- The attached report outlines PRAC accomplishments and action items.

#### **Background:**

- The Parks and Recreation Advisory Committee (PRAC) has specific duties and responsibilities (in summary):
  - Serves at the pleasure of the town and advises town officials on issues related to parks and recreation, including program and facility needs, policies, finances, land acquisition, and disposal.
  - Serves as a liaison between town officials and the citizens, informs the public about the importance of park and recreation programs, assists in developing cooperative arrangements with other organizations, and helps recruit volunteer staff.
  - Responsible for maintaining high standards in park development and operation, evaluating programs and facilities, developing plans to meet present and future needs, and recommending rules and procedures for the use of public parks and facilities.
  - Present recommendations or reports, including an annual report, to the Town Council.

#### **Funding Source(s):**

N/A

#### **Attachment(s):**

1. PRAC Annual Report 2023



## **Town of Holly Springs Parks and Recreation Advisory Committee 2023 Annual Report**

Per the Town [Ordinance](#), which establishes the Parks and Recreation Advisory Committee (PRAC), the purpose of the Committee is to provide representation for the citizens of Holly Springs in partnership with the Parks & Recreation Department and Town Council in promoting understanding, appreciation, participation and support in regards to matters related to parks, recreation programs, greenways, facilities, policies, and the long-range plan for parks and recreation.

In February, the Parks and Recreation Advisory Committee established several areas of focus for the calendar year 2023 which included:

- Play an integral role in providing information about the anticipated 2023 Parks & Recreation Bond initiative to the community.
- Actively participate in the Cass Holt Road Park design development process.
- Encourage the public and Parks & Recreation staff to share concerns, opportunities and updates on programs and initiatives at monthly meetings.
- Provide feedback and input on projects recommended in the 2021 Parks, Recreation and Greenways Master Plan.
- Continue cross-communication with other Town-wide boards and committees like the Tree Advisory Committee, Police Community Advisory Group, and the Downtown Village District Planning Committee.
- Actively participate in three town/community events as a means to support events and engage the public for input and feedback about parks and recreation needs. Types of events may include but are not limited to the Farmers Market, July 5<sup>th</sup>, HollyFest, the HS Half Marathon, and the Tree Trail/WinterFest.

The members of the PRAC are pleased to share the following accomplishments that were performed and achieved during the past year.

- Participated in several town events by staffing information booths to answer general questions and provide information on the fall parks referendum. Events included Independence Day Celebration (July 5<sup>th</sup>), Farmers Market Info Day (Sept 23) and HollyFest (Oct 28). Members also sponsored a tree at WinterFest/Tree Trail at Ting Park.
- The PRAC received updates from parks and recreation staff on various topics throughout the year:
  - Adam Huffman – Updates on current and planned projects
  - Kristen Denton – Updates on programs, performances and events
  - Chris Champion -Updates on youth and adult athletics
  - Matt Beard – Updates on parks and greenway projects
  - Jessica Stygles – Updates on the Farmers Market operations
  - Tory Lukasina-Updates on youth and adult programming, as well as fitness registration numbers
  - Kevin Miller-Cultural Center updates on performances and events
  - Carolyn Couch-Updates on Bass Lake and Sugg Farm visitor numbers and special projects

- Gwendolynn Morehouse joined the PRAC Committee in February 2023 as the representative for Teen Recreation Advisory Council (TRAC), giving monthly updates on the efforts and happenings of this teen focused group.
- The Committee was given a tour of the Mims Park Nature trail lead by Matt Beard.
- The Committee received one public comment this year regarding the proposed Alston Ridge greenway that is being proposed by the Town of Fuquay-Varina and will connect to the Bass Lake Park trail.
- The PRAC received information as reported back from Parks and Recreation staff who traveled to the Dallas/Fort Worth, Texas area to observe best practices and trends in multi-generational recreation centers to gain ideas for the new recreation center planned on Cass Holt Road.
- PRAC members provided significant input on the naming of Cass Holt Road Park and provided naming recommendations for Town Council consideration.
- The PRAC served as the first-round selection committee for the Call for Artists to identify the artist team to design functional and experiential art for the new park on Cass Holt Road. In addition, the members served as a stakeholder group and participated in a hands-on workshop to help create the vision for the new art display at the park.
- Members continue to actively participate with other Town Committees including the Tree Advisory Committee (Sara and Susan), Police Community Advisory Group (Val), and the Downtown Village Distract Planning Committee (Sarah).



## Town of Holly Springs Parks and Recreation Advisory Committee FY2023 Attendance



|                                | July 2022<br>(SPECIAL<br>MEETING) | August 2022 | September<br>2022 | October 2022 | November<br>2022 | December<br>2022 | January 2023 | February 2023 | March 2023 | April 2023 | May 2023 | June 2023            |
|--------------------------------|-----------------------------------|-------------|-------------------|--------------|------------------|------------------|--------------|---------------|------------|------------|----------|----------------------|
| Susan Smith (C)                | X                                 | X           | X                 | X            | X                | X                | A            | X             | X          | X          | A        | X                    |
| Jason<br>Guetgemann (Co-<br>C) | X                                 | A           | X                 | X            | A                | X                | X            | X             | X          | X          | X        | X                    |
| Sarah Larson                   | X                                 | X           | X                 | X            | X                | X                | X            | X             | X          | X          | X        | X                    |
| Val Atkinson                   | X                                 | X           | X                 | A            | X                | A                | A            | A             | X          | A          | X        | X                    |
| Stephen Brauer                 |                                   | A           | X                 | X            | X                | A                | X            | A             | X          | X          | A        | A                    |
| Christopher Cook               |                                   | A           | X                 | X            | A                | A                | X            | A             | X          | X          | A        | A                    |
| Leonard Lloyd                  | X                                 | X           | X                 | X            | A                | X                | X            | X             | X          | X          | A        | X                    |
| Jodi Carey (S)                 | A                                 | X           | X                 | A            | X                | X                | X            | X             | X          | X          | X        | X                    |
| Scott Warner                   | X                                 | X           | A                 | X            | A                | X                | X            | X             | A          | X          | A        | A                    |
| Council Members                | A                                 | Bennett     | Bennett           | None         | Forrest          | Bennett/Forrest  | Forrest      | None          | Forrest    | Hewetson   | Forrest  | Forrest/<br>Hewetson |
| Gwendolynn<br>Morehouse        |                                   |             |                   |              |                  |                  |              |               |            | x          | X        | X                    |

A = Absent  
R = Resigned  
T = Tardy  
V = Attended Virtually (Zoom)





# Town of Holly Springs Parks and Recreation Advisory Committee **FY2024 Attendance**

|                              | July 2023<br>(SPECIAL<br>MEETING) | August<br>2023 | September<br>2023    | October<br>2023      | November<br>2023     | December<br>2023     | January<br>2024 | February<br>2024 | March<br>2024 | April 2024 | May 2024 | June 2024 |
|------------------------------|-----------------------------------|----------------|----------------------|----------------------|----------------------|----------------------|-----------------|------------------|---------------|------------|----------|-----------|
| Susan Smith<br>(C)           | X                                 | X              | X                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Jason<br>Guetgeman<br>(Co-C) | X                                 | X              | X                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Sarah Larson                 | X                                 | A              | X                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Val Atkinson                 | X                                 | X              | X                    | A                    | X                    | X                    |                 |                  |               |            |          |           |
| Mel Walker                   | X                                 | X              | X                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Craig Kessler                | X                                 | A              | A                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Leonard<br>Lloyd             | X                                 | X              | A                    | X                    | X                    | X                    |                 |                  |               |            |          |           |
| Jodi Carey<br>(S)            | A                                 | X              | X                    | A                    | X                    | X                    |                 |                  |               |            |          |           |
| Scott Warner                 | X                                 | X              | X                    | A                    | X                    | X                    |                 |                  |               |            |          |           |
| Council<br>Members           | Forrest/<br>Hewetson              | None           | Forrest/<br>Hewetson | Forrest/<br>Hewetson | Forrest/<br>Hewetson | Forrest/<br>Hewetson |                 |                  |               |            |          |           |
| Gwendolynn<br>Morehouse      | A                                 | X              | A                    | X                    | X                    | A                    |                 |                  |               |            |          |           |

A = Absent  
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T = Tardy  
V = Attended Virtually (Zoom)

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# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### Agenda Item#: 7.

#### **Requests & Communications**

**Title:** Waterline Conveyance Interlocal Agreement Update

**Strategic Priority Area:** Responsible & Balanced Growth  
Economic Prosperity & Diversity  
Safe & Friendly

**Staff Resource:** Kendra Parrish, Utilities and Infrastructure

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#### **Action(s):**

Present key Interlocal Agreement terms for a joint water conveyance line from Sanford to Fuquay-Varina and Holly Springs.

#### **Explanation:**

- Fuquay-Varina and Holly Springs staff are currently working to finalize a draft interlocal agreement (ILA) for the joint water conveyance line from the City of Sanford Water Treatment Plant to Fuquay-Varina and Holly Springs.
- Staff will share an update on the key ILA terms under consideration and request Council's feedback and concurrence (with any desired modifications) on the draft terms.
- The ILA will likely be considered for adoption at the March Council meeting. Easement acquisition is currently underway and construction to begin Q4 2024.

#### **Background:**

- September 1, 2020 - Town Council approved a Memorandum of Understanding (MOU) with the City of Sanford to participate in a Preliminary Engineering Report (PER) to study scope and costs associated with expansion of the Sanford Water Treatment Plant.
- September 21, 2021 - Town Council approved an Interlocal Agreement (ILA) with the City of Sanford to participate in the design of water treatment plant expansion from 12 to 30 Million Gallons per Day (MGD). Design is currently at 60% and cost estimates are subject to change. Staff is currently receiving a new updated cost which should be available for the January 16 update.
- The Town of Holly Springs currently holds an agreement to obtain 10 MGD of potable water from the Harnett County Regional Water Treatment Plant. The town also has an additional 2 MGD available from Jordan Lake. There are four water interconnections with the Town of Apex, Town of Cary, Town of Fuquay-Varina, and Harnett County. Only Harnett County provides a continuous water supply.
- With the newly adopted Future Land Use & Character Plan, the water supply needed for future buildout of the town was increased to approximately 16 MGD, a 4 MGD increase from the previously anticipated water demand.
- In order for Holly Springs to utilize the additional water supply from Sanford, construction of water mains is needed to convey water from the Sanford water treatment plant to



potential partners.

**Funding Source(s):**

**Attachment(s):**

None



# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### **Agenda Item#: 8.**

#### **Consent Agenda**

**Title:** December 5, 2023 Business Meeting and December 12, 2023 Workshop Minutes

**Strategic Priority Area:** Organizational Excellence

**Staff Resource:** Linda McKinney, Town Clerk

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#### **Action(s):**

Approve the minutes of the December 5, 2023 meeting and the December 12, 2023 workshop meeting.

#### **Explanation:**

- Minutes in draft form are attached for the Council's review.
- If there are any corrections, please notify the Town Clerk in advance of Tuesday night's meeting so that corrected versions of the draft minutes can be circulated for review before adoption of the Consent Agenda.

#### **Background:**

#### **Funding Source(s):**

N/A

#### **Attachment(s):**

1. 12.5.23 minutes - DRAFT
2. 12.12.23 workshop minutes - DRAFT



## **MINUTES**

The Holly Springs Town Council met in regular session on Tuesday, December 5, 2023. Mayor Mayefskie presided, calling the meeting to order at 7 p.m. A quorum was established as the Mayor and four Council members were present in the Chamber as the meeting opened.

**Council Members Present:** Mayor Mayefskie, Mayor Pro Tem Berry, Council members Aaron Wolff, Timothy Forrest, and Danielle Hewetson.

**Council Members Absent:** Council member Shaun McGrath.

**Staff Members Present in Chambers:** Randy Harrington, *Town Manager*; Scott Chase, *Assistant Town Manager*; John Schifano, *Town Attorney*; Linda McKinney, *Town Clerk* (recording the minutes); Mathew Mutter, *IT*; Kathy White, *Deputy Clerk*; Corey Petersohn, *Budget and Sustainability*; Cassie Hack, *Director, Communications and Marketing*; Tina Stroupe, *Finance Director*; Chris Hills, *Director of Development Services*; Aaron Prichard and Elizabeth Goodson, *Development Services*; LeeAnn Plumer, *Director, Parks & Recreation*; Matt Beard, *Parks & Recreation*.

**2. and 3.** The Pledge of Allegiance was recited followed by a moment of silence.

**4. Agenda Adjustment:** The December 5, 2023, meeting agenda was adopted with changes, if any, as listed: none.

**Motion:** Berry  
**Second:** Forrest  
**Vote:** Unanimous

## **Consent Agenda**

The Council passed a motion to approve all items on the Consent Agenda. The motion carried following a motion by Mayor Pro Tem Berry, a second by Council member Forrest and a unanimous vote. The following actions were affected:

**5. Minutes** – Council approved the minutes of the November 14, 2023 Workshop meeting.

**6. Construction Manager at Risk Pre-construction Services Contract for the Park and Recreation Center on Cass Holt Road** – The Council approved a pre-construction contract with Frank L. Blum Construction Company for their role as the project Construction Manager at Risk (CMAR) in the amount of \$463,210 for the Park and Recreation Center on Cass Holt Road.

## **PUBLIC HEARINGS**

### **7. Downtown Area Plan Comprehensive Plan Amendment**

Aaron Prichard, Development Services, introduced Chris Geddes from Design Workshop to discuss the Downtown Area Plan. Mr. Geddes outlined the process of the development of this plan since September 2022. He said there was robust engagement from the community including more than 2,000 survey responses, over 350 attendees at open houses, productive stakeholder

interviews and enthusiastic participation from the Advisory Committee. He said Council has asked to focus on the Downtown Core from Holly Springs Rd. to Elm Avenue, to provide opportunities for infill development and enhanced character while protecting the integrity of residential neighborhoods. The Vision Statement for the plan was “The Downtown will be widely recognized as a vibrant, family-friendly destination, celebrating its rich history and diverse culture, weaving the natural beauty of the area throughout, and supporting the entrepreneurial spirit of the Holly Springs community. He outlined the development capacity of the 72 acres within the Downtown area. He said the community indicated interest in five priorities: Mims Park, a Public Market, a Festival Street, a Curated Downtown, and Greenway Connections.

Mr. Geddes said that the goal for Mims Park was to create an updated vision plan, begin near-term improvements, develop a funding strategy, and prioritize Phase 1 improvements for near-term. He said the potential elements of the Public Market included a semi- or fully-conditioned pavilion with event kitchen, café space, and restrooms; vendor parking/loading; electrical service; event equipment; shade and seating; and child-focused amenities. He said the Festival Street would be open to traffic normally but can be closed to autos during events. Potential elements included a curbless street section, enhanced paving materials, large tree canopy, overhead string lights, gathering spaces and seating, and public art. The curated downtown tool kit includes a Town Square, public art, boutique retail, as well as street composition, vertical mixed use, urban civic spaces, consistent building scaling, and the creation of a Downtown Business Alliance. The Greenway Connections would bring people to downtown in ways other than in vehicles. This could include new sidewalks on Avent Ferry, Main Street, Elm, Oak, and Pine; temporary bike lane striping on Earp and Ballentine, sidepaths along Grigsby, Stinson, and Avent Ferry; bikeway signage, a bike route through Mims Park.

Mr. Geddes said the implementation plan included an action plan, an implementation matrix, and design guidelines. He outlined the seven steps of the action plan and gave examples of the implementation matrix and design guidelines.

Mr. Prichard said that the Downtown Area Plan Advisory Committee voted unanimously to recommend approval of the plan with a vote of 7 – 0, with 6 members absent.

Joanna Holder, Planning Board representative, said that the Planning Board recommended approval with a vote of 9 – 0. The Planning Board also approved a motion recommending an implementation strategy about expanding free public Wi-Fi throughout the Downtown with a vote of 9 – 0.

Mayor Mayefskie opened the public hearing, and the following input was received:

Sarah Larson, a member of the Parks & Recreation Advisory Committee and part of the Downtown Area Plan committee asked Council to support the plan.

There being no further input, Mayor Mayefskie closed the public hearing.

Council members and the Mayor expressed their excitement for the plan and their gratitude to all who worked to bring it to fruition.

**Action:** Motion to approve Comprehensive Plan Amendment 23-CPA-06 to adopt the Downtown Area Plan (2023) as Appendix E of Vision Holly Springs Section 1: Land Use & Character Plan with the condition that an implementation strategy is added recommending expansion of public Wi-Fi service throughout the Downtown.

**Motion by:** Wolff

**Second by:** Forrest

**Vote:** unanimous

## **ORGANIZATIONAL MEETING**

### **8. Recognition of outgoing Council Member Aaron Wolff**

**December 5, 2023 | Town Council Meeting**

**Page 2 of 5**

Mayor Mayefskie and each Council member spoke about the service to the Town by Council member Aaron Wolff, who is rotating off Council, and shared a favorite memory. Staff presented Dr. Wolff with tokens of appreciation, and he said a few words.

#### 9. Oaths of Office

Town Clerk Linda McKinney administered the Oath of Office to Council members Danielle Hewetson, Chris Deshazor, and Annie Drees.

A new quorum was established as the Mayor and five council members were present as the meeting resumed.

**Council Members Present:** Mayor Mayefskie, Council members Dan Berry, Timothy Forrest, Danielle Hewetson, Chris Deshazor, and Annie Drees.

**Council Members Absent:** none.

#### 10. Election of Mayor Pro Tem

Mayor Mayefskie said that he had discussed the position of Mayor Pro Tem with each council member, and the consensus was for Dan Berry to continue in the role.

**Action:** Motion to elect Dan Berry as Mayor Pro Tem.

**Motion by:** Hewetson

**Second by:** Forrest

**Vote:** unanimous

#### 11. Confirmation of Mayoral Appointments to Area Boards and Committees

Mayor Mayefskie said that he had spoken with Council members about their preferences for serving on various boards and committees, and members had volunteered for the positions, as listed in the chart below. He asked for a motion.

**Action:** Motion to appoint the following people to the following groups:

| Committee or Board                         | Lead                    | Alternate         |
|--------------------------------------------|-------------------------|-------------------|
| Central Pines Council of Governments       | Chris Deshazor          | Tim Forrest       |
| Transportation Advisory Committee of CAMPO | Sean Mayefskie          | Chris Deshazor    |
| Parks & Recreation Advisory Committee      | Tim Forrest             | Danielle Hewetson |
| Tree Advisory Committee                    | Danielle Hewetson       | Annie Drees       |
| Land Use Advisory Committee                | Chris Deshazor          | Dan Berry         |
| Legislative Action Committee               | Dan Berry & Annie Drees |                   |
| Town Council Nonprofit Grants Committee    | Dan Berry & Annie Drees |                   |
| NC League of Municipalities Voting Member  | Tim Forrest             |                   |

**Motion by:** Berry

**Second by:** Forrest

**Vote:** unanimous

## 12. Adopt the Calendar Year 2022 Town Council Meeting Schedule

Town Clerk, Linda McKinney said that Council adopts its official schedule of meetings at the first meeting in December and files it with the Clerk's Office. Council will hold business meetings on the third Tuesday of each month, and workshop meetings on the second Tuesday of each month, and quarterly meetings as necessary in March, June, September, and December, with the following change, recommended by the Town Manager:

- Cancelling the August workshop meeting as a reduced summer meeting schedule.

**Action:** Motion to adopt the 2024 Town Council Meeting Schedule as stated in the agenda packet.

**Motion by:** Forrest

**Second by:** Berry

**Vote:** unanimous

**Public Comment:** At this time, an opportunity was provided for members of the audience who had registered to speak to address the Council, and the Clerk was asked for any written comments received prior to the meeting.

The following public comments were received in writing: one comment suggesting the need for a street to run parallel to Holly Springs Road to reduce congestion.

The following public comments were received in person:

Elizabeth Stitt, 3113 Friendship Road, Apex, said she was here to update Council on her and her neighbors' activities regarding Friendship Innovation and Camp Helix. She said they are strengthening their relationship with NCDOT and the State Highway Patrol on ticketing overweight vehicles and repairing the road. They are creating a neighborhood watch to give the State Highway Patrol a heads up when they see overweight vehicles. They will educate the business community that is moving in to try to maintain the integrity of their road. She said that she was told that only a half-full tractor trailer truck would be under the weight limit. She said that they will be working with their state legislators. She said it was not fair that they had to do that.

Grace Bartels, said she was here to talk to Council about recycling. She said that we are told empty greasy pizza boxes are not recyclable because the grease can ruin an entire batch during recycling. But she said that the grease content can weaken it if the grease is above 20%. There is no technical reason to not allow pizza boxes in Holly Springs recycling. She quoted various sources and asked Council to consider the research and science on recycling of pizza boxes. She gave Council handouts regarding the studies she referenced.

## **OTHER BUSINESS**

Council member Drees thanked her family for being there to support her and for supporting her through the campaign and tonight. She said it was a privilege to see so many friendly faces here tonight and she wanted to honor the trust they put in her.

Council member Hewetson spoke about Light The Springs and how magical it was for her and her family. She expressed appreciation to the Town Staff for putting on a lovely event. She said she was looking forward to the Parade and other Holiday events in town.

Council member Deshazor said it was an honor and a privilege to hold this seat and to see so many friendly faces. He expressed appreciation to his family for their support. He thanked the Planning Board and said how much he enjoyed his time on that Board, and he felt like they worked together and collaborated, and he wants to bring that collaboration to Council. To Ms. Bartles he said he was impressed with a high school student giving such a poised presentation.

Council member Forrest welcomed the new council members and said he looks forward to working with them. He congratulated MPT Berry for being reelected Mayor Pro Tem and reminded everyone how well he stood in for Mayor Sears when he was ill. He requested Council direct staff to look into the pizza box recycling. There was consensus. Randy Harrington, Town Manager said that item would be referred to the Public Works director.

MPT Berry welcomed the new Council members and said he was looking forward to working with them all. He said he received an email last week that Local Time Brewery was awarded Brewer of the Year and earned a silver and a gold for two of the beers they made. He congratulated the owners.

Mayor Mayefskie said that the Herbert Akins Middle School students who presented at the last meeting have been selected to go the State Finals for the Samsung Solve for Tomorrow competition. He talked about how a truck is the first impression people get from a business, and he congratulated the Public Works team for how clean the Town trucks always are. It makes a good impression. He spoke told the public about a fund raiser for the medical bills for a resident who was injured in an accident.

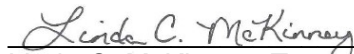
### **MANAGER'S REPORT**

Randy Harrington, Town Manager, said that first, he wanted to congratulate all the newly elected Council members and said he looks forward to working with them all. Second, this weekend there are several holiday events. Friday and Saturday at Ting Park there is the Tree Trail put on by the Holly Springs Chamber of Commerce. On Saturday is the holiday parade at 10 am. And Parks and Recreation is sponsoring Santa Cares, a sensory sensitive Santa event to allow families with children with special needs to experience a visit to Santa in a comforting environment. This event will be Tuesday December 12<sup>th</sup>.

**CLOSED SESSION:** none.

**Adjournment:** MPT Berry made a motion to adjourn at 8:09 pm. It was seconded by Council member Forrest and passed with a unanimous vote.

Respectfully Submitted on Tuesday, December 19, 2023.



Linda C. McKinney, Town Clerk

Addenda pages as referenced in these minutes follow and are a part of the official record.



## **MINUTES**

The Holly Springs Town Council met in a workshop session on Tuesday, December 12, 2023 in the Law Enforcement Center and via livestreaming. Mayor Mayefskie presided, calling the meeting to order at 6:00 p.m. A quorum was established as the Mayor and five Councilmembers were present as the meeting opened.

**Council Members Present in the room:** Mayor Sean Mayefskie, Mayor Pro Tem Dan Berry, Council members Tim Forrest, Danielle Hewetson, Annie Drees, and Chris Deshazor

**Council Members Absent:** none.

**Staff Members Present in the room:** Randy Harrington, Town Manager; Daniel Weeks, Assistant Town Manager; Scott Chase, Assistant Town Manager; Linda McKinney, Town Clerk (recording the minutes); John Schifano, Town Attorney; Mathew Mutter, IT; Corey Petersohn, Director, Budget and Strategic Planning; Tina Stroupe, Director, Finance; Cassie Hack, Director, Communications and Marketing; Kendra Parrish, Executive Director of Utilities and Infrastructure; Aaron Levitt, Carrie Kennedy, Utilities and Infrastructure; Paul Liquorie, Chief of Police; Chris Hills, Director Development Services; Catherine Jacobs, Elizabeth Goodson, and Sean Ryan, Development Services; Irena Krstanovic, Director of Economic Development.

**1. Overview** – Randy Harrington, Town Manager, introduced new IT team member Kameron Womack and gave an overview of the agenda. He outlined a dozen potential topics and asked for input from the Mayor and Council.

### **2. Council Retreat Prep**

#### **a. Potential Agenda Topics**

Randy Harrington, Town Manager, said the purpose of this item was to receive guidance on potential topics and policy consideration areas for the annual retreat in February. He outlined a dozen possible topics and asked Council for feedback on their priorities to discuss at the retreat.

Mayor Mayefskie said that the Council would need to narrow the list down, but it would need to be by majority rule, not individual ideas.

MPT Berry said that transportation was the top of his list, because traffic in the town is terrible. He wants to partner with industry to put pressure on state officials and the DOT to speed up transportation improvements. Also he said he wanted to discuss Strategic Plan, Citizen Satisfaction Survey results, Parks & Recreation (which could be tied in to Capital improvements overall) and budget outlook, Downtown Area Plan implementation, (and how to pay for it).

Council member Hewetson said her list was: transportation, citizen survey, economic development, particularly small business strategy, budget outlook and the future of recruitment and retention (including public safety)

Council member Forrest said his list was: transportation, Parks & Recreation, economic development, downtown area plan, and stormwater rate structure. He thinks that the citizen satisfaction survey should be combined with the demographics/disruptive trends. He would also



like to talk about recruitment and retention, but that might be better for a workshop. He thinks the budget outlook should be a specific meeting instead of the retreat.

Council member Drees said her list was: transportation, water/wastewater, Vision Zero initiative; micro transit could be included in the transportation discussion; Parks & Rec, especially senior programming, Economic Development, and the Citizen Satisfaction survey; She said she was interested in the demographics also.

Council member Deshazor said he would like Parks & Recreation first, because of the bond, traffic and transportation second; He would like to combine a couple - Strategic plan, budget, and economic development, and citizen satisfaction survey. He asked if Team Building could be an ice breaker rather than a session, and if the survey and disruptive trends could be combined into one topic. He suggested that the future of recruitment and retention could be discussed at a workshop.

Mayor Mayefskie said he was in agreement with combining topics. He said that transportation and Economic Development could be combined. His other choices were the Citizen Satisfaction Survey, Parks & Recreation, Budget, and Micro transit/senior transit.

Mr. Harrington said he thought he had enough to run with. What he heard was: Citizen Satisfaction Survey; Transportation; Parks & Recreation; Economic Development; the Budget Outlook; and the Downtown Area Plan. He said on the Strategic Plan, they were thinking about a refresh. If the current Strategic Plan still matches Council's expectations and is worded in a way that matches their expectations, then we might not need to pursue that.

### **b. Strategic Plan Update**

Corey Petersohn, Director of Budget Innovation & Strategy, said the purpose of this item was to begin the process of reviewing or updating Council's strategic plan in advance of potential action at the Retreat. He said the Strategic Plan was first adopted in 2019 with annual updates to goals and initiatives, but no changes to the vision or priorities. He said that this is Council's plan and can be adapted to meet Council's vision for the community. He said that five years is a common period for reexamining if the current plan still meets Council's priorities and the community's needs. He outlined some of the many changes that Holly Springs has seen over the last five years, and some of the changes projected for the next five years. He asked Council to reflect on whether the current plan reflects their desired outcomes, and whether working with a facilitator would be beneficial.

Mayor Mayefskie asked for thoughts about the strategic priority areas. Council member Deshazor asked how many of the 50,000 residents have seen these. He said they could be tweaked, but he thinks that we should market them more and get the word out to the public so that the residents understand them. He thinks we're on the right track. It's more about getting the message to the people. Mayor Mayefskie asked Cassie Hack, Director of Communications and Marketing what has been done to send this out to the public other than in the water bill. Ms. Hack outlined all the ways it has been communicated to the public.

Mayor Mayefskie said it sounds like this could be combined with some other topic to be reviewed at the retreat. Randy Harrington, Town Manager, said one observation at the staff level is that it has been very helpful to focus the actions of staff. But is it getting too weighty – the number of goals and initiatives. So if Council wanted to keep the core elements, how could we trim it in a way that makes sense to Council.

Mr. Petersohn outlined possible next steps, including updates at the January workshop and/or retreat, possible engagement with a facilitator, and the expected Citizen Satisfaction Survey results.

## **3. Development 101**

Chris Hills, Director of Development Services, said the purpose of this item was to outline the development process. Sean Ryan, Development Services said that the first laws that

affect planning are the United States Constitution and the North Carolina General Statutes. He said that in states like North Carolina that do not have “home rule” a local government can only act on a matter if a statute authorizes local action. This authority is evolving, as the General Assembly modifies statutes and court cases further refine town authority. He said that every community has a different zoning ordinance, but each must be consistent with state statutes.

Mr. Ryan said that after the Constitution and General Statutes, were Town Ordinances and Policies. These include the Comprehensive Plan (CTP), Unified Development Ordinance (UDO), Development Procedures Manual (DPM), and Engineering Design and Construction Standards (EDCS). From these flow other plans such as the Land Use and Character Plan, and small area plans such as the Northeast Gateway Plan. All of these plans flow from the Strategic Plan which outlines Council’s direction for the Town. From that Comprehensive Plan the UDO, DPM and EDCS are developed. He said that continued alignment of the Comprehensive Plan and policy documents is important.

Mr. Ryan outlined what the UDO is trying to accomplish and what it regulates. He gave an overview of the Development Process from the first inquiry from an applicant to the final Certificate of Occupancy. He explained the types of decisions (legislative, quasi-judicial, administrative, and advisory) and whether Council, Board of Adjustment, Planning Board or staff are responsible for the decision. He reminded Council of the level of influence they have over each type of decision.

Mr. Ryan said that the primary legislative decision Council makes is zoning, and that Conditional Zoning Districts offer the highest level of influence. He explained the benefits to the Town and the developer of the Conditional Zoning District, and explained when it was appropriate to use.

Elizabeth Goodson, Development Services, explained the role of the Development Procedures Manual and what it regulated. She said one of the policies included in the DPM was traffic study policy. She then gave an overview of the typical traffic study process. The outcome of the study is a Transportation Mitigation Agreement (TMA). It is a summary and tool, to bring all the information to one place. She explained the thresholds that triggered different types of studies and sizes of the study area. She outlined the factors in building a traffic study and how that determined the required mitigations or improvements from a developer. She said that a background growth rate of 5% is standard. While Holly Springs’ growth rate is higher, using a higher number would decrease the perceived impact of a project and thus result in fewer improvements coming in with that project.

Ms. Goodson explained the difference between the Comprehensive Transportation Plan vs. Traffic Studies and what each is meant to do. She explained that on-site improvements were identified by a local plan such as the CTP, whereas off-site improvements were identified with a Traffic Study Policy, and both of these are guided by NC General Statutes. She gave examples of each.

Mr. Hills asked what questions Council had at this point. He said we are limited in what we can do by state statute. For conditional zoning districts, the conditions have to come from the developer as a voluntary condition, not be requested by Council. AD asked about sidepaths. CH said that a sidepath would be multimodal and could connect greenway sections. And Sidepaths are 8-10 ft wide as opposed to 5 foot wide sidewalks.

Mr. Hills said that other development topics that had received interest lately included elements that contribute to Character, such as street and block patterns, street trees, parking locations, building placement and private frontages. He identified two primary neighborhood designations in the CTP and discussed the character created by differing parking areas. He said that Conditional Zoning Districts allowed deviation from the base standards if exceptional design

is still provided. He showed examples in the same neighborhood of front loaded driveways vs. rear driveways and the different character produced by each.

MPT Berry asked when we have told a developer that they could put in this condition. He said that development teams complain to him. They tell him that staff does not accept the condition. CH said that what staff has seen is not an exception for context, they ask for entire neighborhoods of front loaded. Sean Ryan said Elliott Farm was an example where staff offered suggestions of options that would maintain that character. He said there have been other projects where staff helped identify where alleys might be more appropriate in certain areas. They walk through those scenarios with the development community. But the latest developments are coming in with alley-loaded townhomes. DB said he's not a fan of the mixed-use neighborhood, and that's what has been put in the southwest part of town. If the southwest is going to become a more urban feel then it flows, but he didn't envision that part of town looking like that. EG said staff has some outreach opportunities and can help educate the development community.

Mr. Hills said that Development Services is proposing roundtable check-ins with the development community twice per year to let them know about things that are going on. There is also a Development Breakfast in January to hear from them to hear what they are liking and disliking about the UDO. He said staff would share updates and seek feedback from Council.

#### **4. Parks and Recreation Bond Overview and Next Steps**

LeeAnn Plumer, Director of Parks and Recreation, said this item was to provide a recap of the 2023 Parks Bond projects and the anticipated timeline for project delivery, and to provide a status update on the Middle Creek Greenway project. She said that the bond referendum passed with a 63.4% approval rate, higher than the last parks bond. She outlined the six bond projects: the new park on Cass Holt Road, theater seating for the Cultural Center, dugout replacement and basketball courts at Womble Park, a Program Pavilion at Sugg Farm and Greenway design and construction grant match.

Ms. Plummer updated Council on the progress so far on the new park. She showed the latest schematic and design and explained the Construction Manager at Risk model. She talked about the public art component, which came out as very important to the public in the engagement period. She said that the 2021 Parks, Recreation and Greenways Master Plan recommended that 1% of a project budget to be spent on public art, and the 2022 Cass Holt Road Park Master Plan allotted .5%, which was \$250,000 when the park was anticipated to be \$50 million. The cost of construction has risen, making that amount now less of a percentage, but the budget is holding that number steady. She spoke about the public engagement with the artist to design the public art experience.

Council discussed public feedback and collaboration regarding the public art, other potential venues for public art in the future, and the process of approving the final designs.

Ms. Plummer showed the anticipated timelines for design and construction of the various bond projects. She said that the greenway connections would be started later and the funding would be used for leveraging grants to construct them. Council member Deshazor asked which greenways were being considered as part of the bond. Ms. Plummer said they are looking at regional connections and the connection from Ting under 55 to Bennett Knoll. The full scope will not be known until more research is done of the constructability of specific greenways.

Ms. Plummer reminded Council that the Parks and Recreation Committee had discussed possible names for the park, following the Town Facility and Asset Naming Policy, and shared six names that had risen to the top in their discussion. She said staff was not looking for a decision on the name tonight but wanted to get Council thinking about names. She said that

next steps would be an update at the Retreat, where a name might be chosen, and a development petition presented to Council in March.

Ms. Plummer next gave an update on the Middle Creek Greenway project, which is currently under contract. She said completion was estimated in the summer of 2024. She shared photos of the progress made so far.

## **5. Holly Springs Citizens Academy**

Cassie Hack, Director of Communications and Marketing, said the purpose of this item was to provide an overview of the new Holly Springs Citizens Academy. She outlined the benefits of offering an academy, and the topics that would be covered. The first session would be an overview of Town Government with the Council, Administration, Town Attorney, and Clerk. Future session would include Shaping Holly Springs, Safety, Keeping the Town Running, What's Next for Parks and Recreation, and Money Matters & Tackling Traffic.

Ms. Hack said that applications would open in January of 2024. It will be limited to 25 people, which will be selected at the staff level for geographic and demographic diversity. The sessions will run on Thursdays from February 20<sup>th</sup> to April 4<sup>th</sup> from 5:30 – 8:00 with graduation at the April 16<sup>th</sup> Town Council meeting. She said that Council would be given the link to the application in a briefing so that they can share it.

### **Open Discussion:**

None that required action.

**Closed Session:** The Council entered into closed session, pursuant to N.C.G.S. 143-318.11(a)(4) to discuss an economic development project and N.C.G.S. 143-318.(a)(3) to consult with the Town Attorney.

**Motion by:** Forrest

**Second by:** Hewetson

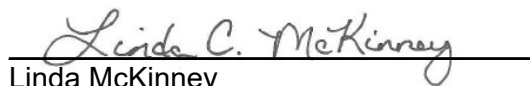
**Vote:** Unanimous

Motion to leave closed session was made by MPT Berry seconded by Council member Forrest and passed with a unanimous vote.

## **6. Adjournment:**

Motion to adjourn was made by MPT Berry seconded by Council member Forrest and passed with a unanimous vote. The December 12, 2023 workshop meeting of the Holly Springs Town Council was adjourned at 9:02 pm.

Respectfully Submitted on Tuesday, January 16, 2024.

  
Linda McKinney  
Town Clerk



# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### Agenda Item#: 9.

#### Consent Agenda

**Title:** Monthly Budget Amendments

**Strategic Priority Area:** Organizational Excellence

Safe & Friendly

**Staff Resource:** Corey Petersohn, Finance

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#### Action(s):

Receive the following Town Manager approved budget amendments:

- Amendment 1 - General Fund Vehicle Adjustments
- Amendment 2 - Public Works Leaf Vacuum Truck Adjustment
- Amendment 3 - Utility Fund Vehicle Adjustments
- Amendment 4 - Parks Facility Refuse Collection

#### Explanation:

- The budget ordinance of Holly Springs authorizes the Town Manager to approve inter-departmental amendments within the same fund up to \$50,000 with notification to Town Council the following month.
- Each month, when applicable, the Budget Office will provide a copy of these approved amendments:
  - **Amendment 1 - General Fund Vehicle Adjustments:** market conditions and fleet right-sizing has resulted in some general fund vehicle replacements coming in under budget while some require additional funds. This amendment uses savings to cover the increased cost where necessary while maintaining the same overall total budget.
  - **Amendment 2 - Public Works Leaf Vacuum Truck Adjustments:** this amendment utilizes costs savings from other vehicle replacements and fleet rightsizing to cover cost increases for a replacement vacuum truck while maintaining the same overall total budget.
  - **Amendment 3 - Utility fund Vehicle Adjustments:** market conditions and fleet right-sizing has resulted in some utility fund vehicle replacements coming in under budget while some require additional funds. This amendment uses savings to cover the increased cost where necessary while maintaining the same overall total budget.
  - **Amendment 4 - Parks Facility Refuse Collection:** Public Works has taken over management of refuse collection at Parks facilities. This amendment transfers the funds to cover the collection costs to Public Works.

#### Background:

Town Council Business Meeting  
January 16, 2024

- **Amendments 1, 2, 3, and 4** do not increase the total operating budget.

**Funding Source(s):**

Operating Budget - General Fund and Utility Fund Department Budgets

**Attachment(s):**

1. Amendment 1 - General Fund Vehicle Adjustments
2. Amendment 2 - Public Works Vacuum Truck Adjustment
3. Amendment 3 - Utility Fund Vehicle Adjustments
4. Amendment 4 - Refuse Collection

# Town of Holly Springs

## FY2023-24 Budget Amendment Request

BE IT ORDAINED by the Town Council of the Town of Holly Springs, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024.

Department: Administration

Date: 12/21/2023

### Reason for Budget Amendment:

Public Works Fleet Maintenance has worked with Finance and various operating departments to secure approved new and replacement vehicles. In some cases, market conditions have resulted in a cheaper vehicle while others have been more expensive. This amendment results in a neutral overall impact.

| Expense          |                                                   |           |           |
|------------------|---------------------------------------------------|-----------|-----------|
| Account #        | Account Description                               | Increase  | Decrease  |
| 10-460-025-90.02 | General Fund - Dev Serv BSI Capital Vehicle       |           | \$ 4,100  |
| 10-460-015-90.02 | General Fund - Dev Serv Customer Serv Capital Veh |           | \$ 10,500 |
| 10-425-27-90.02  | General Fund - Parks and Rec Capital Vehicle      | \$ 16,000 |           |
| 10-418-18-90.02  | General Fund - Police Department Capital Vehicle  |           | \$ 1,400  |
|                  |                                                   |           |           |
|                  |                                                   |           |           |
|                  |                                                   |           |           |
| Total Expense:   |                                                   | \$ 16,000 | \$ 16,000 |

| Revenue        |                     |          |          |
|----------------|---------------------|----------|----------|
| Account #      | Account Description | Increase | Decrease |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
| Total Revenue: |                     | \$ -     | \$ -     |

Department Head Signature (or electronic submission)

Town Manager Signature (if necessary)

Town Manager has authorized Department Directors to transfer operating funds within their department.  
Town Manager is authorized to approve transfers between departments within the same fund up to \$50,000.  
All inter-departmental transfers will be reported to Town Council by the following month.  
Amendments that change the total budget or departmental transfers over \$50,000 require Town Council approval.

# Town of Holly Springs

## FY2023-24 Budget Amendment Request

BE IT ORDAINED by the Town Council of the Town of Holly Springs, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024.

Department: Public Works

Date: 12/21/2023

### Reason for Budget Amendment:

This amendment is utilizing savings from the purchases of other new and replacement vehicles to cover the increased cost for a replacement vacuum truck in Public Works. This results in a neutral impact to the budget.

| Expense          |                                                      |           |           |
|------------------|------------------------------------------------------|-----------|-----------|
| Account #        | Account Description                                  | Increase  | Decrease  |
| 10-422-24-90.02  | General Fund - Public Works Solid Waste Capital Veh. | \$ 50,000 |           |
| 10-422-22-90.02  | General Fund - Public Works Streets Capital Veh.     |           | \$ 8,200  |
| 10-422-22-90.02  | General Fund - Public Works Streets Capital Veh.     |           | \$ 4,150  |
| 10-422-22-15.02  | General Fund - Public Works Operating Budget         |           | \$ 3,300  |
| 10-450-010-90.02 | General Fund - U&I Land Acq Capital Vehicle          |           | \$ 14,250 |
| 10-450-010-90.02 | General Fund - U&I Land Acq Capital Vehicle          |           | \$ 18,250 |
| 10-418-18-90.02  | General Fund - Police Dept Capital Vehicle           |           | \$ 1,850  |
| Total Expense:   |                                                      | \$ 50,000 | \$ 50,000 |

| Revenue        |                     |          |          |
|----------------|---------------------|----------|----------|
| Account #      | Account Description | Increase | Decrease |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
| Total Revenue: |                     | \$ -     | \$ -     |

Department Head Signature (or electronic submission)

Town Manager Signature (if necessary)

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# Town of Holly Springs FY2023-24 Budget Amendment Request

BE IT ORDAINED by the Town Council of the Town of Holly Springs, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024.

Department: Administration - Utility Fund

Date: 12/21/2023

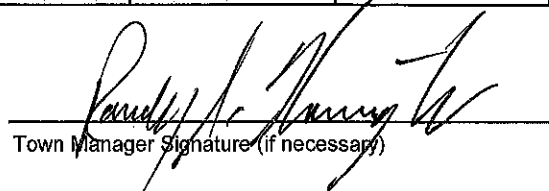
**Reason for Budget Amendment:**

Public Works Fleet Maintenance has worked with Finance and various operating departments to secure approved new and replacement vehicles. In some cases, market conditions have resulted in a cheaper vehicle while others have been more expensive. This amendment results in a neutral overall impact.

| Expense          |                                                  |           |           |
|------------------|--------------------------------------------------|-----------|-----------|
| Account #        | Account Description                              | Increase  | Decrease  |
| 30-450-050-90.02 | Utility Fund - U&I Collections Capital Vehicle   | \$ 12,270 |           |
| 30-460-020-90.02 | Utility Fund - Dev Serv Land Dev Capital Vehicle | \$ 1,300  |           |
| 30-450-035-90.02 | Utility Fund - U&I WWTP Capital Vehicle          |           | \$ 5,082  |
| 30-450-045-90.02 | Utility Fund - U&I Distributions Capital Vehicle |           | \$ 788    |
| 30-450-035-90.02 | Utility Fund - U&I WWTP Capital Vehicle          |           | \$ 7,700  |
|                  |                                                  |           |           |
|                  |                                                  |           |           |
| Total Expense:   |                                                  | \$ 13,570 | \$ 13,570 |

| Revenue        |                     |          |          |
|----------------|---------------------|----------|----------|
| Account #      | Account Description | Increase | Decrease |
|                |                     |          |          |
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|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
| Total Revenue: |                     | \$ -     | \$ -     |

\_\_\_\_\_  
Department Head Signature (or electronic submission)

  
Town Manager Signature (if necessary)

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 Amendments that change the total budget or departmental transfers over \$50,000 require Town Council approval.

# Town of Holly Springs FY2023-24 Budget Amendment Request

BE IT ORDAINED by the Town Council of the Town of Holly Springs, North Carolina, that the following amendment be made to the annual budget ordinance for the fiscal year ending June 30, 2024.

Department: Parks and Recreation / Public Works

Date: 12/20/2023

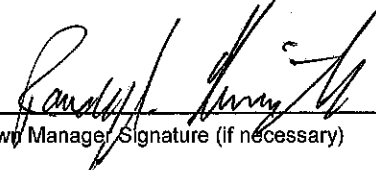
**Reason for Budget Amendment:**

GFL contract at Bass Lake is now being managed by PW Solid Waste. This money is to cover the cost of service for the remaining 7 months of this FY. \$247.50/month for 7 months.

| Expense         |                                                |          |          |
|-----------------|------------------------------------------------|----------|----------|
| Account #       | Account Description                            | Increase | Decrease |
| 10-425-28-41.04 | P&R - Bass Lake - Maintenance & Repair Grounds |          | \$1,733  |
| 10-422-24-12.15 | PW - Solid Waste Professional Service Refuse   | \$1,733  |          |
|                 |                                                |          |          |
|                 |                                                |          |          |
|                 |                                                |          |          |
|                 |                                                |          |          |
| Total Expense:  |                                                | \$ 1,733 | \$ 1,733 |

| Revenue        |                     |          |          |
|----------------|---------------------|----------|----------|
| Account #      | Account Description | Increase | Decrease |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
|                |                     |          |          |
| Total Revenue: |                     | \$ -     | \$ -     |

\_\_\_\_\_  
Department Head Signature (or electronic submission)

  
Town Manager Signature (if necessary)

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# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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**Agenda Item#: 10.**

### **Consent Agenda**

**Title:** Gable Ridge Storm Drain Repair Ph. 2

**Strategic Priority Area:** Safe & Friendly

**Staff Resource:** Darin Eyster, Utilities and Infrastructure

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### **Action(s):**

- Approve and Award the Gable Ridge Pipe Repair Contract as a sole-source contract with Applied Polymetrics Inc. in the amount of \$102,280.43 plus a contingency of \$10,227.00 for a total not to exceed approved project budget of \$112,497.43.

### **Explanation:**

- This project will restore a 72-inch culvert that has experienced deterioration over time.
- Trenchless technology will be employed to restore around 300 feet of 72-inch corrugated metal piping, enabling repair without the need for excavation.
- In 2019 a complete excavation and replacement of the downstream section of pipe was completed. The excavation caused significant disturbance (which was repaired) to the adjacent residential properties.
- The proposed innovative repair method is "trenchless" and repairs the pipe from within the pipe and will minimize the impact to adjacent residential properties.
- Culvert grade aluminum plates will be secured to the existing 72-inch corrugated metal pipe covering the invert.
- A single-component, hydrophobic, moisture-activated polyurethane will be pumped beneath the plates and behind each joint, which will expand to fill voids and restore the structural bedding under the entire structure. Once cured, this material creates a composite mass that is impermeable and non-erodible.
- Sole source approval for the Gable Ridge Pipe Repair is requested, because there is not another contractor in the southeast region that performs this type of trenchless pipe repair.
- After evaluating multiple repair and replacement approaches, the application of aluminum plating in combination with moisture-activated polyurethane emerged as the most cost-effective and least intrusive method for restoration.

### **Background:**

- In 2005, a portion of the pipe underwent repairs, followed by a subsequent section failure in 2017 necessitating a partial replacement.
- Multiple inspections of the existing 72" corrugated metal pipe have revealed deterioration of the invert and several tears in the metal. Failure of the pipe may occur if these items

Town Council Business Meeting  
January 16, 2024

are not repaired.

**Funding Source(s):**

Community Investment Plan-Stormwater Fund

**Attachment(s):**

1. Contract for PROFESSIONAL SERVICES - APi - Gable Ridge - Council Version
2. Gabel Ridge Location Map 11 x 17



## CONTRACT FOR SERVICES (Informal Bid)

THIS AGREEMENT dated \_\_\_\_\_, between the Town of Holly Springs, North Carolina, for itself and its Successors & Assigns (hereinafter called the "Town") and Applied Polymerics, Inc. (herein after called the "Contractor").

Town hereby desires to enter into a contract for services with the Contractor and the Contractor agrees to enter into this contract and perform the Services as set forth below, in the manner and time hereinafter described, and both parties do hereby agree as follows:

### SERVICES OF CONTRACTOR

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The services of the Contractor shall be performed in the manner as described in **Exhibit A** (the "Proposal") as attached hereto and incorporated by reference. Contractor agrees to employ such personnel as may be needed to deliver services in the manner and time prescribed herein. Such personnel shall be employees of the Contractor, said Contractor being an independent contractor of the Town.

### TOWN'S RESPONSIBILITIES

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The Town shall make available the facilities to the Contractor and shall not impede the work of the Contractor except as necessary. Any additional Town responsibilities shall be listed in **Exhibit A**.

### PAYMENT

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The Town shall pay the Contractor the contract sum in the following manner:

☒ A Lump Sum of **\$102,270.42** payable upon completion of the services listed in **Exhibit A**

☐ Payment on basis of Time and/or Materials as described in **Exhibit A**

☐ Description of Alternative Payment Terms:

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## **TIME FOR RENDERING SERVICES**

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The times for rendering the services are set forth in **Exhibit A**, or as otherwise set forth below:

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## **GENERAL CONSIDERATIONS**

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### **1. Standards of Performance.**

- 1.1** The standard of care for all services performed or furnished by Contractor under this Agreement will be the care and skill ordinarily used by members of the Contractor's profession practicing under similar circumstances at the same time and in the same locality.
- 1.2** Contractor represents that, prior to submitting the Bid and executing this Contract, Contractor became and remains thoroughly acquainted with all matters relating to the performance of this Contract, all applicable laws and all of the terms and conditions of this Contract. All Services under this Contract shall be coordinated under and performed to the satisfaction of the Town Contact. Town is authorized to withhold payment of any funds under this Contract until periodic performance of the Services has been inspected, accepted, and approved by the Town Contact.
- 1.3** Contractor shall be responsible for the technical accuracy of its services and documents resulting therefrom, and Town shall not be responsible for discovering deficiencies therein. Contractor shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in Town furnished information.
- 1.4** Contractor and Town shall comply with applicable Laws or Regulations and Town mandated standards. This Agreement is based on these requirements as of its Effective Date. Changes to these requirements after the Effective Date of this Agreement may be the basis for modifications to Town's responsibilities or to Contractor's scope of services, times of performance, or compensation.
- 1.5** Contractor is an independent contractor of the Town. The Town and the Contractor mutually agree to indemnify and hold harmless each party from any claims of negligence brought forth. Contractor is familiar with the property and its condition.

### **2. Term and Termination.**

- 2.1** The term for this contract is for six (6) months from the date of the last signatory below.
- 2.2** The mutual obligations of the Parties contained in this Agreement may be terminated:
  - 2.2.1** For cause by either party upon 30 days written notice in the even of a failure by the other party to perform in accordance with the terms hereof.

**2.2.2** For failure to consistently satisfy the Standards of Performance in the opinion of the Town Contract.

**2.2.3** Upon mutual agreement.

### **3. Controlling Law.**

**3.1** This agreement is to be governed by the law of the State in which the project is located.

**3.2** Venue and jurisdiction are proper in the 10<sup>th</sup> Judicial District of North Carolina (Wake County).

### **4. Notices.**

**4.1** Any notice required under this Agreement will be in writing, addressed to the appropriate party at its address below, or given personally, or by regular, registered or certified mail postage prepaid, or by a commercial courier service. All notices shall be effective upon the date of the receipt.

**4.1.1** For the Town:

|                                                                                      |               |
|--------------------------------------------------------------------------------------|---------------|
| Darin Eyster, Storm Water Admin.                                                     | (Name, Title) |
| Utilities & Infrastructure                                                           | (Department)  |
| P.O. Box 8                                                                           | (Address)     |
| Holly Springs, NC 27540                                                              |               |
| (919) 557-2921                                                                       | (Phone)       |
| <a href="mailto:Darin.eyster@hollyspringsnc.gov">Darin.eyster@hollyspringsnc.gov</a> | (e-mail)      |

**4.1.2** For the Contractor/Vendor:

|                                                                                      |               |
|--------------------------------------------------------------------------------------|---------------|
| Zach Emlinger, Infrastructure Manager                                                | (Name, Title) |
| Applied Polymerics, Inc.                                                             | (Company)     |
| 131 St. James Way                                                                    | (Address)     |
| Mount Airy, NC 27030                                                                 |               |
| (336) 789-6159                                                                       | (Phone)       |
| <a href="mailto:zemlinger@appliedpolymerics.com">zemlinger@appliedpolymerics.com</a> | (e-mail)      |

### **5. Severability.**

**5.1** Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Town and Contractor, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

### **6. Waiver.**

**6.1** Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

## **7. Attorney's Fees.**

**7.1** In the event of a breach of this Agreement, the substantially prevailing party shall be entitled to an award of reasonable attorney's fees and costs relating to compelling performance under this Agreement.

## **8. Insurance & Indemnification Requirement.**

**8.1** Contractor shall provide general liability insurance for a minimum of \$5,000,000 per occurrence, \$5,000,000 aggregate for the complete term of the contract. Additionally, the Contractor shall supply workman's compensation insurance coverage to all employees within the statutory limits. Contractor shall supply proof of coverage to the Town within 10 days of execution of this contract and shall list "Town of Holly Springs" as additional insured to all general liability policies for the duration of the contract term. A certificate of insurance shall be attached hereto as **Exhibit B**.

**8.2** The Contractor agrees to waive any and all claims against the Town from itself or its employees arising from work performed by the Contractor pursuant to this Contract and to protect, defend, indemnify and hold the Town and its officers, employees and agents free and harmless from and against any and all losses, penalties, damages, settlements, costs, charges, professional fees, or other expenses or liabilities of every kind in character and arising out of or relating to any and all claims, liens, demands, obligations, actions, proceedings, or causes of actions of every kind and character in connection with or arising directly or indirectly out of this Agreement and/or the performance hereof. The Contractor/Licensee further agrees to investigate, handle, provide defense for and respond to, any such claims at its sole expense and agrees to bear all other costs and expenses related thereto, even if such claims are groundless, false, or fraudulent.

## **9. E-Verify.**

**9.1** Contractor hereby agrees to comply with N.C.G.S. § 64-25, et. seq. regardless of Contractor's status as an independent contractor and not an employee with the Town. The E-Verify Affidavit shall be attached hereto as Exhibit C.

## **10. Prohibition Against Sex Offenders.**

**10.1** Contractor is being granted access to the Town's Park system and/or Town Facilities (collectively "Facility") during hours of operation. Contractor hereby agrees that it shall not employ or otherwise allow to perform any aspect of the Contract any person who is a registered sex offender for any scope of work requiring such employee or contractor of the Contractor to access any area of the Facility. Contractor shall have an affirmative duty to ensure compliance with this section by checking the state and national registry for sex offenders against any employee, agent, contractor, subcontractor, officer, director, or any person that shall in any way perform under this contract. Contractor shall check the registry initially and periodically during the term of the Contract as often as necessary to ensure



compliance with this section at all times. Contractor additionally agrees to indemnify and hold the Town harmless for any act or omission that may arise out of the operation of the Contract, the ACP, or any parole agreement among the parties that arise from, directly or indirectly, the Contractor's failure to ensure compliance with this section. This indemnification includes a duty to provide a legal defense.

## **11. Independent Contractor.**

**11.1** Contractor's status shall be that of an independent contractor and not an agent, servant, employee, or representative of Town in the performance of the Services. Contractor shall exercise independent judgment in performing duties under this Contract and is solely responsible for setting working hours, scheduling or prioritizing the workflow and determining how the work is to be performed. No term or provision of this Contract or act of Contractor in the performance of this Contract shall be construed as making Contractor the agent, servant or employee of Town, or making Contractor or any of its employees eligible for the fringe benefits, such as retirement, insurance and worker's compensation, which Town provides its employees.

**11.2** Contractor's Control Over Services Provided. Contractor shall retain the unqualified right of control over the means, manner and methods by which the Services are performed, and the right to perform such Services at the locations and times that Service Provider independently determines, as approved by the Town. Contractor shall be responsible for providing all equipment, materials and supplies that Contractor determines are needed to timely provide the Services.

**11.3** Contractor shall be responsible for the technical accuracy of its services and documents resulting therefrom, and Town shall not be responsible for discovering deficiencies therein. Contractor shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in Town furnished information.

## **12. Non-Discrimination.**

**12.1** As a condition of this Contract, Contractor covenants that Contractor will take all necessary actions to insure that, in connection with any operations under this Contract, Contractor, its officers, employees and subcontractors, will not discriminate in the treatment or employment of any individual or groups of individuals on the grounds of race, color, religion, national origin, age, sex, sexual orientation, or handicap unrelated to job performance, either directly, indirectly or through contractual or other arrangements. Contractor shall also comply with all applicable requirements of the Americans with Disabilities Act, 42 U.S.C.A. §§12101-12213, as amended. In this regard, Contractor shall keep, retain and safeguard all records relating to this Contract or work performed hereunder for a minimum period of three (3) years from final Contract completion, with full access allowed to authorized representatives of Town, upon request, for purposes of evaluating compliance with this and other provisions of the Contract.

## **13. Contractor's Employees.**

**13.1** Contractor agrees and consents that the Town is allowing access to the Contractor to both publicly used and private sensitive Town facilities. Contractor, and

any employee, agent, subagent, volunteer, or any person authorized to act on behalf of the Contractor shall maintain a professional demeanor at all times during the interaction with the Town's patrons and visitors to Town facilities. Contractor shall refrain from other commercial or political activity while performing this contract on Town Facilities. Contractor shall undergo criminal background checks on all employees and subcontractors working at the direction of the Contractor in this contract, and shall exclude any employees from working in any Town facility any employees that:

- 1) had a conviction of a any felony within the past 10 years;
- 2) has a conviction in the past 10 years of any violent crime or crime involving theft or dishonesty; or
- 3) is currently a registered sex offender.

#### **14. Assignment.**

**14.1** Contractor shall not sell, assign, transfer or convey this Contract, in whole or in part, without the prior written consent of the Town. As an express condition of consent to any assignment, Contractor shall remain liable for completion of the Contract work in the event of default by the successor contractor or assignee.

#### **15. Right of Review and Audit.**

**15.1** Town may review any and all of the services performed by Contractor under this Contract. Town is granted the right to audit, at Town's election, all of Contractor's records and billings relating to the performance of this Contract. Contractor agrees to retain such records for a minimum of three (3) years following completion of this Contract. Any payment, settlement, satisfaction, or release made or provided during the course of performance of this Contract shall be subject to Town's rights as may be disclosed by an audit under this section.

#### **16. Non-Appropriations.**

**16.1** No provision of this agreement shall be construed or interpreted as creating a pledge of the faith and credit of the town within the meaning of any constitutional debt limitation. No provision of this agreement shall be construed or interpreted as creating a delegation of governmental powers nor as a donation by or a lending of the credit of the town within the meaning of the constitution of the state. This agreement shall not directly or indirectly or contingently obligate the town to make any payments beyond those appropriated in the sole discretion of the town for any fiscal year in which this agreement is in effect; provided, however, that any failure or refusal by the town to appropriate funds which results in the failure by the town to make any payment coming due hereunder will in no way obviate the occurrence of the event of default resulting from such nonpayment. No deficiency judgment may be rendered against the town in any action for breach of a contractual obligation under this agreement and the taxing power of the town is not and may not be pledged directly or indirectly or contingently to secure any moneys due under this agreement.

**17. Full Agreement.** This Contract is the full agreement of the parties, and neither has, or is relaying on any information not contained in this Contract or its Exhibits. The terms of this Contract supersede any conflicting terms which may be contained in any Exhibit attached hereto and incorporated by reference.

**18. Exhibit List.** The following documents shall be attached hereto and incorporated by reference.

**Exhibit A – Proposal and Scope of Work**

**Exhibit B – Certificate of Insurance**

**Exhibit C – E-Verify Affidavit**

[Signature Page Follows]

TOWN OF HOLLY SPRINGS:

CONTRACTOR:

BY: \_\_\_\_\_  
Randy J. Harrington, Town Manager

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

WITNESS:

WITNESS:

\_\_\_\_\_  
Linda McKinney, Town Clerk

\_\_\_\_\_  
Title: \_\_\_\_\_

P.O. Number (if applicable) \_\_\_\_\_

Approved by: Brettany DeVold \_\_\_\_\_ (initials)

Approved as to form:

\_\_\_\_\_  
John Schifano, Town Attorney

This instrument has been pre-audited in the manner  
Prescribed by the Local Government Budget and Fiscal  
Control Act

\_\_\_\_\_  
Tina Stroupe, Director of Finance

## EXHIBIT A

Darin Eyster  
Holly Springs NC

After inspection of the CMP at Gable Ridge RD, we have found that it is 72” in diameter and Approx 300’ in length. The invert of the pipe is corroded throughout. Our proposal is as follows.

### Scope of Work

- Seal joints by inserting polyurethane-impregnated jute rope into the joint which will expand to provide a type of in situ rubber gasket, as well as a containment dam. The polyurethane will be a single-component, *hydrophilic*, moisture-activated resin, compounded for this specific purpose. The last joint will be brick and mortar.
- Secure 16-gage culvert-grade aluminum plates using stainless steel fasteners, covering the invert of the pipes. The plates will be shingled accordingly to prevent undermining. The width of the aluminum will be sufficient to cover the corroded areas and permit fastening to good steel. The back of the plates will be coated prior to installation with an elastomeric membrane to prevent any possible galvanic activity.
- A single-component, *hydrophobic*, moisture-activated polyurethane will subsequently be pumped beneath the plates and behind each joint which will permeate and expand to fill voids and restore the structural bedding under the entire structure. Once cured, this material will create a composite mass that is impermeable and non-erodible.
- Finally, we will clean up any excess material.

Your price for this repair is as follows:

|                          |                                 |
|--------------------------|---------------------------------|
| Repair of the CMP Pipes: | \$49,770.42                     |
| Backgrout:               | \$85 per gal. (Approx. 400 gal) |
| Pipe Clean out:          | \$16,000.00                     |
| Mobilization:            | <u>\$ 2,500.00</u>              |
| <u>Total:</u>            | <u>\$102,270.42</u>             |

## **EXHIBIT B**



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
11/23/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

**PRODUCER**  
MARSH USA LLC.  
200 Public Square, Suite 3760  
Cleveland, OH 44114-1824

**CONTACT NAME:** ...  
**PHONE (A/C, No, Ext):** ... **FAX (A/C, No):** ...  
**E-MAIL ADDRESS:** ...

CN102302710-RPM-Cas-23-24 POLYM

**INSURED**  
RPM International Inc.  
& Its Subsidiaries (Sub: Applied Polymerics, Inc.)  
2628 Pearl Road  
Medina, OH 44256

| INSURER(S) AFFORDING COVERAGE |                                | NAIC # |
|-------------------------------|--------------------------------|--------|
| INSURER A:                    | First Continental Services Co. |        |
| INSURER B:                    | N/A                            | N/A    |
| INSURER C:                    | N/A                            | N/A    |
| INSURER D:                    | N/A                            | N/A    |
| INSURER E:                    |                                |        |
| INSURER F:                    |                                |        |

## COVERAGES

**CERTIFICATE NUMBER:**

CLE-007156827-01

**REVISION NUMBER:** 18

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                                                   | ADOL SUBR INSD WVD                  | POLICY NUMBER   | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                                        |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------|-------------------------|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A        | <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b><br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br><input type="checkbox"/> OTHER: |                                     | 1-GLRPM-01/2023 | 04/01/2023              | 04/01/2024              | EACH OCCURRENCE \$ 5,000,000<br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000<br>MED EXP (Any one person) \$ 10,000<br>PERSONAL & ADV INJURY \$ 5,000,000<br>GENERAL AGGREGATE \$ 10,000,000<br>PRODUCTS - COMP/OP AGG \$ 10,000,000 |
|          | <b>AUTOMOBILE LIABILITY</b><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS<br><input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY                                                                                                   |                                     |                 |                         |                         | COMBINED SINGLE LIMIT (Ea accident) \$<br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$                                                                                               |
|          | <b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR<br><b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE<br><input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$                                                                                                                                                                |                                     |                 |                         |                         | EACH OCCURRENCE \$<br>AGGREGATE \$                                                                                                                                                                                                            |
|          | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                                                                       | Y/N<br><input type="checkbox"/> N/A |                 |                         |                         | PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                                                                              |

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)  
Town of Holly Springs is/are included as Additional Insured where required by written contract.

## CERTIFICATE HOLDER

Town of Holly Springs  
Po Box 8  
Holly Springs, NC 27540

## CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

*Marsh USA LLC*



## EXHIBIT C

STATE OF NORTH CAROLINA     )  
                                                          )  
COUNTY OF WAKE                    )     AFFIDAVIT OF CONTRACTOR'S  
                                                          )     COMPLIANCE WITH E-VERIFY

I, \_\_\_\_\_(the individual attesting below), being duly authorized by  
and on behalf of \_\_\_\_\_(the "Contractor") after first being duly  
sworn hereby swears or affirms as follows:

1. Contractor understands that E-Verify is the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law in accordance with NCGS §64-25(5).

2. Contractor understands that Contractors Must Use E-Verify. Each Contractor, after hiring an employee to work in the United States, shall verify the work authorization of the employee through E-Verify in accordance with NCGS §64-26(a).

3. Contractor is a person, business entity, or other organization that transacts business in this State and that employs 25 or more employees in this State. (mark Yes or No)

a. YES \_\_\_\_\_

b. NO \_\_\_\_\_

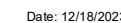
4. Contractor's subcontractors comply with E-Verify, and if Contractor is the winning bidder on this project Contractor will ensure compliance with E-Verify by any subcontractors subsequently hired by Contractor.

Dated: \_\_\_\_\_

Signature of Affiant: \_\_\_\_\_

Print or Type Name: \_\_\_\_\_





The Town expressly denies any and all responsibility for errors, if any, in the information/data or for the misuse of the information/data by the user or anyone else. The user understands that he or she should verify the accuracy of the information/data before using it.





# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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**Agenda Item#: 11.**

### **Consent Agenda**

**Title:** Approve Purchase of a Leaf Vacuum Machine on State Contract

**Strategic Priority Area:** Organizational Excellence  
Responsible & Balanced Growth

**Staff Resource:** Justin Reasoner, Public Works, Paige Scott, Director, Public Works

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### **Action(s):**

Authorize a purchase contract with Carolina Environmental Systems for a 2024 Freightliner leaf vacuum truck for \$269,989, pursuant to NC Sheriff's Association contract, and authorize the town manager and town attorney to sign a purchase contract with terms acceptable to the town.

### **Explanation:**

- The Council adopted the Town's purchasing policy in November 2022; section D. State of North Carolina Purchasing Contracts (State Contract) and Section E. Cooperative Purchasing Programs (CoOp) state that "The Town's threshold for solely utilizing a state contract and/or a CoOp is \$90,000."
- General Statue 143-129 (e)(3) allows the Town to utilize the NC Sheriff's Contract #24-08-0421 to purchase the Leaf Vacuum truck.
- Staff is requesting authorization from Council for the Town Manager and Town Attorney to sign a purchase contract with Carolina Environmental Systems for a Leaf Vacuum truck utilizing the NC Sheriff's Contract #24-08-0421 in the amount of \$269,989 which exceeds purchasing policy threshold of \$90,000.

### **Background:**

- The replacement of a leaf vacuum truck was approved in the FY 24 budget.
- Carolina Environmental Systems was started in 1995, has three locations in North Carolina, South Carolina, and Georgia, and provides products and equipment in the refuse and recycling industry.
- The replacement Leaf Vacuum truck has already been processed for surplus due to maintenance and repair requirements that exceed the truck's value.

### **Funding Source(s):**

Operating Budget - Public Works - Capital Outlay Vehicles

### **Attachment(s):**

1. Holly Springs Leaf Vac 2024 Freightliner (1)
2. Leaf Vac NCSA docs 2023
3. NC Sheriff Association Contract

Town Council Business Meeting  
January 16, 2024



**Carolina Environmental Systems, Inc.**  
**306 Pineview Drive, Kernersville, NC 27284**  
**2701 White Horse Road, Greenville, SC 29611**  
**500 Lee Industrial Blvd, Austell, Ga 30168**  
**Phone: 800-239-7796**  
**336-904-0952**

---

QUOTE

October 26, 2023  
Town of Holly Springs  
Attention: Mr. Justin Reasoner

Dear Justin,

CES appreciates the opportunity to submit you the following quotation via **NC Sherriff's Contract #24-08-0421**:

I. One (1) Pac Mac 25 cubic yard chassis mounted automated leaf collection unit complete with 74 HP Kubota diesel auxiliary engine, top-hinged hydraulically operated tailgate, three (3) way hydraulic boom, hydraulic drive controls, removable top vent covers, bottom exhaust to direct dust downward, removable high strength liner for impeller housing, removable high strength deflector plate, hinged inlet door, rear vision camera system, painted white, factory mounting, incoming freight and service.

All as per the above and mounted on one (1) 2024 Freightliner M2106 Plus cab/chassis complete as per the enclosed specifications

**Sales Price: \$269,989**

Optional Extended Chassis Warranty:

- One (1) year towing: \$230
- Five (5) year unlimited miles Allison transmission warranty: \$1,081
- Six (6) year 150,000 miles Cummins engine warranty: \$1,100
- Six (6) year 150,000 miles Cummins engine aftertreatment: \$680

We sincerely appreciate the opportunity to submit the above quotation. If we may answer any questions or be of service to you in any way, please do not hesitate to contact us at: 1-800-239-7796.

*Ben Taylor*, Carolina Environmental Systems

**Item #: 1415****Required:** ☐**Group:** Hoists**Make:** Galbreath**Model:** Container Handler**Model #:** CH8000

**Model Upgrade/Downgrade:** Some models may be listed within the option sheet as they may be considered to be an upgrade/downgrade to the base model listed. Please contact awarded vendor for additional information regarding these models.

**Description:** Manufacturer's standard base unit specifications and current model year for the model/model number listed. The required minimum 6% discount off MSRP is to be included in the listed base price field.

**Quantity:** 1**Unit of Measure:** Each**Price/Percent:** Both**Brand Name/Equal Value/Service:** Brand Name Only**Build File:** Item

1415 - Build

Sheet.pdf

**Options File:**

Item 1415 -

Option

Sheet.pdf

**Zone:** Nationwide**Zone:** Nationwide**Price:**

\$56,580.00

\$56,580.00000

6.00000%

**Percent (Taken off MSRP for base price):**

6.00000%

6.00000%

**Percent (Taken off MSRP for options):**

6.00000%

**Item #: 1619****Required:** ☐**Group:** Leaf & Debris Collection Equipment**Make:** Pac Mac/Hol Mac**Model:** Chassis Mounted Leaf Collection**Model #:** 25yd

**Model Upgrade/Downgrade:** Some models may be listed within the option sheet as they may be considered to be an upgrade/downgrade to the base model listed. Please contact awarded vendor for additional information regarding these models.

**Description:** Manufacturer's standard base unit specifications and current model year for the model/model number listed. The required minimum 6% discount off MSRP is to be included in the listed base price field.

**Quantity:** 1**Unit of Measure:** Each**Price/Percent:** Both**Brand Name/Equal Value/Service:** Brand Name Only**Build File:** Item

1619 - Build

Sheet.pdf

**Options File:**

Item 1619 -

Option

Sheet.pdf

**Zone:** Nationwide**Zone:** Nationwide**Price:**

\$172,982.00

\$172,982.00000

6.00000%

**Percent (Taken off MSRP for base price):**

6.00000%

6.00000%

**Percent (Taken off MSRP for options):**

6.00000%



## **Pac-Mac Leaf Vacuum System Chassis Mounted-25 Cubic Yard**

**ALL ITEMS FACTORY INSTALLED UNLESS OTHERWISE INDICATED**

### **Base Body**

- Self-contained for one person operation
- Proportional controls for smooth, precise boom movement
- Hydraulic drive offers smooth engine to fan coupling with no maintenance to clutches or belt drives
- 5 micron return filtration
- Strobe lighting in front and rear
- Leaf container is vented towards the bottom, street side
- Removable expanded metal container vent coverings for ease of cleaning

**North Carolina Sheriffs' Association  
Heavy Equipment Procurement Program  
Contract Award Agreement**

**Heavy Equipment Procurement Program  
Bid 24-08-0421**

We are pleased to announce the North Carolina Sheriffs' Association has successfully completed its statewide competitive award for heavy equipment. All local government units are eligible to utilize this competitively bid contract while keeping with their local governing purchasing ordinances. Bid 24-08-0421 will be effective May 18, 2023 through May 17, 2024.

Congratulations, your company has been included on the Association's price sheet contract controlled by the North Carolina Sheriffs' Association's Solicitation for Bids and Contract Terms and Conditions.

By the award of this contract based on your company's bid for Solicitation Number 24-08-0421, all terms and conditions set forth in the Solicitation for Bids and Contract Terms and Conditions are incorporated herein by reference and agreed to by the Contractor and the North Carolina Sheriffs' Association.

  
Signature of Authorized Representative

Maxwell L Taylor

Printed Name of Authorized Representative

Carolina Environmental Systems, Inc

Contractor/Vendor Name (Please Print)

May 18, 2023

Date

  
Signature of NCSA Contract Administrator

Jason D. Bennett

Printed Name of NCSA Contract Administrator

May 18, 2023

Date



Carolina Environmental Systems, Inc

Company of DBA Name

Maxwell Taylor

Primary Contact

336-869-9900

Office Phone

336-650-2124

Mobile Phone

*Maxwell Taylor*

Please sign line above confirming you agree to all formal addenda when applicable to this agreement.

FOR SEALED BIDS ON

## **Heavy Equipment Bid 24-08-0421**

*Coordinated By*  
**The  
North Carolina Sheriffs' Association**



**BID NO. 24-08-0421**

ADVERTISEMENT, INSTRUCTIONS TO BIDDERS, SPECIFICATIONS, BID PROPOSAL

**DEADLINE TO SUBMIT ALL  
BID SUBMISSIONS AND  
REQUIRED DOCUMENTS IN VENDORLINK**

**12:00 NOON EST - APRIL 21, 2023**

## MANUFACTURER'S CERTIFICATION

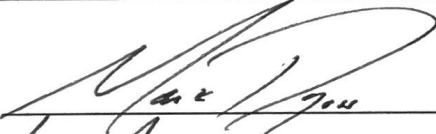


**Heavy Equipment  
Bid 24-08-0421**

This is to certify that Carolina Environmental Systems, Inc is the manufacturer  
(Vendor/Respondent's Name)  
or a manufacturer's authorized dealer of Pac Mac/Hol Mac  
(Manufacturer/Brand Name)  
in the State of North Carolina.

By:

Manufacturer Name: Pac Mac/Hol Mac  
Address: 160 Commerce Drive  
City, State, Zip: Bay Springs, MS 39422  
Office Phone: 880-844-3019 Mobile Phone: 601-670-3290  
E-mail: dyess.mark@hol-mac.com

Signature:   
Title: Sales Manager

**PLEASE NOTE:** This certification form must be executed by an authorized employee of the manufacturer **ONLY**. Dealers/Representatives are not authorized to execute this certification form on behalf of the manufacturer. The manufacturer must execute this certification form even if they are offering their own products. Failure to submit this certification form with your response as required shall result in the disqualification of the response.

**Item #: 1415****Required:** ☐**Group:** Hoists**Make:** Galbreath**Model:** Container Handler**Model #:** CH8000

**Model Upgrade/Downgrade:** Some models may be listed within the option sheet as they may be considered to be an upgrade/downgrade to the base model listed. Please contact awarded vendor for additional information regarding these models.

**Description:** Manufacturer's standard base unit specifications and current model year for the model/model number listed. The required minimum 6% discount off MSRP is to be included in the listed base price field.

**Quantity:** 1**Unit of Measure:** Each**Price/Percent:** Both**Brand Name/Equal Value/Service:** Brand Name Only**Build File:** Item

1415 - Build

Sheet.pdf

**Options File:**

Item 1415 -

Option

Sheet.pdf

**Zone:** Nationwide**Zone:** Nationwide**Price:**

\$56,580.00

\$56,580.00000

6.00000%

**Percent (Taken**

6.00000%

**off MSRP for****base price):**

6.00000%

**Percent (Taken****off MSRP for****options):**

6.00000%

**Item #: 1619****Required:** ☐**Group:** Leaf & Debris Collection Equipment**Make:** Pac Mac/Hol Mac**Model:** Chassis Mounted Leaf Collection**Model #:** 25yd

**Model Upgrade/Downgrade:** Some models may be listed within the option sheet as they may be considered to be an upgrade/downgrade to the base model listed. Please contact awarded vendor for additional information regarding these models.

**Description:** Manufacturer's standard base unit specifications and current model year for the model/model number listed. The required minimum 6% discount off MSRP is to be included in the listed base price field.

**Quantity:** 1**Unit of Measure:** Each**Price/Percent:** Both**Brand Name/Equal Value/Service:** Brand Name Only**Build File:** Item

1619 - Build

Sheet.pdf

**Options File:**

Item 1619 -

Option

Sheet.pdf

**Zone:** Nationwide**Zone:** Nationwide**Price:**

\$172,982.00

\$172,982.00000

6.00000%

**Percent (Taken**

6.00000%

**off MSRP for****base price):**

6.00000%

**Percent (Taken****off MSRP for****options):**

6.00000%



## **Pac-Mac Leaf Vacuum System Chassis Mounted-25 Cubic Yard**

**ALL ITEMS FACTORY INSTALLED UNLESS OTHERWISE INDICATED**

### **Base Body**

- Self-contained for one person operation
- Proportional controls for smooth, precise boom movement
- Hydraulic drive offers smooth engine to fan coupling with no maintenance to clutches or belt drives
- 5 micron return filtration
- Strobe lighting in front and rear
- Leaf container is vented towards the bottom, street side
- Removable expanded metal container vent coverings for ease of cleaning

**North Carolina Sheriffs' Association  
Heavy Equipment Procurement Program  
Contract Award Agreement**

**Heavy Equipment Procurement Program  
Bid 24-08-0421**

We are pleased to announce the North Carolina Sheriffs' Association has successfully completed its statewide competitive award for heavy equipment. All local government units are eligible to utilize this competitively bid contract while keeping with their local governing purchasing ordinances. Bid 24-08-0421 will be effective May 18, 2023 through May 17, 2024.

Congratulations, your company has been included on the Association's price sheet contract controlled by the North Carolina Sheriffs' Association's Solicitation for Bids and Contract Terms and Conditions.

By the award of this contract based on your company's bid for Solicitation Number 24-08-0421, all terms and conditions set forth in the Solicitation for Bids and Contract Terms and Conditions are incorporated herein by reference and agreed to by the Contractor and the North Carolina Sheriffs' Association.

  
Signature of Authorized Representative

Maxwell L Taylor

Printed Name of Authorized Representative

Carolina Environmental Systems, Inc

Contractor/Vendor Name (Please Print)

May 18, 2023

Date

  
Signature of NCSA Contract Administrator

Jason D. Bennett

Printed Name of NCSA Contract Administrator

May 18, 2023

Date

Carolina Environmental Systems, Inc

Company of DBA Name

Maxwell Taylor

Primary Contact

336-869-9900

Office Phone

336-650-2124

Mobile Phone

*Maxwell Taylor*

Please sign line above confirming you agree to all formal addenda when applicable to this agreement.

FOR SEALED BIDS ON

## Heavy Equipment Bid 24-08-0421

*Coordinated By*  
**The  
North Carolina Sheriffs' Association**



**BID NO. 24-08-0421**

ADVERTISEMENT, INSTRUCTIONS TO BIDDERS, SPECIFICATIONS, BID PROPOSAL

**DEADLINE TO SUBMIT ALL  
BID SUBMISSIONS AND  
REQUIRED DOCUMENTS IN VENDORLINK**

**12:00 NOON EST - APRIL 21, 2023**

## MANUFACTURER'S CERTIFICATION



**Heavy Equipment  
Bid 24-08-0421**

This is to certify that Carolina Environmental Systems, Inc is the manufacturer  
(Vendor/Respondent's Name)  
or a manufacturer's authorized dealer of Pac Mac/Hol Mac  
(Manufacturer/Brand Name)  
in the State of North Carolina.

By:

Manufacturer Name: Pac Mac/Hol Mac  
Address: 160 Commerce Drive  
City, State, Zip: Bay Springs, MS 39422  
Office Phone: 880-844-3019 Mobile Phone: 601-670-3290  
E-mail: dyess.mark@hol-mac.com

Signature:   
Title: Sales Manager

**PLEASE NOTE:** This certification form must be executed by an authorized employee of the manufacturer **ONLY**. Dealers/Representatives are not authorized to execute this certification form on behalf of the manufacturer. The manufacturer must execute this certification form even if they are offering their own products. Failure to submit this certification form with your response as required shall result in the disqualification of the response.





# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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**Agenda Item#: 12.**

### **Consent Agenda**

**Title:** Amendment to Municipal Code Article VII, Expansion of Chapter 18B Permits

**Strategic Priority Area:** Economic Prosperity & Diversity  
Organizational Excellence

**Staff Resource:** John Schifano, Town Attorney

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### **Action(s):**

Adopt Ordinance 24-02 amending Town Code of Ordinances Article VII

### **Explanation:**

- Recent changes to NCGS 18B to allow social districts requires an enabling town ordinance to allow a restaurant serving unfortified wine or malt beverages to serve, even on a temporary basis, outside of their licensed establishment.
- Various restaurants have approached the Town to allow a temporary use of a parking area to hold a festival or special event.
- The ordinance will allow the Chief of Police to grant a temporary permit to expand fortified wine or malt beverage sales outside of the walls of a licensed restaurant or other establishment.

### **Background:**

- Prior to recent changes in NCGS 18B, an ordinance was not required to grant permission for a temporary use of an area outside of the licensed restaurant.
- Ordinarily, consumption of fortified wine and malt beverages in an open container outside of a restaurant is illegal. This ordinance will allow the Chief of Police to grant individual permits on a time-limited basis.

### **Funding Source(s):**

N/A

### **Attachment(s):**

1. Ordinance 24-02 Amend Code of Ordinances Chapter 4, Article VII Alcohol Sales



**Ordinance No. 24-02**

**Date Submitted:** January 16, 2024

**Date Adopted:**

**AN ORDINANCE TO AMEND THE TOWN CODE OF THE TOWN OF HOLLY SPRINGS, NC TO AMEND CHAPTER 4 ARTICLE VII, ALCOHOL SALES**

**BE IT ORDAINED** by the Holly Springs Town Council of the Town of Holly Springs, North Carolina, that the Code of Ordinances Chapter 4: Businesses, Article VII, Alcohol Sales, is amended to add Section 4-161, Extension of Licensed Premises, as follows:

Part 1: Section 4-161 – Extension of Licensed Premises.

A permittee holding a permit under NCGS 18B-1000 through 18B-1199 may, upon approval of the Chief of Police, expand its licensed premise for a period of time determined by the Chief of Police in a written permit formulated by the Town. The permit shall be revocable by the Chief of Police for any cause so determined. Notwithstanding the permitted expansion of the licensed premise, the permittee and all patrons of the permittee must at all times otherwise comply with all other federal, state, and town laws, including but not limited to the Town's noise ordinance.

Part 2: **REPEAL OF CONFLICTING ORDINANCES**

All ordinances or parts of the Town Code of Ordinances of the Town of Holly Springs conflicting or inconsistent with the provisions of this Ordinance are hereby repealed.

Part 3: **SEVERABILITY**

If any section, part of a section, paragraph, sentence, clause, phrase, or word of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holdings shall not affect the remaining portion of this Ordinance and it shall be construed to have been the legislative intent to pass the Ordinance without such unconstitutional, invalid or inoperative part therein, and the remainder of this Ordinance after the exclusion of such part or parts shall be deemed to be held valid as if such part or parts had not been included therein, or if this Ordinance or any of the provisions thereof shall be held inapplicable to any person, group of persons, property, kind of property, circumstances, or set of circumstances, such holdings shall not affect the applicability thereof to any other person, property or circumstances.

Part 4: **INCLUSION IN CODE**

It is the intention of the Town Council entered as hereby ordained, that the provisions of this Ordinance shall become and be made part of the Town Code of Ordinances of the Town of Holly Springs, North Carolina; that the Section(s) of this Ordinance may be renumbered or relettered to accomplish such intention, and that the word "Ordinance" may be changed to "Section, or "Article" or other word.

Part 5: **EFFECTIVE DATE**

The provisions of this ordinance shall become effective January 16, 2024 in accordance with the laws of the State of North Carolina.

Adopted this, the 16<sup>th</sup> day of January 2024.

**Town of Holly Springs by**

\_\_\_\_\_  
Sean Mayefskie, Mayor

**ATTEST:**

\_\_\_\_\_  
Linda McKinney, Town Clerk





# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### **Agenda Item#: 13.**

#### **Public Hearings**

**Title:** Honeycutt/Wade Nash Road Comprehensive Plan Amendment 23-CPA-02 - Legislative Public Hearing

**Strategic Priority Area:** Responsible & Balanced Growth

**Staff Resource:** Aaron Prichard, Development Services, Catherine Jacobs, Development Services

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#### **Action(s):**

- Conduct Legislative Public Hearing.
- Deny Comprehensive Plan Amendment 23-CPA-02; or, Adopt Resolution #24-01 to adopt and approve Comprehensive Plan Amendment 23-CPA-02.

#### **Explanation:**

- A resident and homeowner (applicant) located at 5605 Honeycutt Rd has submitted a request to modify the recommended improvements (proposed continuous intersection) shown in the Comprehensive Transportation Plan (CTP) for the intersection of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road citing impacts to the property as a result of the CTP recommendation.
- The applicant's traffic engineer analyzed three scenarios for improvements at the intersection.
- The applicant's preferred scenario is an offset T-intersection (Scenario 2 in Staff Report).

**Staff Recommendation:** Deny

**Planning Board Recommendation:** Approve (4-2) [2 absent, 1 vacancy]

A summary of the Planning Board discussion is in the staff report.

#### **Background:**

- The established goal to realign Honeycutt Road with Wade Nash Road can be found in transportation plans for Holly Springs dating back to the 2001 Thoroughfare Plan and has remained a goal as the plan has been regularly updated.
- In 2019, the Capital Area Metropolitan Planning Organization (CAMPO) completed the Southwest Area Study (SWAS), which analyzed these intersections as a hot spot study. The recommended improvement was a realigned intersection to create one continuous street corridor.
- The recommendation from SWAS was incorporated into Vision Holly Springs Comprehensive Plan Section 2: Comprehensive Transportation Plan in 2022.
- Staff suggested the applicant prepare a traffic study to accompany the Comprehensive

Town Council Business Meeting  
January 16, 2024

Plan Amendment to determine the viability and constructability of the three different scenarios with a study year of 2050.

- Scenario 1 analyzed the northern realignment of the Honeycutt Road and Wade Nash combined intersection. This scenario is not recommended by Staff.
- Scenario 2 analyzed the Honeycutt Road and Wade Nash Road intersections with Piney Grove Wilbon Road as two offset T-intersections with the Honeycutt Road intersection shifted further north. This scenario is viable and is the applicant's preferred scenario. This is not Staff's preferred scenario.
- Scenario 3 analyzed the realignment of the Honeycutt Road and Wade Nash Road combined intersection as is shown on the adopted CTP. This scenario is viable and is Staff's preferred scenario.

**Funding Source(s):**

N/A

**Attachment(s):**

1. 23CPA02\_HoneycuttWadeNash\_CTPAmendment\_TC
2. 23CPA02\_Resolution24-01
3. 23CPA02\_Application
4. 23CPA02\_ApplicantTrafficStudy



**Project Type:** Comprehensive Plan Amendment

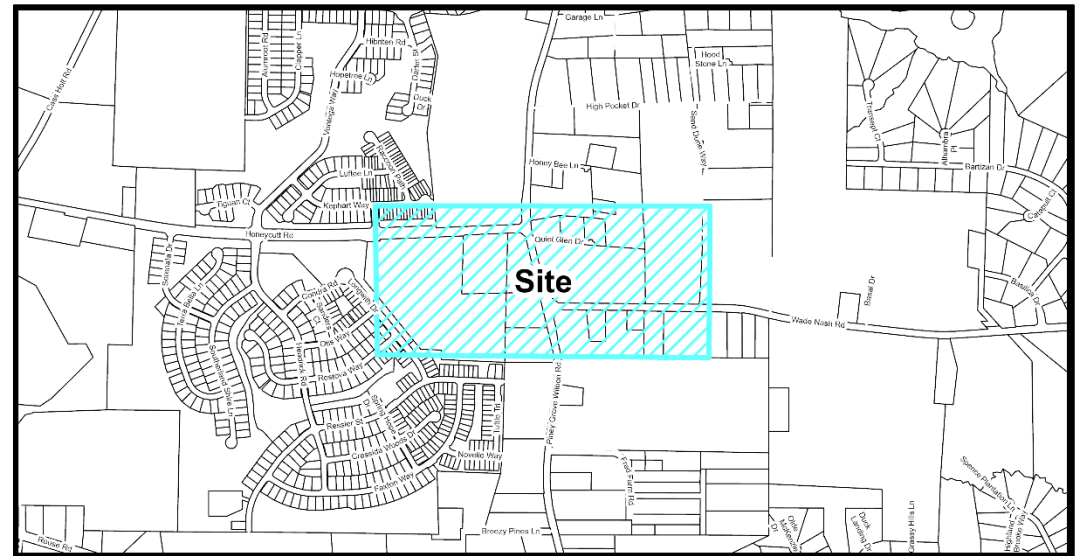
**Applicant / Petitioner:**

Bryan Keith Henshaw, et al.  
(see petition)

**Property Address:**

Intersections of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road.

**Property Area:** N/A



Located in: ☐ Holly Springs Corporate Limits ☒ Holly Springs ETJ ☐ Annexation Pending

**Project Summary:**

A request initiated by a resident to modify the recommended improvements at the intersection of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road in Section 2 of Vision Holly Springs Comprehensive Plan: Comprehensive Transportation Plan.

**Requested Action:**

Advisory Decision: The Planning Board will review the petition and make a recommendation to the Town Council to approve or deny the requested Comprehensive Plan Amendment petition.

**Table of Contents:**

|                                               |         |
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| Case Summary                                  | Page 2  |
| Land Use & Character Information              | Page 3  |
| Comprehensive Transportation Plan Information | Page 4  |
| Parks, Recreation & Greenways Information     | Page 7  |
| Community Facilities Information              | Page 8  |
| Utility & Infrastructure Information          | Page 9  |
| Natural Resources Information                 | Page 10 |
| Decision-Making Information                   | Page 11 |



## Case Summary

A request to modify the recommended improvements at the intersection of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road in Section 2 of Vision Holly Springs Comprehensive Plan: Comprehensive Transportation Plan.

The applicant analyzed three scenarios and is proposing a change from the proposed continuous intersection shown on the adopted Comprehensive Transportation Plan to an offset T-intersection.



### Aerial Photograph

### Growth Strategy Map:

## Places to Enhance Places to Transform

**Future Land Use Plan Designation:**

Mixed Residential Neighborhood  
Neighborhood Center

**Small Area Plan Designation:**

N/A

### Staff Analysis:

Staff has considered the traffic operations, pedestrian mobility and maintenance of the three scenarios and has compared the impact of two adjacent signals versus one signal along the Piney Grove Wilbon corridor. It is common practice for transportation departments across the country to seek to eliminate offset T-intersections prior to an area being fully developed, whenever possible. Staff believes and recommends Scenario 3 - Adopted CTP Alignment is the locally preferred scenario since it is the more standard and smoother roadway and pedestrian corridor for both north/south and east/west travelers in this part of Town. Additionally, it facilitates the Town's overarching transportation goal of providing an alternate route to NC 55 and relief to the Avent Ferry Road corridor.

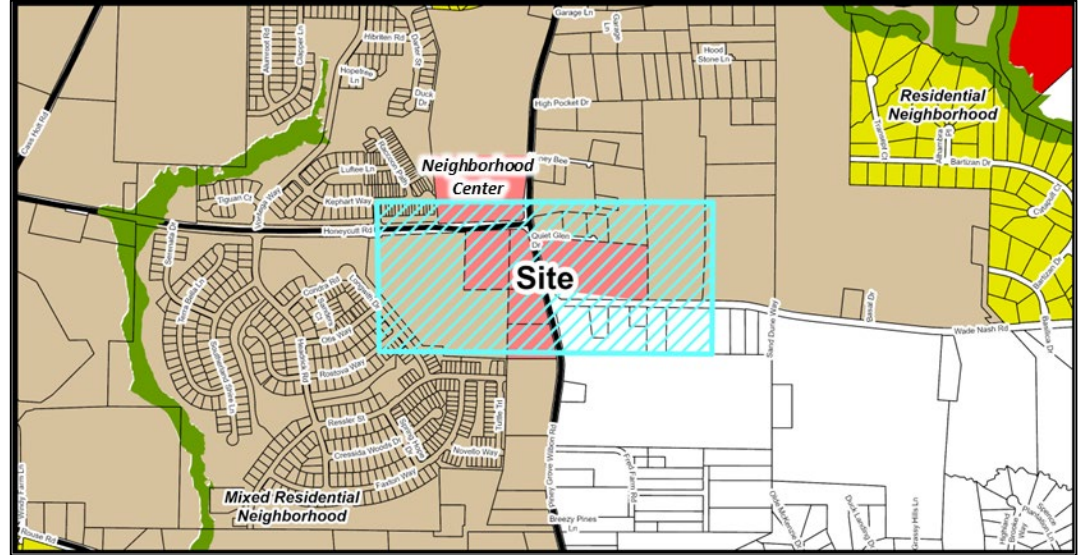
**Staff Recommendation:** ☐ Approve ☒ Deny





## Land Use & Character Information

|                             |                                                          |
|-----------------------------|----------------------------------------------------------|
| <b>Growth Strategy Map:</b> | Places to Enhance<br>Places to Transform                 |
| <b>Future Land Use:</b>     | Mixed Residential<br>Neighborhood<br>Neighborhood Center |
| <b>Small Area Plan:</b>     | N/A                                                      |



Future Land Use Map

## Future Land Use Staff Analysis:

The requested Comprehensive Plan Amendment does not substantially impact the Future Land Use of the surrounding properties.

There is one surveyed historic resource in the vicinity known as Holland House at 1100 Piney Grove-Wilbon Road. Results from a site visit in August 2022, indicate the c. 1900- 1915 Holland House is a unique example of a Colonial Revival Craftsman rural farm house with a distinctive design in southern Wake County. The house is a prime candidate to be designated as a local historic landmark by the Wake County Historic Preservation Commission and retains roughly 85% of its historic architectural elements and has experienced very few negative changes since its construction. None of the scenarios studied showed impacts to the historic structure.



## Comprehensive Transportation Plan

Road Widening along Project Frontage ☐ Required ☒ Not Required

New Location Roadways ☐ Required ☒ Not Required

Hotspot/Safety Study Location ☐ Yes ☒ No



Transportation Map

### Comprehensive Transportation Plan (CTP) Summary

Due to continued growth in southern Holly Springs, additional transportation options are needed to improve connectivity, capacity and safety. Both widening of existing roadways and the construction of new location roadways are necessary in order to achieve the Town's goals. An east / west connection from Avent Ferry Road to NC 55, when completed with other network improvements, will provide substantial network connectivity and traffic congestion relief to the growing southern planning area of Holly Springs.

The Honeycutt Road and Wade Nash Road realignment is an important roadway improvement that is identified in the Town's CTP and remains the Town's preferred alternative for improving transportation along the corridor. Piney Grove Wilbon Road experiences heavy congestion during peak travel times and the two, closely spaced, intersections of Honeycutt Road and Wade Nash Road operate poorly due to the high traffic volumes traveling on Piney Grove Wilbon Road.

The Capital Area Metropolitan Planning Organization initiated the Southwest Area Study (SWAS) in 2019. The purpose of the 2019 study was to provide an update to a previous study since the regional transportation needs and demands of southwestern Wake County and northern Harnett County had grown significantly. As described in the study, Honeycutt Road is a much-needed east – west oriented road that extends more than three miles from the east at NC 55 at Hilltop Needmore Road Extension just north of Wade Nash Road to Cass Holt Road on the west. At Piney Grove Wilbon Road the offset intersections are proposed to be realigned to create one continuous street corridor.



The CTP is a long-range planning document that communicates high level goals and policy options and is not intended to represent a literal roadway alignment or specific roadway design. The exact location of improvements is determined once funding is allocated to a project or as private development occurs along the roadway corridor. As such, staff is charged with working with the development community to determine final locations, alignments and constructability for these roadways in order to incorporate these future improvements into development projects when appropriate.

### **Traffic Study Summary**

Staff suggested the applicant prepare a traffic study to accompany the Comprehensive Plan Amendment to determine the viability and constructability of the 3 different scenarios with a study year of 2050.

- Scenario 1 analyzed the northern realignment of the Honeycutt Road and Wade Nash combined intersection.
- Scenario 2 analyzed the Honeycutt Road and Wade Nash Road intersections with Piney Grove Wilbon Road as two offset T-intersections with the Honeycutt Road intersection shifted further north.
- Scenario 3 analyzed the realignment of the Honeycutt Road and Wade Nash Road combined intersection as it is shown on the adopted CTP.

Review of the traffic study was conducted by an independent third-party reviewer.

The applicant recommends Scenario 2.

### **Transportation Staff Analysis:**

A summary of the analysis is below:

#### **Scenario 1 – Northern Realignment:**

- Requires the largest amount of right-of-way acquisition.
- Avoids a large amount of wetlands but is the longest alignment between Points A and B and would result in the largest increase in impervious surface.
- Requires the intersection to be skewed and would likely result in longer pedestrian crossing lengths and unsafe turning movements.
- Is expected to provide an overall acceptable level of service.
- Is expected to have less total overall delay for the minor streets (east/west) than scenario 2.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

This scenario is not recommended by staff.



#### Scenario 2 – Offset T-Intersections:

- Requires right-of-way acquisition.
- Minimal wetland impacts are expected.
- Offset T-intersections have higher turning traffic volumes at the minor streets, which leads to longer delays and queuing.
- Due to the future four lane median-divided cross section on Piney Grove Wilbon, the minor street (east/west) vehicles will need to make at least one or more lane changing maneuvers to navigate the intersections.
- Is expected to provide an overall acceptable level of service.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

This scenario has been found viable and is the applicant's preferred scenario. This scenario is not staff's preferred scenario.

#### Scenario 3 – Adopted CTP Alignment:

- Requires right-of-way acquisition.
- Minimal wetland impacts are expected.
- Requires the intersection to be skewed, but less so than in Scenario 1.
- Is expected to provide an overall acceptable level of service.
- Is expected to have less total overall delay for the minor streets (east/west) than scenario 2.
- No issues are expected due to topography, traffic management, utilities, or environmental impacts.

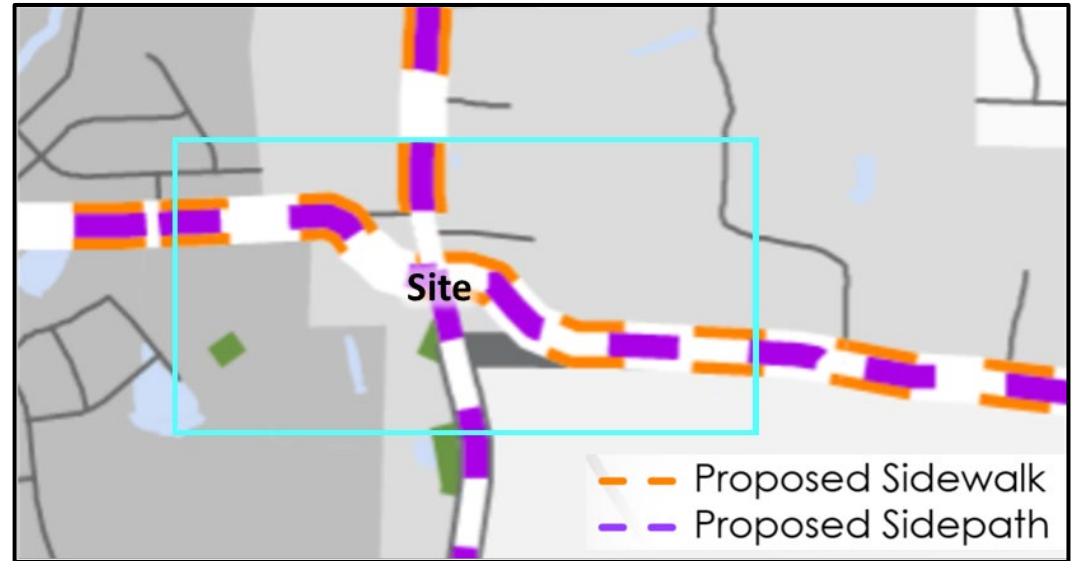
This scenario has been found viable and is staff's preferred scenario.



## Parks, Recreation & Greenways Information

### Park Search Area

- ☐ Yes  
☒ No



Active Transportation Map

### Required Active Transportation Improvements

- ☐ Greenway ☒ Sidepath

A sidepath is required along the frontages of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road.

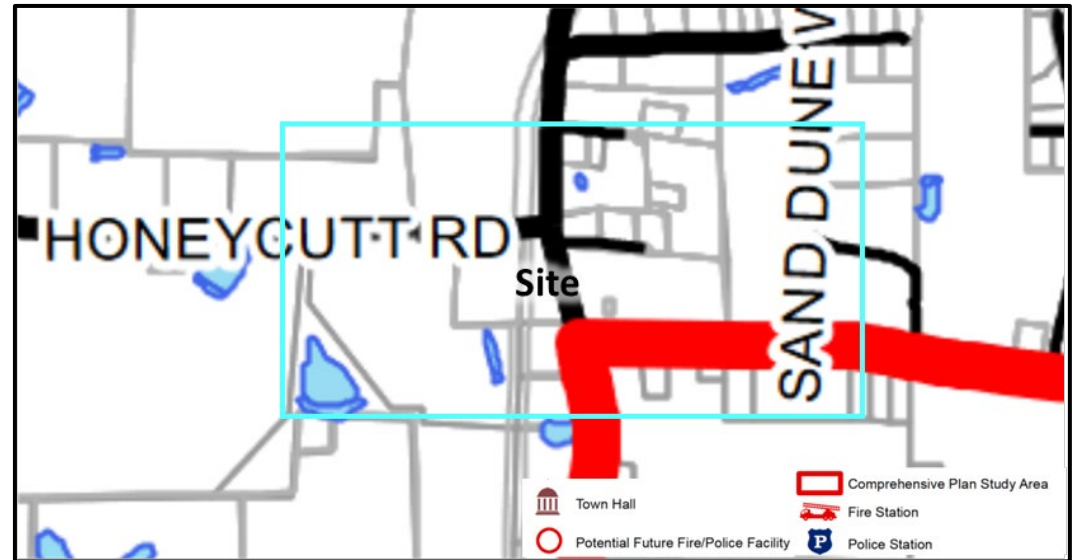
### Parks, Recreation, & Greenways Staff Analysis:

The proposed sidepath will follow Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road frontages and any modification to the alignment would require a concurrent shift of the location of the sidepath.



### Community Facilities Information

Population growth increases demand for public services. In order to fulfill this demand, community facilities must be appropriately planned for and constructed. These facilities may range from additional public safety stations, such as police and fire, to new schools to handle the influx of school-aged children into an area.



Community Facilities Map

### Community Facilities Staff Analysis:

The requested Comprehensive Plan Amendment does not substantially impact community facilities.

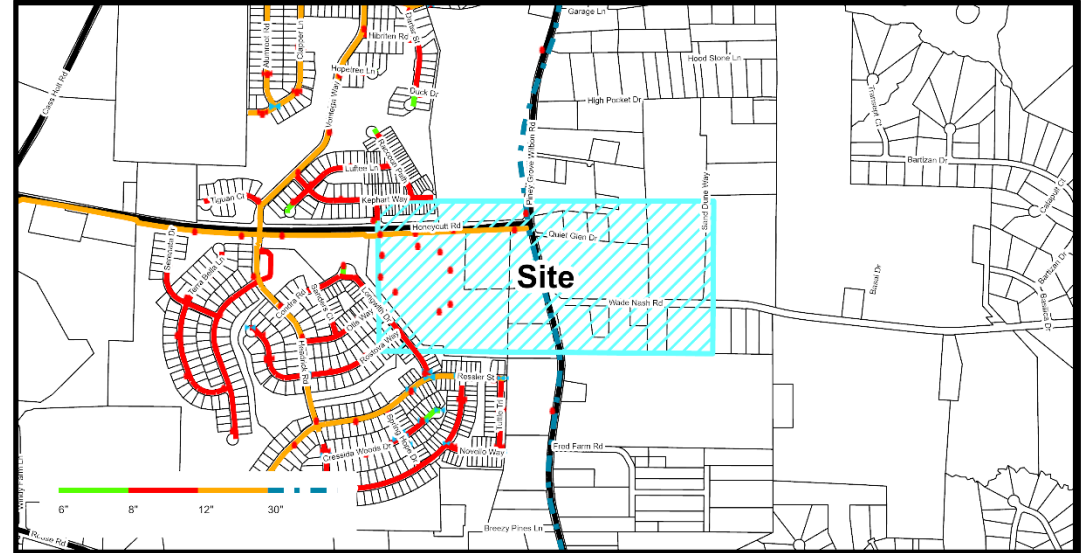
### Community Facilities Information

Population growth increases demand for public services. In order to fulfill this demand, community facilities must be appropriately planned for and constructed. These facilities may range from additional public safety stations, such as police and fire, to new schools to handle the influx of school-aged children into an area.



### Infrastructure & Utility Information

The Town must prioritize existing and future infrastructure improvements and the dollars associated with those improvements to maintain quality service to existing citizens and promote growth consistent with its growth objectives while protecting the environment.



Water Map

### Infrastructure & Utility Staff Analysis:

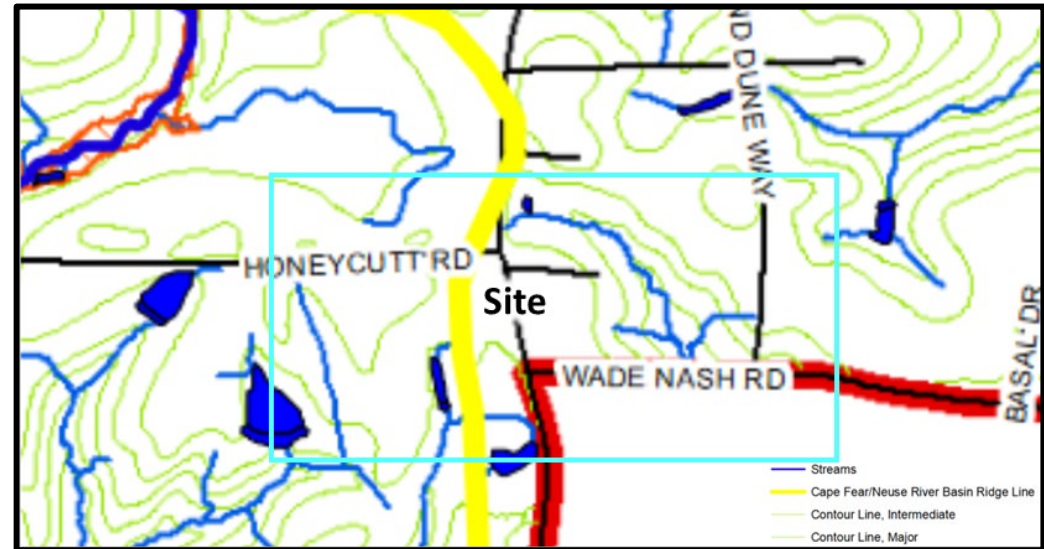
Utilities generally follow Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road frontages. An evaluation of necessary relocation of the utility lines would be required with any modification to the intersections.





### Natural Resources Information

The Town continues to experience consistent growth patterns and must implement and develop new programs to balance the competing goals of growth with progressive environmental protection, in accordance with guidance from council, as well as the constantly evolving Federal and State regulatory landscape.



Natural Resources Map

### Natural Resources Staff Analysis:

There are wetlands and jurisdictional streams present in the vicinity. Although minimization of impacts to streams and wetlands is a priority, impacts to wetlands and possibly stream buffers are anticipated for each of the analyzed scenarios. Environmental permits will be required prior to the construction of any improvement in this area.



## Decision-Making Information

### Comprehensive Plan Amendment Staff Analysis

Staff has considered the traffic operations, pedestrian mobility and maintenance of the three scenarios and has compared the impact of two adjacent signals versus one signal along the Piney Grove Wilbon corridor. It is common practice for transportation departments across the country to seek to eliminate offset T-intersections prior to an area being fully developed, whenever possible. Staff believes and recommends Scenario 3 - Adopted CTP Alignment is the locally preferred scenario since it is the more standard and smoother roadway and pedestrian corridor for both north/south and east/west travelers in this part of Town. Additionally, it facilitates the Town's overarching transportation goal of providing an alternate route to NC 55 and relief to the Avent Ferry Road corridor.

**Staff Recommendation:** ☐ Approve ☒ Deny

### Planning Board Action

Planning Board Meeting Date: 12/13/2023

Planning Board Decision Type: Advisory Decision

#### *Advisory Decision*

The Planning Board must review the application and make a recommendation to the Town Council.

The Planning Board should consider whether or not the proposed Comprehensive Plan Amendment is consistent with the goals of the Comprehensive Plan, or any other officially adopted plan that is applicable, and if the amendment is reasonable and in the public interest. Technical standards of the Unified Development Ordinance are addressed once a Development Plan or Subdivision Plan is submitted for review.

The Planning Board discussed the following issues and concerns:

- The CTP recommendation creates a difficult situation and the job of the Planning Board to understand and hear residents and the impact that development has on them.
- The need to make progress but not at the sacrifice of many residents.

Planning Board Recommendation:

Recommend **approval** of Comprehensive Plan Amendment 23-CPA-02 to amend the Comprehensive Transportation Plan's recommended realignment of the intersection of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road.

The Planning Board voted in favor of the motion (4-2) [2 absent, 1 vacancy]



Those voting against the motion:

- Mr. Urquhart – Scenario 2 is not better than Scenario 3, but does support an additional amendment for further study.
- Mr. Crandall – Staff recommendation to deny is the right direction for this matter.

Recommend the Town Council to review the Comprehensive Transportation Plan alignment at this intersection to ensure existing resident impacts are considered.

The Planning Board voted in favor of the motion (6-0) [2 absent, 1 vacancy]

## Town Council Consideration & Action

### Legislative Public Hearing

Prior to the Legislative Public Hearing:

- Published notice has been made twice in the News & Observer.

Town Council Decision Type: Legislative Decision

#### *Legislative Decision:*

Legislative public hearings are held prior to a change in policy that may affect the entire community, including decisions on land use. The public hearing allows the Town Council to receive public comments regarding the proposal and then have discussion and deliberation. Based on the information provided on the proposal, the Town Council will decide on whether or not to approve the policy or modification.

### Potential Comprehensive Plan Amendment Petition Motion

Deny Comprehensive Plan Amendment 23-CPA-02

or

Adopt Resolution #24-01 to adopt and approve Comprehensive Plan Amendment 23-CPA-02.



**Resolution No. 24-01**

**Date Adopted:** January 16, 2024

**Effective Date:** January 16, 2024

**RESOLUTION OF THE TOWN OF HOLLY SPRINGS TOWN COUNCIL  
APPROVING AND ENACTING AMENDMENT 23-CPA-02 TO  
VISION HOLLY SPRINGS: TOWN OF HOLLY SPRINGS COMPREHENSIVE PLAN  
TO AMEND SECTION 2: COMPREHENSIVE TRANSPORTATION PLAN**

**WHEREAS**, the Town of Holly Springs Town Council adopted *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* in November 2007 and updated the plan in 2009, 2018, 2019, 2021, and 2022; and

**WHEREAS**, the Town of Holly Springs Town Council has maintained and updated *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* by adopting Section 2: Comprehensive Transportation Plan in 2022; and

**WHEREAS**, the Town has had a longstanding goal to realign the intersections of Honeycutt Road and Wade Nash Road with Piney Grove Wilbon Road to relieve congestion, provide smoother traffic flow, and improve safety both for motorists and pedestrians; and

**WHEREAS**, the intersection of Honeycutt Road, Wade Nash Road, and Piney Grove Wilbon Road was studied as a hotspot by the Capital Area Metropolitan Planning Organization (CAMPO) through the 2019 Southwest Area Study and a recommendation was made to improve the intersections by realigning Honeycutt Road and Wade Nash Road into a single intersection with Piney Grove Wilbon Road; and

**WHEREAS**, the *Vision Holly Springs: Town of Holly Springs Comprehensive Plan Section 2: Comprehensive Transportation Plan (2022)* adopted the Southwest Area Study recommendation for improvements to realign Honeycutt Road and Wade Nash Road into a single intersection with Piney Grove Wilbon Road; and

**WHEREAS**, property owners in the vicinity of Honeycutt Road, Piney Grove Wilbon Road, and Wade Nash Road have requested an amendment to *Vision Holly Springs: Town of Holly Springs Comprehensive Plan Section 2: Comprehensive Transportation Plan (2022)* to modify the adopted Plan improvements to realign Honeycutt Road and Wade Nash Road into a single intersection with Piney Grove Wilbon Road; and

**WHEREAS**, the property owners studied the adopted Plan improvements along with two alternative scenarios and is requesting the adopted Plan improvements be changed to two offsetting T-intersections for Honeycutt Road and Piney Grove Wilbon Road and Wade Nash Road and Piney Grove Wilbon Road respectively (applicant's Scenario 2); and

**WHEREAS**, the Holly Springs Planning Board reviewed the proposed Comprehensive Plan Amendment at a Public Meeting on December 13, 2023 and recommended approval of the applicant's "Scenario 2" by a vote of 4-2 [2 absent, 1 vacancy]; and

**WHEREAS**, in accordance with NCGS § 160D-601, the Town of Holly Springs held a legislative hearing on January 16, 2024 to consider the Comprehensive Plan Amendment; and

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF HOLLY SPRINGS, NORTH CAROLINA:**

1. This amendment to Vision Holly Springs: Town of Holly Springs Comprehensive Plan Section 2: Comprehensive Transportation Plan to modify the improvements at the intersections of Honeycutt Road, Piney Grove Wilbon Road, and Wade Nash Road from a single intersection to an offset T-intersection (applicant's Scenario 2) is hereby adopted.
2. This resolution shall take effect immediately.

**Adopted by the Holly Springs Town Council on this, the 16<sup>th</sup> day of January, 2024.**

**Town of Holly Springs by**

\_\_\_\_\_  
Sean Mayefskie, Mayor

**ATTEST:**

\_\_\_\_\_  
Linda McKinney, Town Clerk



## Comprehensive Plan Amendment Checklist

☒ Vicinity Map – 2 Pages provided behind this sheet. Note that Vicinity Map Page 1 of 2 is p. 173 of the Southwest Area Study that was used as input and incorporated into the current Comprehensive Transportation Plan (CTP). This CTP amendment requests that the Honeycutt Wade Nash Road alignment be moved FROM the location shown on Vicinity Map Page 1 TO one of the two alternatives offered on Vicinity Map page 2 of 2. Vicinity Map Page 2 of 2 is from a traffic study performed by McAdams (traffic engineer). The study was paid for by the homeowners and has been submitted to the town (Application #PLSS202300250). The Dual signalization (yellow path) shown on Vicinity Map page 2 is the RECOMMENDED solution for Honeycutt Rd Wade Nash highway design. This is also shown on Attachment 12.

However, if the town will not accept dual signalization as a long term (permanent) solution, and realignment is all that will be considered, then the homeowners recommend the alignment shown north of Honeycutt Rd to minimize impact to homeowners (shown on Vicinity Map page 2 as green line, and also shown on Attachment 11). Note that the blue line show on Vicinity Map page 2 of 2 is the current CTP routing. The traffic study indicates that the routing shown in the current CTP is not a design that is expected to be approved by the NCDOT due to the inability to meet design speeds.

The green line on the vicinity plans and also shown on Attachment 11 for alignment shows a path similar to Alternative 5 from the Hot Spot Study performed by Ramey Kemp Associates in support of the currently issued CTP Revision. Although Alternative 5 alignment, north of Honeycutt Road, was shown in the Hot Spot recommendations for the alignment option, the current CTP road routing does NOT follow the recommendations made in the Hot Spot Study Alternative 5, as Ramey Kemp was asked to change the location during a meeting with the Town of Holly Springs on January 24, 2019 (between completion of the Hot Spot Study and issuance of the revised CTP). This amendment request asks that alignment is required, the routing provided in the traffic study (similar to Hot Spot Study Alternative 5) be used to minimize impact to the existing homeowners if the recommended Dual Signalization alternative is not chosen. Attachment 11 shows the requested route with changes from Hot Spot Study Alternative 5 required due to construction of Honeycutt Farms. The route that currently exists in the CTP will adversely impact at least 6 homes and based on the traffic engineer. The current CTP realignment would run within 30' of one home, through another home, and within 100' of four more homes. This will be detailed later in the letters/Attachments to this submittal. The Hot Spot Study Alternative 5 routing can easily be made to be at least 200' from ANY homes (See Attachment 11). This being said, DUAL SIGNALIZATION is still viewed as the BEST ALTERNATIVE over any alignment option, and the yellow line on the vicinity plans is RECOMMENDED.

☒ Petition Form (See .pdf page 4)

☒ Processing Fees (make check payable to: Town of Holly Springs)(Note: Paid with first submittal)

☒ Statement of Comprehensive Plan Future Land Use Plan Compatibility (See .pdf page 11)

☐ Property survey / legal description (required only if request does not include the entire tax parcel)

Not Applicable - Property Survey Not Applicable as this is for Comprehensive Transportation Plan revision, and detailed surveys are not conducted at this point as no detailed design exists.

☒ Neighborhood Meeting Report (See .pdf page 19)



# CTP Amendment Request Front Sections

From Southwest Area Study, p. 173 which was incorporated into the current CTP.

Request road move from this location in current CTP to routing shown as yellow line on Vicinity Map Page 2 of 2 (Dual Signalization). This is supported and recommended by traffic study submitted to town. If town will not accept this option and wants alignment over dual signalization, then choose green line on Vicinity Map page 2 of 2 to avoid impact to homeowners.

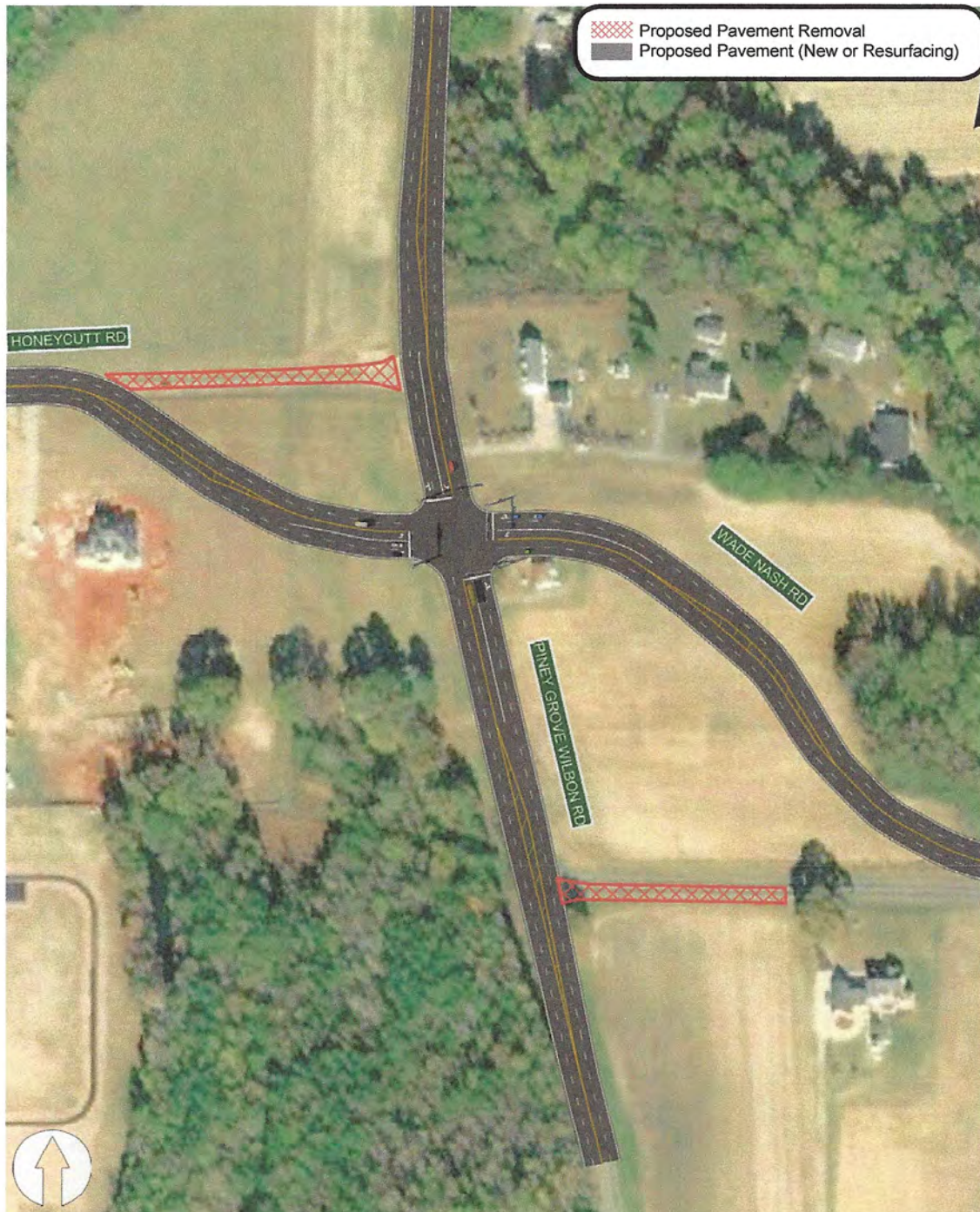
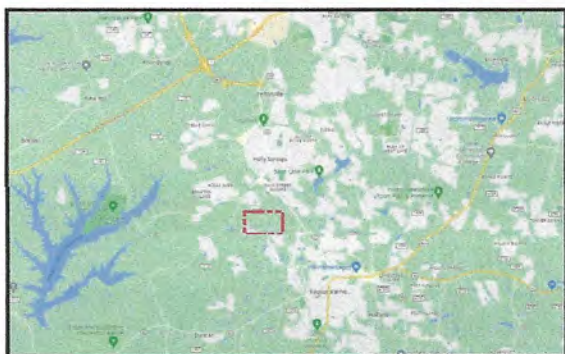


Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements



# CTP Amendment Request Front Sections

Vicinity Map Page 2 of 2 - Scenario 1 - Alignment Option, Scenario 2 is Dual Signalization with offset - RECOMMENDED, and Scenario 3 is current CTP routing - NOT CONSTRUCTABLE (From McAdams Traffic Study which has been submitted to TOHS.



## LEGEND

- Scenario 1
- Scenario 2
- Scenario 3



Honeycutt Road CTP Amendment  
Holly Springs, NC

Study Scenarios

Scale: Not to Scale

Figure 2

**McADAMS**



# CTP Amendment Request Front Sections

DPM Appendix #A.02  
Supplement 18  
March 2022



TOWN OF HOLLY SPRINGS

## REZONING, COMPREHENSIVE PLAN/ UDO AMENDMENT PETITION

The current Filing Fees can be found online in the Town of Holly Springs Fee Schedule: [www.hollyspringsnc.us/2170/Development-Services](http://www.hollyspringsnc.us/2170/Development-Services)

**Petition Type** (check one- each request must be on separate petitions)

☐ Zoning Map Change: ☐ General Use District or ☐ Conditional Zoning District

☒ Comprehensive Plan Amendment (check all that apply)

☐ Text Amendment ☐ Future Land Use Map Amendment

☒ Area/Corridor Plan Map Amendment / Name: RECOMMENDATIONS MAP & INTERSECTIONS

☐ UDO Amendment (UDO Section: \_\_\_\_\_)

### Project Information

Project Name: HONEYCUTT RD WADE NASH ROAD REALIGNMENT RELOCATION

Project Location: NEAR HONEYCUTT RD WADE NASH INTERSECTION

Use street address. If none, use the closest intersection

☐ Within Corporate Limits ☒ Within Holly Springs ETJ ☐ Pending Annexation

PIN: SEE NEIGHBORHOOD MEETING Real Estate ID: SEE NEXT PAGE

Project Acreage: (Rounded to nearest tenth) N/A Partial Parcel: ☐ No ☐ Yes

Sketch Plan Review (Pre-Submittal) Meeting Date: \_\_\_\_\_

If the Sketch Plan Review (Pre-Submittal) Meeting Date is not within 8 weeks of the submittal date, another Sketch Plan Review (Pre-Submittal) Meeting is required prior to submittal.

### Petition Request

Current Zoning: RURAL RESIDENTIAL Proposed Zoning: NO CHANGE

Current Future Land Use Designation: MIXED USE RESIDENTIAL

Proposed Future Land Use Designation: NO CHANGE

Area Plan Designation (if applicable): N/A

### Petition Contact Information (complete each contact in its entirety- please print or type)

#### Project Applicant/Contact

(check one) ☒ Owner ☐ Owner's Agent ☐ Design Professional ☐ Developer ☐ Other \_\_\_\_\_

Is the applicant applying on behalf of the property owner(s)? ☐ Yes ☐ No If yes, please complete the Affidavit of Property Owner Consent form and attach. If applicant contact is not the Owner or representing the Owner(s), please complete Property Owner Notification Affidavit and attach.

Name SEE ATTACHED SHEETS (NEXT PAGE) Company \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Telephone # ( ) \_\_\_\_\_

E-Mail \_\_\_\_\_

How would you like to receive staff review comments? ☒ E-Mail ☒ US Mail (BOTH)

How would you like to receive Official Action Notices? ☒ E-Mail ☒ US Mail-Certified (BOTH)

#### Property Owner(s) if different than Applicant/Contact-REQUIRED attach additional sheets if necessary

Name SEE ATTACHED SHEETS (NEXT PAGE) Company N/A

Mailing Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Telephone # ( ) \_\_\_\_\_

E-Mail \_\_\_\_\_

How would you like to receive staff review comments? ☐ E-Mail ☐ US Mail

How would you like to receive Official Action Notices? ☐ E-Mail ☐ US Mail-Certified

### Owner's Authorization

Owner's Signature(s) \_\_\_\_\_

PIN/REID \_\_\_\_\_

Date \_\_\_\_\_

SEE ATTACHED SIGNATURE SHEET (NEXT PAGE)

# CTP Amendment Request Front Sections

Supporting Documentation for Petition Form:

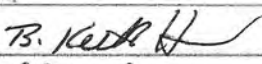
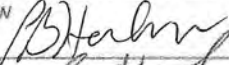
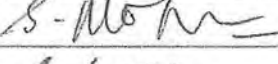
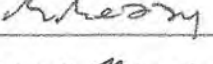
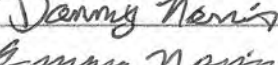
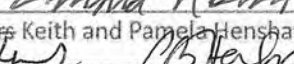
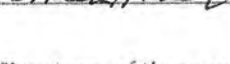
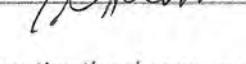
Property Owners requesting Honeycutt Rd Wade Nash Road Alignment be moved away from their homes:

| Property Owner        | Property Owner Mailing Address                                                                                                                  |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| Keith Henshaw         | 5605 Honeycutt Road, Holly Springs, NC 27540                                                                                                    |
| Pamela Henshaw        | 5605 Honeycutt Road, Holly Springs, NC 27540                                                                                                    |
| William Myers         | Address #1: 1200 Piney Grove Wilbon, Holly Springs, NC 27540<br>Address #2: Trump Engelwood Properties, 6305 People Rd, Holly Springs, NC 27540 |
| Selva Mohan           | Address #1: 1209 Piney Grove Wilbon, Holly Springs, NC 27540<br>Address #2: Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519                 |
| Ravindra Reddy        | Address #1: 1209 Piney Grove Wilbon, Holly Springs, NC 27540<br>Address #2: Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519                 |
| Danny Norris          | 5512 Quiet Glen Drive, Holly Springs, NC 27540                                                                                                  |
| Emma Norris           | 5512 Quiet Glen Drive, Holly Springs, NC 27540                                                                                                  |
| Felecia Smith         | 5508 Quiet Glen Drive, Holly Springs, NC 27540                                                                                                  |
| Felecia Smith         | 5500 Quiet Glen Drive, Holly Springs, NC 27540                                                                                                  |
| Natalie Betts Woodson | 5741 Sand Dune Way, Holly Springs, NC 27540                                                                                                     |
| Eric Betts            | 5741 Sand Dune Way, Holly Springs, NC 27540                                                                                                     |

Owners of agricultural property where homeowners are asking the Honeycutt Roadway Wade Nash Road Alignment to be moved into their fields, with roadway being at least 200 feet from ANY homes.

| Property Owner       | Property Owner Mailing Address                                                                                                                                                              |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nancy Holland        | 1100 Piney Grove Wilbon, Holly Springs, NC 27540                                                                                                                                            |
| Marina Holly Springs | Address #1: Marina Holly Springs LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, Canada<br>Address #2: Marina Holly Springs, 102 W Service Rd Ste 273, Champlain, NY 12919 |

Signatures of those requesting the change, as well as PIN and REID of their properties is shown below:

| Owner Signature(s)                                                                                                                                                                                             | PIN                     | REID              | Date     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------|----------|
| Keith Henshaw                                                                                                               | 0648607239              | 0048269           | 10/18/23 |
| Pamela Henshaw                                                                                                              | 0648607239 & 0648700238 | 0048269 & 0032879 | 10/18/23 |
| Selva Mohan                                                                                                                 | 0648706251              | 0032910           | 10/18/23 |
| Ravindra Reddy                                                                                                              | 0648706251              | 0032910           | 10/18/23 |
| Danny Norris                                                                                                                | 0648702652              | 0032879           | 10/18/23 |
| Emma Norris                                                                                                                 | 0648702652              | 0288195           | 10/18/23 |
| William Myers Keith and Pamela Henshaw   | 0648700238              | 0032879           | 10/18/23 |

Signatures of those requesting the change, as well as PIN and REID of their properties is shown below:



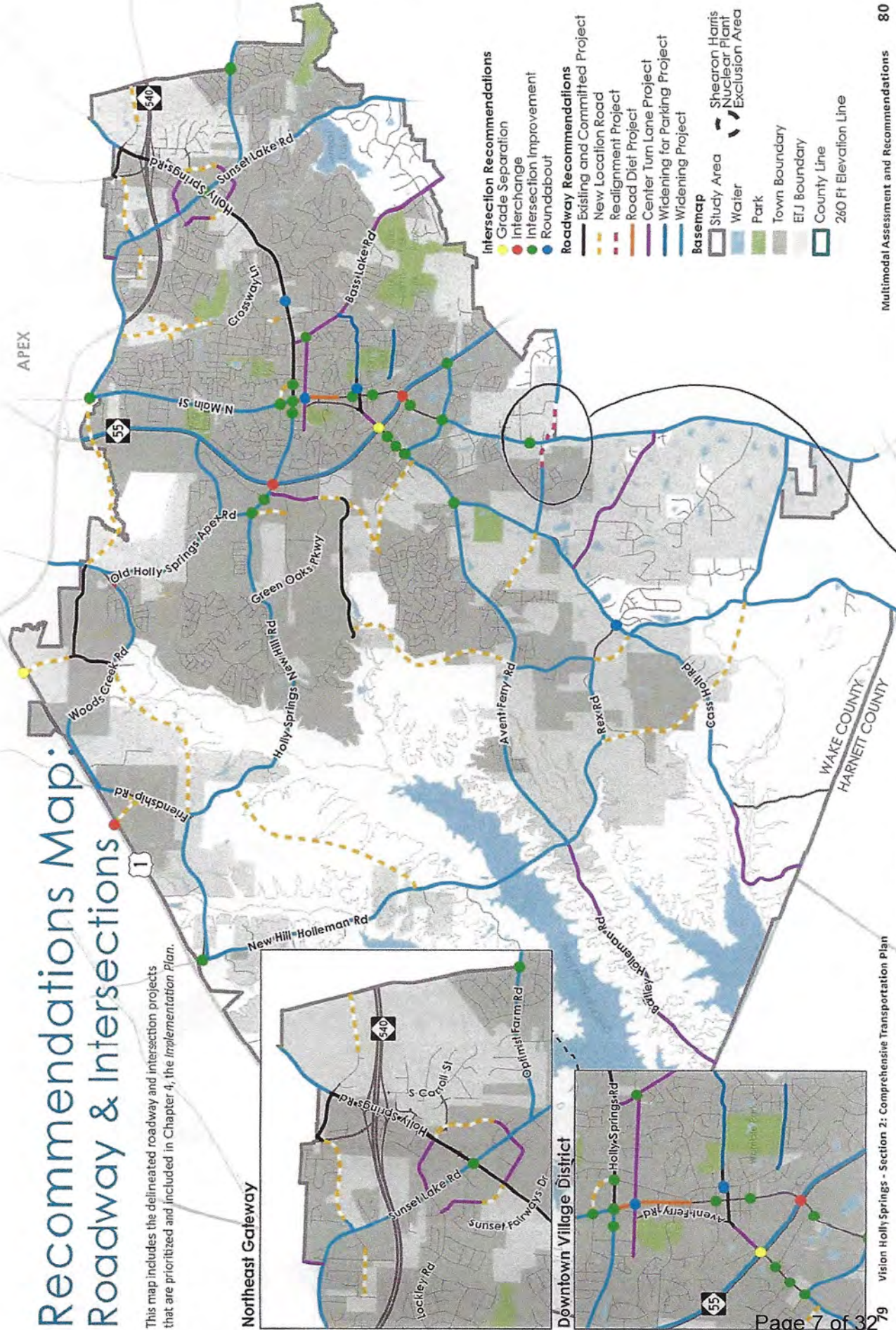
**ADDITIONAL SIGNATURES:** This page has been added since the original draft was submitted in the CityView Portal. In addition to the original seven applicants shown on the previous page, the following four homeowners have joined the petition.

| Owner Signature(s)                                    | PIN        | REID    | Date     |
|-------------------------------------------------------|------------|---------|----------|
| Natalie Betts Woodson<br><i>Natalie Betts Woodson</i> | 0648809319 | 0006038 | 10/18/23 |
| Eric Betts<br><i>Eric Betts</i>                       | 0648809319 | 0006038 | 10/18/23 |
| Felicia Smith<br><i>Felicia Smith</i>                 | 0648704671 | 0205035 | 10/18/23 |
| Felicia Smith<br><i>Felicia Smith</i>                 | 0648706589 | 0214186 | 10/18/23 |
|                                                       |            |         |          |
|                                                       |            |         |          |
|                                                       |            |         |          |

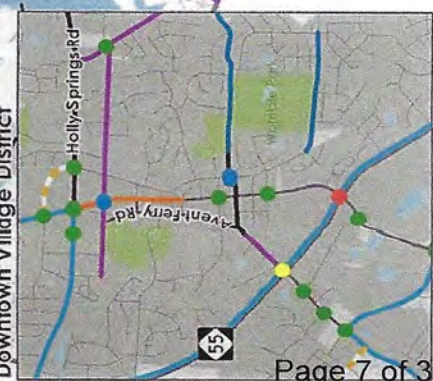
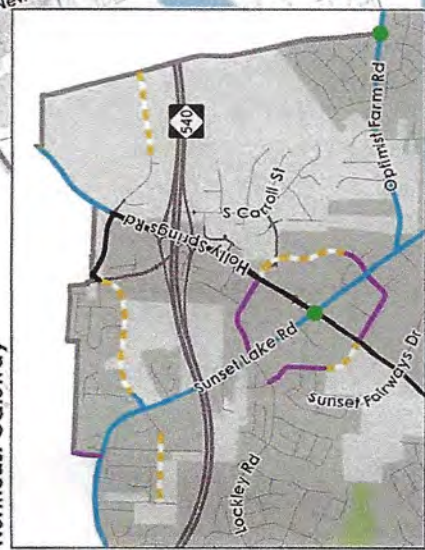


# Recommendations Map: Roadway & Intersections

This map includes the delineated roadway and intersection projects that are prioritized and included in Chapter 4, the Implementation Plan.



REQUEST - RELOCATE AND REVISE THIS PAGE OF CTP. ALIGN PER ATTACHMENT 11 OR DUAL SIGNALIZATION PER ATTACHMENT 12.





# CTP Amendment Request Front Sections

TOWN OF HOLLY SPRINGS  
ZONING PETITION

BPM Appendix #A.02  
Supplement 18  
March 2022

## PLAN CONSISTENCY STATEMENT



Describe how the proposed Zone Map Change request is consistent or supported by the objectives and policies of *Vision Holly Springs: Town of Holly Springs Comprehensive Plan* and how it is inconsistent with the Plan.

You must respond to each section; please type or print legibly in blue or black ink

### Project Information:

Project Name: Honeycutt Rd Wade Nash Road Realignment Relocation

Proposed Zoning District: No change in zoning.

Proposed Land Use/Density: No Change.

Future Land Use Plan Map Designation: Mixed Use Residential

Future Land Use Plan Designation Land Use/Density: No Change

For DS Use only

Project # \_\_\_\_\_

Date Received: \_\_\_\_\_

### Plan Consistency Statement:

In accordance with NCGS § 160D-605 prior to adopting or rejecting any zoning amendment, the Town Council shall adopt a statement of zoning consistency or inconsistency. Please include as much detailed information about the proposed zoning change and developer offered conditions (if any) or unique conditions associated with this request that support the Town's comprehensive plan objectives and/or policies and why the proposed zoning change is reasonable and in the public interest. If the proposed zoning amendment is not in compliance with the comprehensive plan, the Town Council is required to determine why the proposed zoning change is reasonable and in the public interest if approved. Please provide detailed documentation to assist the Council in making their determination. *Attach Additional Sheets as needed*

### Petitioner's Response

#### Executive Summary

COMPLETE ANSWERS TO PETITIONER'S RESPONSE CAN BE  
FOUND IN THE SHEETS IMMEDIATELY FOLLOWING THIS PAGE.

#### Section 1: Future Land Use & Community Character

#### Section 2: Transportation / Comprehensive Transportation Plan

## CTP Amendment Request Front Sections

### Section 3: Parks, Recreation & Open Space/Beyond the Green: A Parks & Recreation Master Plan

### Section 4: Community Facilities

### Section 5: Infrastructure and Utilities

### Section 8: Natural Resources

#### Plan Consistency Response Prepared by:

Preparer's Signature(s)

Date

*B. Keith Hendler*

08/07/23



## Petitioner's Response

### Executive Summary

This is NOT a zoning change or in support of any residential development. The requested change is for a Comprehensive Transportation Plan (CTP) Amendment to relocate the Honeycutt Rd Wade Nash Realignment from south of Honeycutt Rd to north of Honeycutt Rd for the reasons provided in ATTACHMENT 1. Attachment 1 provides a detailed look at how the homeowners have been wronged by the routing selection process. To relieve adverse impacts on homeowners from the current routing shown on Southwest Area Study p. 173, two routing alternatives are provided as Attachments 11 and 12. Attachment 11 provides an alignment option in case the town will only accept an alignment option. The alignment option shown in Attachment 11 is very similar to the original proposed Alternative 5 routing from the Hot Spot Study performed by Ramey Kemp. The Hot Spot Study preliminary recommendations were presented by CAMPO and Ramey Kemp Associates (transportation consultant) to the town in a meeting held January 24, 2019. Attachment 12 provides a dual signalization option. Dual signalization, Alternative 1 of the Hot Spot Study preliminary recommendations presented 1/24/19, actually scored higher than the alignment option (Alternative 5) in the original hot spot study, but this option was not selected. It was most likely not selected, as it did not match the Vision Holly Springs drawing (Attachment 29), which was created by the town before the study. Dual signalization is supported and recommended by the traffic study (Application PLSS202300250) as the only constructable option that would meet NCDOT standards through Year 2050.

After the January 24, 2019 meeting, as a result of requests made by the town during the meeting, the planned routing was revised to that shown on Southwest Area Study Page 173 (later incorporated into the CTP). This routing causes undue burden on existing homeowners by running the 4-lane highway in very close proximity to (within 30') or through other homes. For this reason, we request that Attachment 11 routing north of Honeycutt be used (similar to Hot Spot Study Alternative 5), as it can allow the roadway to remain at least 200' away from ANY homes. If that routing is not selected, we also provide a dual signalization option that would relieve impact on homeowners. The town already has in its possession traffic analysis that would support these options through 2050. That will be discussed further in the Transportation Section 2.

Note: Letter Attachments 2 and 3 were originally sent to the Planning Board via e-mail in October 2022. Attachment 1 is a new more comprehensive complaint from the homeowners with basis for our opposition to the current routing. Please be sure you read Attachment 1 fully. The October and November 2022 Planning Board meetings were cancelled and Symphonia and 1100 Piney Grove Wilbon rezoning which were originally scheduled for November and December 2022 have been delayed and still not yet presented at the planning board.\* This is one of the reasons for moving forward with this CTP revision request.

\*Update: Symphonia was presented to Planning Board on 07/25/23. Members voted against approval with a recommendation to study Dual Signalization for the Honeycutt Rd Wade Nash intersection. The homeowners have paid for and submitted a study for dual signalization to the town with a recommendation of the traffic engineer to revise the CTP and incorporate dual signalization as shown in the study, as it is acceptable and the only constructable option that will meet NCDOT standards.

## Section 1: Future Land Use (Statement of Future Land Use Compatibility)

This submittal makes no changes to future land use. Land is currently rural residential with mixed use residential planned for the intersection of Honeycutt Rd Wade Nash. In response to comments from the civil reviewer from town staff, we will adjust our statement to better fit the CTP amendment being requested. Explained below is what is being proposed and why the routing in the amendment is preferable.

We are providing two alternatives for the Honeycutt Rd Wade Nash Realignment as alternatives to what is currently shown on Southwest Area Study (SWAS) p. 173 (See Attachment 10).

- 1) One alternative is for a realignment using one four legged intersection similar to what was proposed in the Hot Spot Study Alternative 5. The proposed routing is shown as Attachment 11. This is simply a concept sketch and we have a traffic engineer currently working on a more detailed design and sketch and expect that prior to Town Council. This routing is modified slightly from Hot Spot Study Alternative 5, as about two years after the alternative was not selected, Honeycutt Farms built town homes in the area where the route would tie back into Honeycutt Rd. Also, the Attachment 11 routing aims to minimize impact on Natalie Betts Woodson's and Eric Betts land and to increase the distance from their family cemetery.
- 2) The second alternative involves dual signalization (similar to Hot Spot Study Alternative 1 which was the baseline alternative in the Hot Spot Study) but with an offset to increase the distance between traffic lights to 1000'. This was based on recommendations of Lyle Overcash of Kimley Horn at the 07/25/23 Planning Board.

Although we are looking to amend the roadway and intersection plan that is shown in the CTP, we are actually working alongside the same goals that the Town spelled out.

"The Town of Holly Springs CTP outlines 9 goals. The proposed amendment is following these goals as stated below:

- Safe: A single 3-leg T-intersections operates with 9 points of conflict. Due to the additional feasible movements, a full movement 4-leg intersection operates with 32 points of conflict. With the 18 points of conflict for two offset T-intersections, this alternative is expected to provide less points of conflict over a traditional 4-leg intersection design. This leads to improved safety and a reduction in crashes over a traditional intersection configuration.
- Connected: regional and local connectivity is not expected to be negatively impacted by the proposed amendment.
- Accessible: The proposed amendment is expected to reduce impacts to existing residences and thus provide the same level of transportation quality for more users.
- Multimodal: The multimodal facilities along these corridors is not expected to be negatively impacted by the proposed amendment.
- Efficient: Capacity analysis will be provided to demonstrate that the proposed amendment will operate acceptably and comparable to the current CTP.
- Adaptive: The proposed amendment is looking to utilize the existing roadway infrastructure, as much as possible, to reduce impacts and costs of a future realignment.
- Economic Development: the proposed realignment is expected to limit impacts to developable land and allow for additional economic development.

got into this mess with unexpected routing of the realignment running through homeowner's land. See Attachment 29 from Vision Holly Springs which shows a "fixed" leg of Honeycutt Rd to the West and a highway extension East of Piney Grove Wilbon. The issue is that there are three homes in the way of the eastern extension and that cannot be built while keeping Honeycutt Rd fixed. For years, the town Planning Department issued guidance based on this drawing, which included Keith Henshaw building at 5605 Honeycutt Rd assuming only road widening to 50' from highway centerline being the worst impact. Once the error in the drawing was discovered, the routing was moved south which then impacted 6 homes rather than three. Homeowner land was claimed for roadway use, while vacant land where developers were planning subdivisions was not used in roadway planning. This occurred even though the land where developments were being planned was either vacant cow pasture or crop land, and even though the Hot Spot Study prepared by Ramey Kemp preliminary recommendations were for a route North of Honeycutt Rd through the pasture and cropland with less impacts to homeowners. This decision has clear adverse consequences to homeowners, with a foreseeable outcome that land would include having land seized by eminent domain in the future. See Attachment 1 for full story about Vision Holly Springs drawings, CTP changes, and adverse impacts to homeowners from those changes. Choosing dual signalization with the offset appears to be the best alternative to meet Vision Holly Springs and the best option to satisfy all parties.

- Integrated planning: The proposed amendment is not expected to negatively impact the adjacent land uses.
- Realistic: the proposed amendment is expected to provide a design option that meets NCDOT design requirements and can be approved for construction.

Our primary reasons for requesting that an alternative route be chosen are laid out in Attachment 1. Please be sure to read that attachment in its entirety. For this Future Land Use discussion, we will focus on why these options are better than SWAS p. 173 routing which is currently incorporated into the CTP.

## Alternative 1 comparison to SWAS p. 173 routing –

Going back to the Comprehensive Plan that was in effect in 2015, the goal has always been to have mixed use at this intersection. If you run the realignment per SWAS p. 173, then there would already be homes at three of four corners of the intersection. The only clean slate for development would be the Northwest quadrant. However, if the realignment is performed per Attachment 11, there would be four corners all in open field ripe for development. That would be a better “hub” for the type of development described in the town’s planning documents.

## Alternative 2 comparison to SWAS p. 173 routing

If dual signalization is considered as a permanent solution, then that would open up much more land for development. Consider the blocks of land that the road would no longer pass through, allowing greater development area:

- Selva Mohan – 10 acres on the corner of Piney Grove Wilbon and Wade Nash would no longer have a road running through the middle of it which would support development of that site.
- Symphonia – In the Planning board meeting (07/25/23), Symphonia said the setting aside of land would make them lose 6 units. This would reclaim the six units.
- Natalie Betts Woodson / Eric Betts – 13 acres on Wade Nash that they have discussed developing to provide housing would no longer be impacted by this roadway.
- Billy Myers – Without cutting his 2.7 acres on the Southwest quadrant of the Honeycutt Rd Piney Grove intersection in half, he may be able to develop that land in the future.
- Keith Henshaw – 5605 Honeycutt Rd - Without the road running through his front and side yard, there is about 2 acres on the east where development has been considered until the road passed through it.

All this land would be gained, where you would only lose a small portion of land where the road would cut through the corner of 1100 Piney Grove Wilbon. See Attachment 12. See traffic Section 2 for other traffic related benefits.

Also, this routing could avoid litigation with 10 homeowners listed on this CTP amendment request for reasons identified in Attachment 1.

This DUAL SIGNALIZATION, as shown in Attachment 12 is seen as the best use of land with the least amount of trouble for all involved.

**Vision Holly Springs** – Civil Reviewer comments ask us to discuss Vision Holly Springs in this Future Land Use section. A drawing error in Vision Holly Springs (2015 version) is a primary contributor for how we



## Section 2: Transportation / Comprehensive Transportation Plan

See Section 1 above for discussion of the 9 goals outlined in the Holly Springs CTP and how we are following those goals.

As stated in the executive summary, a change to the comprehensive transportation plan is requested to relocate the Honeycutt Rd Wade Nash realignment from south of Honeycutt Rd to north of Honeycutt Rd. The current routing south of Honeycutt Rd can be seen clearly on page 173 of the Southwest Area Study. The location was incorporated into the Comprehensive Transportation Plan on the Recommendations Map: Roadways and Intersections. However, the Recommendations Map is too small of a scale to understand current routing without going to the SWAS page 173. The Recommendations Map: Roadways and intersections is included two pages behind the petition form and is also included as Attachment 28. The SWAS page 173 is included in the vicinity maps in this submittal and is also included as Attachment 10, with homeowner names added. The SWAS is also discussed extensively in Attachments 1 through 3.

Two Options have been proposed and they will be reviewed separately below. The options are Option 1 – Realignment, and Option 2 – Dual Signalization with offset

### Option 1 – Realignment

To be clear, realignment is NOT the preferred option of the petitioners. We prefer Option 2, which will be discussed below as the best option for all parties. As for realignment, reviewing town planning documents and recent submittals, it appears that the Town will only accept a realignment option (single traffic light, four leg intersection). This is based on the submittal and withdrawal of rezoning application by Symphonia which looked at dual signalization earlier in YR 2023 and withdrew at the direction of the Town. For this reason, we homeowners are submitting our version of realignment with justification for acceptability as the permanent solution. We will to compare our realignment option with what is approved and shown on SWAS p. 173, which was incorporated into the approved CTP.

First, we will say that we do not believe the SWAS p. 173 routing can be constructed as shown. See Attachment 35 for Traffic Engineer Status Update from our traffic engineer. SWAS p. 173 will not likely meet NCDOT standards for sight distance and design speed, and it is NOT believed that this was an option endorsed or reviewed by the NCDOT. Nevertheless, it is in the approved CTP and we will use bounding analysis / similar level of technical rigor to justify our realignment option. We will first perform an operational assessment of the light and then we will review horizontal alignment.

### Realignment - Operational Analysis

- a) See Attachment 10, page 4 e-mail from Jessica McClure to Rachel Jones. Jessica McClure is the Ramey Kemp licensed professional engineer/analyst who prepared the Hot Spot Study and presented the Preliminary Recommendations to the town on January 24, 2019. Jessica states in this e-mail “but the operation of the signal would remain fairly similar regardless of where it was along Piney Grove Wilbon.” Combine that e-mail with the notes from the interview the homeowners had with Jessica McClure on 10/20/22. See Attachment 4 page 1 and 2. It was noted by homeowners who are also engineers that Hot Spot Study Alternative 5 (See Attachment 9, page 11) has much more detail and higher level of technical rigor than what is



shown on SWAS p. 173 (Attachment 10). Jessica explained that the reason for this is that the drawing shown in the Hot Spot Study is output from the engineering software. Ramey Kemp did not re-run the analysis through the software when producing SWAS p 173. This was because operationally, moving the traffic light did not impact the analysis, so the detailed analysis was not re-ran. With this in mind, our proposed location for the realignment shown in Attachment 11 is about 150' north of the original location shown in the Hot Spot Study and is much closer to the original analysis location than what is shown in the current CTP. Therefore, operationally what is shown in Attachment 11 is acceptable. No detailed analysis was needed to move the traffic light location south, and none is needed to move it back north. The analysis of record supports the Alternative 5 Hot Spot Study location (north of Honeycutt) and no additional transportation impact analysis is required for Attachment 11 routing, as there is a bounding analysis.

- b) However, if you don't like the arguments provided in section a) above, we will provide alternate analysis for the realignment option. Additional supporting information includes analysis performed in support of Symphonia subdivision. Kimley Horn has performed a TIA in support of realignment, dated 08/25/22. See Attachment 17 which includes selected pages from that TIA. Attachment 17, page 2 states "However, signalization is not recommended due to signal spacing to Honeycutt Rd and potential realignment of Honeycutt Rd and Wade Nash Rd." Note that this realignment option is for a location south of Honeycutt Rd, but based on information in a) above from Jessica McClure and from discussion with our traffic engineer, the location within a few hundred feet has very little impact on the operational analysis. In addition, Kimley Horn and Associates have done a Symphonia 2050 analysis that projects traffic for both the Honeycutt Rd Wade Nash Alignment and the dual signalization options out to 2050 (See Attachment 19). These were obtained via FOIA requests. Attachment 19 page 2 states "Both scenarios perform well with comparable delay and level of service (better than LOS "D" with the dual signal solution actually working better than the realigned scenario. As I am not adding a subdivision or any traffic, that analysis will bound my proposal.

## Realignment Option - Horizontal Alignment

As for horizontal alignment and design speed, we have ensured that the radius of our curves are no tighter (our rate of change will be less) than the curves shown in the current CTP, which is based on Southwest Area Study p. 173. The current CTP configuration will only allow for a 35 mph design speed per the Symphonia TIA dated 01/11/23 (See Attachment 18, page 2), and as we have longer distance to get two curves between Piney Grove Wilbon and the point of road departure from Honeycutt, our horizontal alignment will be shown to be no worse than what is in SWAS p 173. We can assume that during the detailed final design that curves may be smoothed to allow for an increased design speed as we have more distance to work with, but this is not required at this time for such high level sketches (based on SWAS p 173 level of detail).

## Final Note Regarding Alignment Traffic Analysis

If the Town of Holly Springs still requires additional operational analysis or analysis of horizontal alignment, note that we have contracted with a traffic engineer who is currently working on supporting

analysis for both our realignment option and our dual signalization option. That will not be available for our submittal due August 11, 2023. If the Town staff will not support either of the two options proposed based on this write-up, provide that as a comment and we will provide the detailed analysis that is prepared specifically for the routing shown as Attachment 11 and Attachment 12, sealed by a licensed professional engineer who specializes in traffic analysis in our 3<sup>rd</sup> submittal. I have contacted the town regarding this analysis and the town has set up a meeting between town staff, homeowners, the NCDOT, and my traffic engineer for August 23, 2023. If the town does not require such analysis, please let us know. See Attachment 35 Traffic Engineer Status Update for information about analysis currently being done by our traffic engineer.

OPTION 1 Update 10/18/23: Traffic Study is complete and operationally, Option 1 is acceptable. However, with respect to horizontal alignment, the NCDOT may not allow as the angle crossing Piney Grove Wilbon is less than 90 degrees. Options proposed by the town will have the same constructability issues, and Option 2, Dual Signalization is the preferred and recommended solution.

### **Option 2 – Dual Signalization with offset**

The Planning Board on July 25, 2023 sent a recommendation to the Town Council to look at Dual Signalization again. Dual signalization with an offset IS the PREFERRED OPTION of the petitioners. It makes the most sense with respect to land use, traffic analysis, and impact to homeowners. Dual signalization was the baseline option (Alternative 1) in the Hot Spot Study performed by Ramey Kemp and performed better than realignment with respect to Level of Service in the Hot Spot Study. In fact, this was one of the highest scoring options with respect to Level of Service in the Hot Spot Study (See Attachment 9, page 5). Moving the location of the intersection north or south a couple of hundred feet will have no impact on the operational aspects of the dual signalization traffic analysis. Our proposed routing is shown on Attachment 12. We will move the intersection about 300' north. This move accomplishes two objectives: 1) This increases the distance between the intersections from 700' to 1000' which is more in line with accepted practice. Recall that the Kimley Horn traffic engineer (Lyle Overcash) stated in the Planning Board meeting that 700' was not enough and that normally you would like 1000' and our traffic engineer confirms the greater distance is preferred, 2) Ensures that no easements are required to be obtained from Keith Henshaw or Billy Myers, who believe that the Hot Spot Study Alternative 5 should have been selected in 2019, and we would not have been impacted at all.

- a) As for existing analysis, the original Hot Spot Study first reviewed this option and from an operational perspective, as discussed previously, a move of a few hundred feet is not expected to have any significant impact on the operational analysis.
- b) Additional supporting analysis for Dual Signalization includes the TIA performed for Symphonia by Kimley Horn dated 01/11/2023 in support of Dual Signalization. See Attachment Page 3 which states:

“The signalized offset T scenario operates as well or even better than the alignment of the intersection, in addition, offset 3-leg intersections can also provide a number of advantages over a conventional 4-leg intersection, including:

- Safety

- Cost,...
- Impact to adjacent properties...
- Environmental Impacts

Therefore, it is recommended to signalize the intersection..."

As for additional supporting analysis, Kimley Horn and Associates has done a Symphonia 2031-2050 analysis that projects traffic for both the Honeycutt Rd Wade Nash Alignment and the dual signalization options out to 2050 (See Attachment 19, which is dated 06/01/23). These were obtained via FOIA requests. Attachment 19 page 2 states "Both scenarios perform well with comparable delay and level of service (better than LOS "D" with the dual signal solution actually working better than the realigned scenario. As I am not adding a subdivision or any traffic, that analysis will bound my proposal.

## Dual Signalization Option - Horizontal Alignment

As for horizontal alignment and design speed, we have ensured that the radius of our curves are no tighter (our rate of change will be less) than the curves shown in the current CTP, which is based on Southwest Area Study p. 173. The current CTP configuration will only allow for a 35 mph design speed per the Symphonia TIA dated 01/11/23 (See Attachment 18, page 2), and as we have longer distance to get two curves between Piney Grove Wilbon and the point of road departure from Honeycutt, our horizontal alignment will be shown to be no worse than what is in SWAS p 173. We can assume that during the detailed final design that curves may be smoothed to allow for an increased design speed as we have more distance to work with, but this is not required at this time for such high level sketches (based on SWAS p 173 level of detail).

## Final Note Regarding Dual Signalization Traffic Analysis

If the Town of Holly Springs still requires additional operational analysis or analysis of horizontal alignment, note that we have contracted with a traffic engineer who is currently working on supporting analysis for both our realignment option and our dual signalization option. That will not be available for our submittal due August 11, 2023. If the Town staff will not support either of the two options proposed based on this write-up, provide that as a comment and we will provide the detailed analysis that is prepared specifically for the routing shown as Attachment 11 and Attachment 12, sealed by a licensed professional engineer who specializes in traffic analysis for our 3<sup>rd</sup> submittal. I have contacted the town regarding this analysis and the town has set up a meeting between town staff, homeowners, the NCDOT, and my traffic engineer for August 23, 2023. If the town does not require such analysis, and the level of technical rigor is limited to that performed for SWAS p. 173 at this conceptual stage, please let us know.

Option 2 Update 10-18-23 – Traffic Study has been completed, reviewed by the Town of Holly Springs, and comments have been incorporated and re-submitted as Application # PLSS202300250. Dual signalization is the preferred and recommended option by the traffic engineer and the only option presented thus far that will meet NCDOT requirements. Petitioners request the CTP be amended accordingly.

## Section 3: Parks, Recreation & Open Space / Beyond the Green: A Parks and Recreation Master Plan

This submittal makes no changes to Parks, Recreation, and Open Space.

Section 4: Community Facilities - This submittal makes no changes to Community Facilities.

Section 5: Infrastructure and Utilities - This submittal makes no changes to infrastructure and utilities. However, it should be noted that if you don't make the change, the proposed roadway will impact a variety of utilities installed during the roadway widening during the construction of Buckhorn Elementary. On the south side of Honeycutt Rd are Duke electrical power cables, Spectrum Cable, Duke gas lines, water lines, and storm drains at a minimum. Moving the proposed roadway alignment north as proposed in letters provided in Attachments 1-3 would avoid these utilities. Note also that current routing in SWAS runs through an approved and installed septic drain field.

Section 6: Natural Resources - This proposal has no impact on natural resources. The proposed routing crosses what is pasture land and crop land.



TOWN OF HOLLY SPRINGS  
ZONING PETITION

DPH Appendix #A02

Supplement 18

March 2022

## NEIGHBORHOOD MEETING REPORT



Before submitting an application, the Petitioner must hold at least one (1) neighborhood meeting and submit to Development Services a written summary report of the neighborhood meeting. For more information, refer to UDO Section 11.5.

☐ Neighborhood Meeting Date: 06/20/23  
Time: 6:00 PM  
Location: 5605 HANFORD RD  
HOLLY SPRINGS, NC 27540

## Notification of Owners:

1. The Petitioner or Petitioner's Agent shall prepare a Neighborhood Meeting Notification to be sent via first class mail to the owner(s) of the land specified on the Petition, owner of land within a 500 foot radius of the subject property. Mailing notices shall include surrounding property owners and property owners' associations (or equivalent). Where the tax records reflect a mailing address for an owner of property to be different than the address of the property owned, notification shall also be mailed to the address of the property itself.
2. The Notice shall include the date, time, and location of the Neighborhood Meeting; the name of the Petitioner; the location of the proposed request (address, tax property identification number, or metes and bounds description); and an explanation of the nature of the request.
3. The Notice shall be deposited in the mail not less than ten (10) days nor more than 25 days before the date of the Neighborhood Meeting.

For DS Use only

Project # \_\_\_\_\_

Date Received: \_\_\_\_\_

☐ Complete ☐ Incomplete

Prior to mailing the written notices, the applicant shall notify the Town of the scheduled meeting date and time.

☒ Date of Notification Mailing: 06/09/23

## Conduct of Meetings:

At the Neighborhood Meeting, the Petitioner shall explain the proposal and petition, answer any questions, respond to concerns neighbors have about the petition and proposed resolutions to these concerns. Town Staff will not attend the Neighborhood Meeting.

## Summary of Issues:

SEE PAGE AFTER ATTENDANCE SHEET.

Attach Additional Sheets as needed

## Changes made to the Petition by the Petitioner as a result of the meeting:

SEE PAGE AFTER ATTENDANCE SHEET.

Attach Additional Sheets as needed

## Additional attachments required for the report:

- ☒ A listing of those persons and organizations that were sent notification about the Neighborhood Meeting.  
☐ A copy of the signed attendance list that includes names and addresses of those in attendance.

## Neighborhood Meeting Report Prepared by:

Preparer's Signature(s)

B. Keith Herstaux

Date

07/28/23



Neighborhood Meeting Notice Mailing List

for

Honeycutt Road Wade Nash Road Realignment relocation:

Date 06/08/2023

Land That Existing CTP severely impacts as currently written

Note: Current Revision was made to impact these properties without ANY of the homeowners knowledge. This revision being requested in this CTP revision request will lessen the severe impacts of the Honeycutt Road / Wade Nash alignment on the homeowners by moving the roadway alignment to farmland as originally recommended by Ramey Kemp in the Hot Spot Study.

Billy Myers – PIN 0648700238, Address #1 - 1200 Piney Grove Wilbon, Holly Springs, NC 27540

Address #2 - Trump Engelwood Properties, 6305 People Rd, Holly Springs, NC 27540

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Keith and Pamela Henshaw – PIN 0648607239, 5605 Honeycutt Rd, Holly Springs, NC 27540

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Selva Mohan and Ravindra Reddy – PIN 0648706251, Address #1 – 1209 Piney Grove Wilbon, Holly Springs, NC 27540

Address #2 – Enterprise Holdings, 109 Oxyard Way, Cary, NC 27519

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Danny and Emma Norris - PIN 0648702652, 5512 Quiet Glen Drive, Holly Springs, NC 27540

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Charles and Felicia Smith – PIN 0648704671, 5508 Quiet Glen Drive, Holly Springs, NC 27540

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Marvin Johnson and Lenora Johnson Heirs, PIN 0648706589, Address #1 - 5500 Quiet Lane, Holly Springs, NC 27540

Address #2 - 5504 Garage Lane, Holly Springs, NC 27540

**Land that this CTP revision request would impact the two landowners below by moving the road back onto their farmland, as originally proposed by Ramey Kemp in the Hot Spot Study:**

Nancy Holland – PIN 0648617643, 1100 Piney Grove Wilbon, Holly Springs, NC 27540

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Marina Holly Springs Land where road will pass – PIN 0648715314, 0648717244, 0648708966, Address #1: 0 Honey Bee Lane, Holly Springs, NC 27540; Address #2 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA and Marina Holly Springs – PIN 0648803844, 102 W Service Rd Ste 273, Champlain, NY 12919

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**Possibly Impacted, but should be able to avoid:**

Natalie Betts Woodson, Trustee of Natalie Woodson Revocable Trust – PIN 0648809319, Address #1: 5741 Sand Dune Way, Holly Springs, NC 27540; Address #2 - 802 Amer Dr, Ft. Washington, MD 20744

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Sandra King and Stephanie Ray, PIN# 0648713533 1101 Piney Grove Wilbon, Holly Springs, NC 27540

Stephanie and Owen Ray PIN 0648717593, Address #1: 0 High Pocket Drive, Holly Springs, NC 27540

Address #2: 790 CONCOURSE VLG W APT 17G, BRONX NY 10451-3854

**Homeowners or landowners within 500' of new proposed roadway location or existing CTP roadway location:**

Marina Holly Springs / Symphonia Land where proposed roadway alignment will not pass through, but within 500' – PINs 0648707749 (5513 Honey Bee Lane, Holly Springs, NC 27540), 0648707818 (0 Honey Bee Lane, Holly Springs, NC 27540; Address #3 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA

Yvonne Norris and Vincent Norris, PIN 0648712067, 1125 Piney Grove Wilbon Rd, Holly Springs, NC 27540

Randolph Norris and Yvonne Beckwith Norris, PIN 0648713065, 1125 Piney Grove Wilbon Rd, Holly Springs, NC 27540

Buckhorn Creek Elementary School, PIN 0648603001, WAKE COUNTY BOARD OF EDUCATION, BETTY L PARKER, 1551 ROCK QUARRY RD, RALEIGH NC 27610-4145

HOA for Honeycutt Farms – Honeycutt Farm, 100 Headrick Road, Holly Springs, NC 27540. Address #2 Cardinal Springs Group LLC, 101 Autumn Glen Ln, Holly Springs, NC 27540

Honeycutt Farms houses:

Suresh Sivaraju, PIN 0648602744, 407 Kephart Way, Holly Springs, NC 27540

Vladimir and Yulia Tulyakov, PIN 0648602714, 405 Kephart Way, Holly Springs, NC 27540

## CTP Amendment Request Front Sections

Garry and Stephanie Zaslow, PIN 0648601784, 403 Kephart Way, Holly Springs, NC 27540

Venkata Kothaluri, PIN 0648601754, 401 Kephart Way, Holly Springs, NC 27540

Natarajan Gnanavelu, PIN 0648601714, 321 Kephart Way, Holly Springs, NC 27540

Seetharaman Palanichamy, PIN 0648600784, 319 Kephart Way, Holly Springs, NC 27540 Address #2: 430 Gartrell Way, Cary, NC 27519

Soly Thomas, PIN 0648600753, 317 Kephart Way, Holly Springs, NC 27540; Address #2: 713 Nijinsky Way, Cary, NC 27519

Mayur and Disha Chauhan, PIN 0648600733, 315 Kephart Way, Holly Springs, NC 27540

Rajkumar Gunturu, PIN 0648600703, 313 Kephart Way, Holly Springs, NC 27540

AV Homes of Raleigh, PIN 0648600818, 310 Kephart Way, Holly Springs, NC 27540; Address #2 4900 N. Scottsdale, Ste 2000, Scottsdale, AZ 85251

David and Susan Lee, PIN 0648509980, 308 Kephart Way, Holly Springs, NC 27540

Sandesh Sivanandam, PIN 0648509940, 306 Kephart Way, Holly Springs, NC 27540; Address #2: 448 Bolton Grant Dr, Cary, NC 27519

AV Homes of Raleigh, PIN 0648600888, 400 Kephart Way, Holly Springs, NC 27540; Address #2: 4900 N. Scottsdale Rd, Ste 2000, Scottsdale, AZ85151

William Stancil, PIN 0648601900, 402 Kephart Way, Holly Springs, NC 27540

Bartholomew Gentile, PIN 0648601932, 404 Kephart Way, Holly Springs, NC 27540

Jason and Angel Scott, PIN 0648601954, 406 Kephart Way, Holly Springs, NC 27540

Austin Mariaantony and Sebasti Sugirtha, PIN 0648601985, 408 Kephart Way, Holly Springs, NC 27540

Thiagarajan and Parvathy Theetharappan, PIN 0648602916, 410 Kephart Way, Holly Springs, NC 27540

Omar Torres and Vilmarie Rodriguez, PIN 0648600999, 211 Raccoon Path, Holly Springs, NC 27540

Kimberly and Giancarlo Marcenaro, PIN 0648610072, 209 Raccoon Path, Holly Springs, NC 27540

Andrei Kliapets, PIN 0648610064, 207 Raccoon Path, Holly Springs, NC 27540

**Notice of Neighborhood Meeting**

Meeting Date: Tuesday 06/20/23

Meeting Time: 6:00 PM – 7:00 PM

Location: 5605 Honeycutt Road, Holly Springs, NC 27540 (Meeting in front yard)(Park along Honeycutt Road, in driveway, or in back yard)

Host: Keith Henshaw

Host phone number: (804) 683-4674

Host e-mail: Haysede@aol.com

Project Name: Honeycutt Road Wade Nash Road Realignment Relocation

Type of Request: Comprehensive Transportation Plan revision

Applicant Names: Keith Henshaw, Pamela Henshaw, Selva Mohan, Ravi Reddy, Billy Myers, Danny Norris, Felicia Norris

Purpose: This meeting is a requirement for a Comprehensive Plan Revision submittal.

Description of CTP Revision Request: This CTP revision requests the Town of Holly Springs move the Honeycutt - Wade Nash road alignment away from close proximity of the homes of the applicants south of the Honeycutt Road and route the road alignment to the pastureland and crop land North of Honeycutt. The requested roadway location matches the location proposed by Ramey Kemp in the Hot Spot Study. The proposed location would allow the approximately 112' wide roadway/median/bike lanes etc to remain at least 200' from ANY homes. After passing through cow pasture north of Honeycutt Road and crossing Piney Grove Wilbon, the road would pass through crop land at least 200' from any home and tie in to Wade Nash Rd near Sand Dune Way. See hot spot study drawing of route originally proposed by Ramey Kemp that is now being proposed.

**PIN numbers / Addresses positively impacted:**

Honeycutt Rd Wade Nash alignment homeowners that would gain relief by moving the roadway off their lots and/or away from their homes:

Keith and Pam Henshaw – PIN 0648706251, 5605 Honeycutt Rd, Holly Springs, NC 27540

Billy Myers - PIN 0648700238 – 1200 Piney Grove Wilbon, Holly Springs, NC 27540

Selva Mohan and Ravindra Reddy – PIN 0648706251 – 1209 Piney Grove Wilbon, Holly Springs, NC 27540

Danny and Felicia Norris – PIN 0648702652 – 5512 Quiet Glen Drive, Holly Springs, NC 27540

Charles and Felicia Smith – PIN 0648704671 – 5508 Quiet Glen Drive, Holly Springs, NC 27540

# CTP Amendment Request Front Sections

Marvin Johnson and Lenora Johnson Heirs - PIN 0648706589 – 5504 Garage Lane, Holly Springs, NC 27540

**Landowners who would have farmland impacted by the roadway relocation. Note that Honeycutt Rd / Wade Nash alignment could easily be located at least 200' from any homes.**

Nancy Holland – PIN 0648617643, 1100 Piney Grove Wilbon, Holly Springs, NC 27540

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Marina Holly Springs Land where road will pass – PIN 0648715314, 0648717244, 0648708966, Address #1: 0 Honey Bee Lane, Holly Springs, NC 27540; Address #2 - MARINA HOLLY SPRINGS LLC, 4360 CH DE LA COTE DE LIESD STE 353, MONT ROYAL QC H4N 2P7, CANADA

Marina Holly Springs – PIN 0648803844, 102 W Service Rd Ste 273, Champlain, NY 12919

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Natalie Woodson, Trustee of Natalie Woodson Revocable Trust – PIN 0645809319, Address #1: 5741 Sand Dune Way, Holly Springs, NC 27540; Address #2 - 802 Amer Dr, Ft. Washington, MD 20744 (likely can avoid impacting this land with minor tweaks to the Hot Spot Study drawing)



## Honeycutt Rd Wade Nash Road Realignment Relocation

## Neighborhood Meeting Attendance Sheet

Date 06/20/23, 6:00 PM

| Printed Name         | Address                                       | Phone Number                 | E-mail Address                          |
|----------------------|-----------------------------------------------|------------------------------|-----------------------------------------|
| KEITH KENSHAW        | 5605 Honeycutt Rd                             | (802) 683-8614               | haysed@aol.com                          |
| Pamela Henshaw       | 5605 Honeycutt Rd                             | 863-670-2478                 | gragauy@yahoo.com                       |
| DANNY HERNIS         | 5512 Quist Glade Dr                           | 919 418-6273                 | Northside@yahoo.com                     |
| John Adcock          | 7429 Rouse Hwy                                | 719 552-6600                 | johnadcocklawfirm.com                   |
| Natalie Woodson      | 802 AWCY DR. #1 Nash, MD<br>5741 Sand Run Way | 301-538-7866                 | woodsonhoushold@gmail.com               |
| AUSTIN WARRINGTON    | 408 Kephart Way                               | 813-489-3704                 | Austinmca@gmail.com                     |
| Curtis Gautier       |                                               | 934-200-5540                 | Curtisgautier@gmail.com                 |
| Selvia Teunalaipalli | 4713 Brook Top Ct<br>Raleigh, NC 27602        | 919-913-3963                 | Selvia@blanckdall.com                   |
| Ravindra Reddy       | 406 Kephart Way<br>Holly Springs, NC 27540    | 919-800-8204                 | gogetnavie@gmail.com                    |
| Jason Scott          | 5741 Sand Run Way<br>3446 Vannoy Rd           | 240-498-2575<br>510-825-9434 | jasonh82770@gmail.com<br>eric@bette.net |
| Eric Betts           |                                               |                              |                                         |
|                      |                                               |                              |                                         |
|                      |                                               |                              |                                         |
|                      |                                               |                              |                                         |
|                      |                                               |                              |                                         |
|                      |                                               |                              |                                         |

Honeycutt Rd Wade Nash Road Realignment Relocation  
Neighborhood Meeting Attendance Sheet

Date 06/20/23, 6:00 PM

| Issues / Concerns:                                                                                                                                                                                                          | Person Raising Concern: | Actions taken to mitigate concerns:                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Natalie Woodson – She is in support of the homeowner's application for the comprehensive plan amendment. Her only concern is that the route not disturb the family cemetery and that the family cemetery must be respected. | Natalie Woodson         | Existing laws protect the cemetery and the road would not disturb the cemetery. In addition, routing proposed in the CTP amendment would increase distance from the cemetery from what was originally recommended by Ramey Kemp. |
|                                                                                                                                                                                                                             |                         |                                                                                                                                                                                                                                  |



## Development Services Department Corrections Notice

July 26, 2023

Applicant/Owner: Bryan Henshaw      haysede@aol.com

| DEVELOPMENT PETITION REVIEW                         |                                                                                                                    |
|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Project Name: Honeycutt Rd/Wade Nash Rd Realignment |                                                                                                                    |
| Project Number: PLCPA202300150/23CPA02              |                                                                                                                    |
| <input checked="" type="checkbox"/> 1st Review      | <input type="checkbox"/> 2nd Review <input type="checkbox"/> 3rd Review <input type="checkbox"/> Additional Review |

Staff does not expect another full review cycle to be needed; we anticipate the next submittal to be the final Official Action plan set. Please address all comments below. If all comments are not addressed, another review may be required.

**To remain in this review cycle, the following items, if checked, must be included with the next submittal:**

- ☐ Traffic Study, with previous review comments addressed
- ☐ Sanitary Sewer Study, with previous review comments addressed
- ☐ Fire Flow Analysis, with previous review comments addressed
- ☐ Special Use Permit Petition (\$400.00 review fee per application)
- ☐ Variance Petition (\$350.00 review fee per application, \$50.00 with SEU)
- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)

**Resubmit no later than NOON on Friday following the resubmittal schedule found here: <https://www.hollyspringsnc.us/335/Forms-Review-Schedules-Fee-Sheet>**

**To be considered for review, your resubmittal must include:**

- Written response to all comments
- Combined PDF plan set including color elevations
- Certificate of plan revisions found here:

<https://www.hollyspringsnc.gov/DocumentCenter/View/8770/9035-Certification-of-Plan-Submittals?bidId=>



# CTP Amendment Request Front Sections

## CTP Amendment Request Front Sections



## Development Services Department Corrections Notice

FROM 1<sup>ST</sup> SUBMITTAL  
BKH  
10-18-23

## STAFF REVIEW COMMENTS

If you have questions regarding any of the comments listed below, please contact the staff person specified.

|                                                                                         |                                     |
|-----------------------------------------------------------------------------------------|-------------------------------------|
| <b>BUILDING SAFETY &amp; INSPECTIONS:</b> David Ivey      david.ivey@hollyspringsnc.gov | <input checked="" type="checkbox"/> |
|-----------------------------------------------------------------------------------------|-------------------------------------|

☐ Additional Review required

☒ NO REVIEW REQUIRED

☐ Ready for Official Action with comments addressed

☐ Ready for Official Action

**REVISION COMMENTS:** N/A

**DRAFT CONDITIONS OF APPROVAL:** N/A

**INFORMATION ONLY:** The 2018 NC Building Codes were used at time of review. These comments are only for preliminary use and do not constitute final Building Code Approval.

|                                                                     |                                     |
|---------------------------------------------------------------------|-------------------------------------|
| <b>STORMWATER:</b> Grant Jones      grant.jonesr@hollyspringsnc.gov | <input checked="" type="checkbox"/> |
|---------------------------------------------------------------------|-------------------------------------|

☐ Additional Review Fee (include fee of ½ of original petition fee with responses)

☐ Additional Review Required

☐ Ready for Official Action with comments addressed

☒ Ready for Official Action

**REVISION COMMENTS:**

1. No comments.

**DRAFT CONDITIONS OF APPROVAL:** N/A

**INFORMATION ONLY:** N/A

|                                                                              |                                     |
|------------------------------------------------------------------------------|-------------------------------------|
| <b>PARKS &amp; RECREATION:</b> Matt Beard      matt.beard@hollyspringsnc.gov | <input checked="" type="checkbox"/> |
|------------------------------------------------------------------------------|-------------------------------------|

☐ Additional Review required

☒ Greenway required

☐ Ready for Official Action with comments addressed

☒ Ready for Official Action

**REVISION COMMENTS:**

1. Active Transportation Improvements recommended in the CTP, such as Greenways and Sidepaths, will remain requirements for Wade Nash, Honeycutt and Piney Grove Wilbon based on the contents of this application. You don't need to make any changes, I just wanted to make this clear.

**DRAFT CONDITIONS OF APPROVAL:** N/A

**INFORMATION ONLY:** N/A



## CTP Amendment Request Front Sections

# Development Services Department Corrections Notice

FROM 1<sup>ST</sup> SUBMITTAL  
BY 10-18-23

**FIRE & RESCUE:** Wayne Strickland      wayne.strickland@hollyspringsnc.gov      ☒

- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)  
☐ Additional Review Required  
☐ Ready for Official Action with comments addressed      ☒ Ready for Official Action

### REVISION COMMENTS:

1. No Comments.

**DRAFT CONDITIONS OF APPROVAL:** N/A

**INFORMATION ONLY:** N/A

**PLANNING:** Aaron Prichard      aaron.prichard@hollyspringsnc.gov      ☒

- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)  
☒ Additional Review Required  
☐ Ready for Official Action with comments addressed      ☐ Ready for Official Action

### REVISION COMMENTS:

1. On Page 6 of the submitted packet, it appears Mr. Henshaw signed his name in place of Ms. Natalie Woodson and Mr. Eric Betts. Each signatory should affix their own signature or provide documentation verifying that they give permission for another person to sign on their behalf.

Response: Updated signature sheet to include Natalie Woodson's and Eric Betts' signatures. Also added an additional petitioner who owns two houses and added associated signature (Felecia Smith).

2. Please complete the **Summary of Issues** and **Changes Made to the Petition by the Petitioner as a result of the meeting** sections on the Neighborhood Meeting Report form. Both of these sections are currently blank.

Response: Completed "Summary of Issues" and "Changes Made to the Petition by the Petitioner as a result of a meeting" sections on the Neighborhood Meeting Report form. It was in the package, so I added reference to where it is located on the form in the spaces that were blank.

3. Please affix your signature and date at the bottom of the Neighborhood Meeting Report form.

Response: Signed and dated the bottom of the Neighborhood Meeting form.

### INFORMATION ONLY:

1. Once the applicant has satisfied all of staff's comments, the petition will proceed to the Planning Board, who will evaluate the petition and recommend approval, approval with conditions, or denial of the petition to the Town Council. Following this, the petition will proceed to Town Council for a formal Public Hearing in which a final decision to approve, approve with conditions, or deny the petition will be rendered. Town staff will handle all public noticing requirements per Section 11 of the Unified Development Ordinance.





## Development Services Department Corrections Notice

FROM 1<sup>ST</sup> SUBMITTAL  
BK 12/10-18-23

**CIVIL IMPROVEMENTS:** Catherine Jacobs      catherine.jacobs@hollyspringsnc.gov



- ☐ Additional Review Fee (include fee of ½ of original petition fee with responses)  
☒ Additional Review Required  
☐ Ready for Official Action with comments addressed      ☐ Ready for Official Action

### REVISION COMMENTS:

1. Please submit the separate *Statement of Comprehensive Plan Future Land Use Plan Compatibility* as required as part of the Comprehensive Plan Amendment checklist (page 2, see below). While the statement's description (page 3, see below) is geared more towards Land Use Amendments, please adjust your statement to better fit the Comprehensive Transportation Plan Amendment being requested. This statement should explain what is being proposed and provide details as to why the amendment is preferable.

#### Comprehensive Plan Amendment:

The following items must be submitted with the Petition for Comprehensive Plan Amendment to be deemed a complete submittal:

- |                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Vicinity Map                                                              | <input type="checkbox"/> Property survey/legal description (required only if request does not include the entire tax parcel) in both hard copy and digital to the FTP website in Word format. <i>Note: All legal descriptions are to contain references to inorganic monuments, and that all starting references on surveys or legal descriptions describe a course and distance from either the closest NCGS monument or Town of Holly Springs monument, regardless of the distance thereto.</i> |
| <input type="checkbox"/> Petition Form                                                             | <input type="checkbox"/> Neighborhood Meeting Report                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <input type="checkbox"/> Processing Fees (make check payable to: Town of Holly Springs)            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <input type="checkbox"/> <b>Statement of Comprehensive Plan Future Land Use Plan Compatibility</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

#### Statement of Comprehensive Plan Future Land Use Plan Compatibility: (Land Use Plan Amendment)

A written statement that includes a description of the proposed area for land use designation modification and its relationship to the surrounding future and existing land uses; the compatibility of the request with the vision, intent and goal of Vision Holly Springs: Town of Holly Springs Comprehensive Plan; and any other supporting information regarding the request. The statement must provide evidence on how the current land use designation is not the highest and best use for the property and that the proposed designation would result in a land use pattern that will enhance the quality of life and its appropriateness to the Town's growth and development.

Response: Previous proposal had a section titled "Future Land Use" similar to other applications I had viewed. Our section was very short as we have not recommended rezoning any land. However, as discussed, I will add a page break and bolder section heading and will expand that section as requested.



## CTP Amendment Request Front Sections

# Development Services Department Corrections Notice

FRM 125 VBMSJTL 10-18-23

2. The Comprehensive Transportation Plan is a long term plan with a horizon year of 2050- therefore, please provide more specific information about how this alternative to the CTP is better/preferred than the approved alternative. This should include supportive traffic data modeled and analyzed in the long term.

Response: Section 2, Transportation / Comprehensive Plan has been updated. We discuss that we are equal or better with respect to traffic analysis, but with much less impact on homeowners. Supportive traffic analysis with a horizon year of 2050 is referenced in that section with discussion provided. Note that 2 dual signalization alternatives have been added and are discussed.

3. Please consider reorganizing your application to emphasize the *Rezoning, Comprehensive Plan Amendment, & UDO Amendment Packet*, and associated checklists. Any additional information, data and/or analysis can be added behind the checklists as organized attachments or appendices. Ultimately, it is Staff's goal to have your proposal in optimum shape before it goes before the Town Council.

Response: We have taken the Comprehensive Plan Checklist and made as the first page of the package of the Word file, and assembled in that order. I will make a single .pdf with everything from the Checklist prior to Attachment 1 and add page numbering for the front sections. That way, it will be clear what pages are the front sections before the attachments. From our comment review meeting, a primary concern was that all Attachments have headers and footers to be more clear. All Attachments now have headers, page numbering, etc. I have added many more attachments as supporting documentation.

## END OF CORRECTIONS





# Certification of Plan Submittal

FROM 1<sup>st</sup> SUBMITTAL  
BKH 10-18-23

**NOTE: THIS FORM REQUIRES THE SIGNATURE AND SEAL OF THE PROFESSIONAL ENGINEER OR LAND SURVEYOR PREPARING THE AMENDED OR REVISED PLAN**

I, Bryan Keith Henshaw, CERTIFY THAT THE ONLY CHANGES MADE TO THE  
PROJECT NUMBER PLCPA 202300150 PROJECT NAME HONEYCUTT RD WADE NASH ROAD  
REALIGNMENT RELOCATION PLAN  
THAT WAS SUBMITTED TO THE TOWN OF HOLLY SPRINGS FOR ☐ FIRST ☒ SECOND ☐ ADDITIONAL  
REVIEW AND DATED 08/11/23.

- ☐ Changes requested by the Town to address plan review comments;
- ☐ Written responses provided to redline comments;
- ☒ Changes, as noted below:

## Response to Planning comments:

1. Updated signature sheet to include Natalie Woodson and Eric Betts signatures. Also added an additional petitioner who owns two houses and added associated signature (Felecia Smith).
2. Completed Summary of Issues and Changes Made to the Petition by the Petitioner as a result of the meeting sections on the Neighborhood Meeting Report form. I
3. Signed and dated the bottom of the Neighborhood Meeting form.

## Response to Civil comments:

1. Added/Updated the Statement of Comprehensive Plan Future Land Use Plan Compatibility.
2. Added Hot Spot Study as an Attachment, which contains summary of traffic analysis performed in support of the most recent CTP amendment. Updated Section 2 to respond to comments.
3. Added headers and footers on all Attachments. Added page numbering to front sections as a single .pdf.

Other changes - Added sketches for alignment option described in original CTP amendment request. Also added 2 options for dual signalization for consideration by the Planning department. Associated traffic analysis is also included as an Attachment. Attachments 2-9 were unchanged. Attachment 1 was updated to add much more support to argument that homeowners are being treated unfairly, and Attachments 10-38 were added to support Attachment 1 discussion. Front sections were cleaned up with Adobe headers instead of hand written, etc.

08/11/23  
Date

B. Keith Henshaw  
Signature





October 10, 2023

## Planning Review Corrections Notice

Application #: PLSS202300250

Application Type: Special Studies

Project: Honeycutt Rd/Wade Nash Road Realignment Relocation | TRAFFIC MEMO

Submittal: 1

### STAFF REVIEW COMMENTS

If you have questions regarding any of the comments listed below, please contact the staff person specified.

(FROM 2ND SUBMITTAL) BKH 10-18-23

#### External Agency Review

**Engineering Review** Reviewed By: Catherine Jacobs catherine.jacobs@hollyspringsnc.gov

#### GENERAL INFORMATION

1. Please be aware that the fee for the third-party review of this document will be billed at a later time. Please return the payment as soon as possible to prevent delay in your project later in the process. All fees billed to date should be paid prior to resubmittal of this study.
2. Please be aware that this Special Study must be finalized with all review comments fully addressed prior to being scheduled for Planning Board and Town Council.

#### SUMMARY OF COMMENTS

1. Staff is wrapping up the review of the submittal but has received initial feedback from the Town's 3rd Party reviewer and would like to set up a meeting with the applicant team to discuss the review and next steps.
2. If any additional comments are made, a revised full list of comments will be provided in writing but to assist in moving the application forward, the following appear to be the only items that might require a revision to the report or analysis:
  - a. The report states that the two "T" intersections were coordinated in Scenario 2, however, the intersections were modeled as uncoordinated in both AM and PM scenarios with varying cycle lengths in the AM scenario.
  - b. The Recommended Lane Configurations for Scenarios 1 and 3 shown on Figure 7A include only one eastbound through lane while the expectation from the CAMPO Southwest Area Study Plan is that Wade Nash Road would be widened to four lanes by 2050. The provided 2050 Synchro files analyzed Honeycutt Road and Wade Nash Road with 2 through lanes in each direction.

#### END COMMENTS

Please contact Development Services Intake team at [dsintake@hollyspringsnc.gov](mailto:dsintake@hollyspringsnc.gov) for questions regarding our submittal process and submittal fee payment





October 17, 2023

Town of Holly Springs  
Development Services  
128 S Main Street  
Holly Springs, North Carolina 27540

**RE: Honeycutt Rd/Wade Nash Road Realignment Relocation – Traffic Memo  
Response to 1<sup>st</sup> CTP Comments  
SPEC-23478**

The following are the response comments for the above-mentioned project. Our response comments are in **bold**.

#### ENGINEERING REVIEW

**Catherine Jacobs** [catherine.jacobs@hollyspringsnc.gov](mailto:catherine.jacobs@hollyspringsnc.gov)

1. Staff is wrapping up the review of the submittal but has received initial feedback from the Town's 3<sup>rd</sup> Party reviewer and would like to set up a meeting with the applicant team to discuss the review and next steps.  
**McAdams Response:**  
**Accompanying this response to comments is the revised traffic study addressing all comments. Please let us know if a meeting is still necessary / being requested by the Town.**
2. If any additional comments are made, a revised full list of comments will be provided in writing but to assist in moving the application forward, the following appear to be the only items that might require a revision to the report or analysis:
  - > The report states that the two "T" intersections were coordinated in Scenario 2, however, the intersections were modeled as uncoordinated in both AM and PM scenarios with varying cycle lengths in the AM scenario.  
**McAdams Response:**  
**The synchro files saved and sent to the Town were an older version while the results shown in the synchro reports included in the attachments of the submitted study are reflective of the correct synchro files. The updated CTP Amendment traffic study is included with this response to comments along with a link to the correct Synchro analysis files.**
  - > The Recommended Lane Configurations for Scenarios 1 and 3 shown on Figure 7A include only one eastbound through lane while the expectation from the CAMPO Southwest Area Study Plan is that Wade Nash Road would be widened to four lanes by 2050. The provided 2050 Synchro files analyzed Honeycutt Road and Wade Nash Road with 2 through lanes in each direction.



**McAdams Response:**

An additional through lane was added for the eastbound and westbound approaches as part of the updated traffic study for this CTP Amendment. Turn lane storage lengths for the eastbound and westbound right-turn lanes were adjusted based on the observed expected maximum queue lengths from SimTraffic simulations with this revised configuration. The westbound approach delay was reduced by approximately 1 second during the weekday AM peak hour and 4 seconds during the weekday PM peak hour due to the requested revision. Additionally, the overall delay was reduced by approximately 1 second of delay compared to the study's original overall delay.

Please see the table below for a summary of the Synchro reports attached to these comments.

| CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + WADE NASH ROAD / HONEYCUTT ROAD – INCLUDED IN STUDY |                                      |                                                                                 |                                      |                         |                                      |                         |
|------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------|--------------------------------------|-------------------------|--------------------------------------|-------------------------|
| Conditions                                                                                                 | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | Lane Configurations                                                             | Weekday AM Peak Hour                 |                         | Weekday PM Peak Hour                 |                         |
|                                                                                                            |                                      |                                                                                 | LOS and Approach Delay (seconds)     | Overall Delay (seconds) | LOS and Approach Delay (seconds)     | Overall Delay (seconds) |
| Previous Synchro Report                                                                                    |                                      |                                                                                 |                                      |                         |                                      |                         |
| Build (2050)-<br>Scenario 1<br><u>[Signalization]</u>                                                      | EB<br>WB<br>NB<br>SB                 | 2 LT, 1 TH, 2 RT<br>1 LT, 1 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (14)<br>D (42)<br>C (21) | C (34)                  | E (56)<br>C (29)<br>D (35)<br>C (34) | D (37)                  |
| Build (2050)-<br>Scenario 3<br><u>[Signalization]</u>                                                      | EB<br>WB<br>NB<br>SB                 | 2 LT, 1 TH, 2 RT<br>1 LT, 1 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (14)<br>D (42)<br>C (21) | C (34)                  | E (56)<br>C (29)<br>D (35)<br>C (34) | D (37)                  |
| Updates to Synchro Report                                                                                  |                                      |                                                                                 |                                      |                         |                                      |                         |
| Build (2050)-<br>Scenario 1<br><u>[Signalization]</u>                                                      | EB<br>WB<br>NB<br>SB                 | 2 LT, 2 TH, 2 RT<br>1 LT, 2 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |
| Build (2050)-<br>Scenario 3<br><u>[Signalization]</u>                                                      | EB<br>WB<br>NB<br>SB                 | 2 LT, 2 TH, 2 RT<br>1 LT, 2 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |

Result differences are shown in red.



Consideration of this response is greatly appreciated. If you should have any questions or require additional information, please do not hesitate to contact me at 919. 961. 4065.

Sincerely,

**MCADAMS**

A handwritten signature in black ink, appearing to read 'Nate Bouquin', written over a light blue horizontal line.

Nate Bouquin, PE, PTOE  
Traffic Engineering Lead, Transportation

NB/cg



# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                               | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Future Volume (vph)     | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                               | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                               |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                              | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.998                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                              | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                              | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 2862                                                                              |                                                                                   |                                                                                   | 1817                                                                              |                                                                                   |                                                                                   | 1700                                                                                |                                                                                     |                                                                                     | 491                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 55.8                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                   | 25.8                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                               | 1974                                                                                | 33                                                                                  | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                               | 2007                                                                                | 0                                                                                   | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                              | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                              | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 30.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 30.0                                                                              | 73.0                                                                                |                                                                                     | 17.0                                                                                | 60.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 25.0%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 25.0%                                                                             | 60.8%                                                                               |                                                                                     | 14.2%                                                                               | 50.0%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 23.0                                                                              | 8.0                                                                               | 8.0                                                                               |                                                                                   | 23.0                                                                              | 66.0                                                                                |                                                                                     | 10.0                                                                                | 53.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                              | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                              | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                              | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.0                                                                              | 15.4                                                                              | 38.2                                                                              | 9.4                                                                               | 9.5                                                                               | 116.7                                                                             | 22.8                                                                              | 68.2                                                                                |                                                                                     | 12.0                                                                                | 57.3                                                                                | 116.7                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.13                                                                              | 0.33                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.20                                                                              | 0.58                                                                                |                                                                                     | 0.10                                                                                | 0.49                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.67                                                                              | 0.13                                                                              | 0.30                                                                              | 0.13                                                                              | 0.24                                                                              | 0.18                                                                              | 0.74                                                                              | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |
| Control Delay           | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                              | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                              | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                 | D                                                                                   |                                                                                     | F                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 41.7                                                                              |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                   | 41.7                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

Build (2050) Scenario 1\_Update  
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Synchro 11 Report  
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# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

|                         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|------|------|
| Queue Length 50th (ft)  | 77   | 20   | 71   | 14   | 26   | 0    | 185  | ~777 |     | 128  | 201  | 0    |
| Queue Length 95th (ft)  | #119 | 47   | 103  | 39   | 50   | 0    | 245  | #992 |     | #262 | 255  | 0    |
| Internal Link Dist (ft) |      | 2782 |      |      | 1737 |      |      | 1620 |     |      | 411  |      |
| Turn Bay Length (ft)    | 200  |      | 300  | 100  |      | 200  | 350  |      |     | 350  |      | 350  |
| Base Capacity (vph)     | 294  | 474  | 965  | 151  | 303  | 1583 | 737  | 2063 |     | 182  | 1739 | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.67 | 0.13 | 0.29 | 0.13 | 0.22 | 0.18 | 0.68 | 0.97 |     | 0.90 | 0.43 | 0.40 |

## Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|      |      |      |      |
|------|------|------|------|
| Ø1   | Ø2   | Ø4   | Ø3   |
| 17 s | 73 s | 15 s | 15 s |
| Ø5   | Ø6   | Ø8   | Ø7   |
| 30 s | 60 s | 15 s | 15 s |



# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 193                                                                               | 54                                                                                | 390                                                                               | 25                                                                                | 77                                                                                | 121                                                                               | 215                                                                               | 1016                                                                                | 32                                                                                  | 249                                                                                 | 1791                                                                                | 253                                                                                 |
| Future Volume (vph)     | 193                                                                               | 54                                                                                | 390                                                                               | 25                                                                                | 77                                                                                | 121                                                                               | 215                                                                               | 1016                                                                                | 32                                                                                  | 249                                                                                 | 1791                                                                                | 253                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                               |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                 |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                              | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   | 0.995                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                              | 3522                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                              | 3522                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 2862                                                                              |                                                                                   |                                                                                   | 1817                                                                              |                                                                                   |                                                                                   | 1700                                                                                |                                                                                     |                                                                                     | 491                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 55.8                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                   | 25.8                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 214                                                                               | 60                                                                                | 433                                                                               | 28                                                                                | 86                                                                                | 134                                                                               | 239                                                                               | 1129                                                                                | 36                                                                                  | 277                                                                                 | 1990                                                                                | 281                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 214                                                                               | 60                                                                                | 433                                                                               | 28                                                                                | 86                                                                                | 134                                                                               | 239                                                                               | 1165                                                                                | 0                                                                                   | 277                                                                                 | 1990                                                                                | 281                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                              | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                              | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 16.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 16.0                                                                              | 56.0                                                                                |                                                                                     | 34.0                                                                                | 74.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 13.3%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 13.3%                                                                             | 46.7%                                                                               |                                                                                     | 28.3%                                                                               | 61.7%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 9.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                   | 9.0                                                                               | 49.0                                                                                |                                                                                     | 27.0                                                                                | 67.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                              | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                              | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                              | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.1                                                                              | 12.5                                                                              | 22.4                                                                              | 9.7                                                                               | 9.7                                                                               | 115.9                                                                             | 11.1                                                                              | 54.8                                                                                |                                                                                     | 24.5                                                                                | 68.2                                                                                | 115.9                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.11                                                                              | 0.19                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.10                                                                              | 0.47                                                                                |                                                                                     | 0.21                                                                                | 0.59                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.72                                                                              | 0.16                                                                              | 0.80                                                                              | 0.19                                                                              | 0.29                                                                              | 0.08                                                                              | 0.73                                                                              | 0.70                                                                                |                                                                                     | 0.74                                                                                | 0.96                                                                                | 0.18                                                                                |
| Control Delay           | 67.1                                                                              | 51.0                                                                              | 51.4                                                                              | 54.5                                                                              | 54.2                                                                              | 0.1                                                                               | 65.9                                                                              | 28.7                                                                                |                                                                                     | 55.6                                                                                | 35.5                                                                                | 0.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 67.1                                                                              | 51.0                                                                              | 51.4                                                                              | 54.5                                                                              | 54.2                                                                              | 0.1                                                                               | 65.9                                                                              | 28.7                                                                                |                                                                                     | 55.6                                                                                | 35.5                                                                                | 0.2                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | E                                                                                 | C                                                                                   |                                                                                     | E                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 56.1                                                                              |                                                                                   |                                                                                   | 25.0                                                                              |                                                                                   |                                                                                   | 35.0                                                                                |                                                                                     |                                                                                     | 33.8                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

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# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Queue Length 50th (ft)  | 85                                                                                | 23                                                                                | 147                                                                               | 20                                                                                | 33                                                                                | 0                                                                                 | 94                                                                                | 381                                                                                 |                                                                                     | 201                                                                                 | 748                                                                                 | 0                                                                                   |
| Queue Length 95th (ft)  | #139                                                                              | 45                                                                                | #239                                                                              | 51                                                                                | 60                                                                                | 0                                                                                 | #151                                                                              | 490                                                                                 |                                                                                     | 290                                                                                 | #963                                                                                | 0                                                                                   |
| Internal Link Dist (ft) | 2782                                                                              |                                                                                   |                                                                                   | 1737                                                                              |                                                                                   |                                                                                   | 1620                                                                              |                                                                                     |                                                                                     | 411                                                                                 |                                                                                     |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                               |                                                                                     |                                                                                     | 350                                                                                 |                                                                                     | 350                                                                                 |
| Base Capacity (vph)     | 298                                                                               | 392                                                                               | 539                                                                               | 155                                                                               | 306                                                                               | 1583                                                                              | 327                                                                               | 1664                                                                                |                                                                                     | 445                                                                                 | 2118                                                                                | 1583                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.72                                                                              | 0.15                                                                              | 0.80                                                                              | 0.18                                                                              | 0.28                                                                              | 0.08                                                                              | 0.73                                                                              | 0.70                                                                                |                                                                                     | 0.62                                                                                | 0.94                                                                                | 0.18                                                                                |

## Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

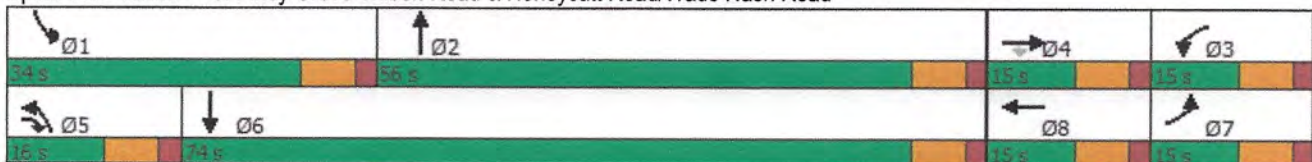
ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road





# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Future Volume (vph)     | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                               | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    | 0.998                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                    | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 568                                                                               |                                                                                   |                                                                                   | 1400                                                                              |                                                                                   |                                                                                    | 1091                                                                                |                                                                                     |                                                                                     | 1263                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 11.1                                                                              |                                                                                   |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                    | 16.5                                                                                |                                                                                     |                                                                                     | 19.1                                                                                |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 1974                                                                                | 33                                                                                  | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 2007                                                                                | 0                                                                                   | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                               | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                               | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 30.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 30.0                                                                               | 73.0                                                                                |                                                                                     | 17.0                                                                                | 60.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 25.0%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 25.0%                                                                              | 60.8%                                                                               |                                                                                     | 14.2%                                                                               | 50.0%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 23.0                                                                              | 8.0                                                                               | 8.0                                                                               |                                                                                   | 23.0                                                                               | 66.0                                                                                |                                                                                     | 10.0                                                                                | 53.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                               | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                               | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                               | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.0                                                                              | 15.4                                                                              | 38.2                                                                              | 9.4                                                                               | 9.5                                                                               | 116.7                                                                             | 22.8                                                                               | 68.2                                                                                |                                                                                     | 12.0                                                                                | 57.3                                                                                | 116.7                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.13                                                                              | 0.33                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.20                                                                               | 0.58                                                                                |                                                                                     | 0.10                                                                                | 0.49                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.67                                                                              | 0.13                                                                              | 0.30                                                                              | 0.13                                                                              | 0.24                                                                              | 0.18                                                                              | 0.74                                                                               | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |
| Control Delay           | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                  | D                                                                                   |                                                                                     | F                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 41.7                                                                              |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                    | 41.7                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

Build (2050) Scenario 3\_Update  
McAdams

Synchro 11 Report  
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# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: AM Peak Hour

|                         | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|-----|------|------|------|
| Queue Length 50th (ft)  | 77   | 20   | 71   | 14   | 26   | 0    | 185  | ~777 |     | 128  | 201  | 0    |
| Queue Length 95th (ft)  | #119 | 47   | 103  | 39   | 50   | 0    | 245  | #992 |     | #262 | 255  | 0    |
| Internal Link Dist (ft) |      | 488  |      |      | 1320 |      |      | 1011 |     |      | 1183 |      |
| Turn Bay Length (ft)    | 200  |      | 300  | 100  |      | 200  | 350  |      |     | 350  |      | 350  |
| Base Capacity (vph)     | 294  | 474  | 965  | 151  | 303  | 1583 | 737  | 2063 |     | 182  | 1739 | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.67 | 0.13 | 0.29 | 0.13 | 0.22 | 0.18 | 0.68 | 0.97 |     | 0.90 | 0.43 | 0.40 |

## Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|            |            |            |            |
|------------|------------|------------|------------|
| Ø1<br>17 s | Ø2<br>73 s | Ø4<br>15 s | Ø3<br>15 s |
| Ø5<br>30 s | Ø6<br>50 s | Ø8<br>15 s | Ø7<br>15 s |



# CTP Amendment Request Front Sections

Lanes, Volumes, Timings

Build (2050)

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 193                                                                               | 54                                                                                | 390                                                                               | 25                                                                                | 77                                                                                | 121                                                                               | 215                                                                                | 1016                                                                                | 32                                                                                  | 249                                                                                 | 1791                                                                                | 253                                                                                 |
| Future Volume (vph)     | 193                                                                               | 54                                                                                | 390                                                                               | 25                                                                                | 77                                                                                | 121                                                                               | 215                                                                                | 1016                                                                                | 32                                                                                  | 249                                                                                 | 1791                                                                                | 253                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                               | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    | 0.995                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3522                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3522                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                    | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 568                                                                               |                                                                                   |                                                                                   | 1400                                                                              |                                                                                   |                                                                                    | 1091                                                                                |                                                                                     |                                                                                     | 1263                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 11.1                                                                              |                                                                                   |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                    | 16.5                                                                                |                                                                                     |                                                                                     | 19.1                                                                                |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 214                                                                               | 60                                                                                | 433                                                                               | 28                                                                                | 86                                                                                | 134                                                                               | 239                                                                                | 1129                                                                                | 36                                                                                  | 277                                                                                 | 1990                                                                                | 281                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 214                                                                               | 60                                                                                | 433                                                                               | 28                                                                                | 86                                                                                | 134                                                                               | 239                                                                                | 1165                                                                                | 0                                                                                   | 277                                                                                 | 1990                                                                                | 281                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                               | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                               | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 16.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 16.0                                                                               | 56.0                                                                                |                                                                                     | 34.0                                                                                | 74.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 13.3%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 13.3%                                                                              | 46.7%                                                                               |                                                                                     | 28.3%                                                                               | 61.7%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 9.0                                                                               | 8.0                                                                               | 8.0                                                                               |                                                                                   | 9.0                                                                                | 49.0                                                                                |                                                                                     | 27.0                                                                                | 67.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                               | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                               | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                               | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.1                                                                              | 12.5                                                                              | 22.4                                                                              | 9.7                                                                               | 9.7                                                                               | 115.9                                                                             | 11.1                                                                               | 54.8                                                                                |                                                                                     | 24.5                                                                                | 68.2                                                                                | 115.9                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.11                                                                              | 0.19                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.10                                                                               | 0.47                                                                                |                                                                                     | 0.21                                                                                | 0.59                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.72                                                                              | 0.16                                                                              | 0.80                                                                              | 0.19                                                                              | 0.29                                                                              | 0.08                                                                              | 0.73                                                                               | 0.70                                                                                |                                                                                     | 0.74                                                                                | 0.96                                                                                | 0.18                                                                                |
| Control Delay           | 67.1                                                                              | 51.0                                                                              | 51.4                                                                              | 54.5                                                                              | 54.2                                                                              | 0.1                                                                               | 65.9                                                                               | 28.7                                                                                |                                                                                     | 55.6                                                                                | 35.5                                                                                | 0.2                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 67.1                                                                              | 51.0                                                                              | 51.4                                                                              | 54.5                                                                              | 54.2                                                                              | 0.1                                                                               | 65.9                                                                               | 28.7                                                                                |                                                                                     | 55.6                                                                                | 35.5                                                                                | 0.2                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | E                                                                                  | C                                                                                   |                                                                                     | E                                                                                   | D                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 56.1                                                                              |                                                                                   |                                                                                   | 25.0                                                                              |                                                                                   |                                                                                    | 35.0                                                                                |                                                                                     |                                                                                     | 33.8                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

Build (2050) Scenario 3\_Update  
McAdams

Synchro 11 Report  
Page 1



# CTP Amendment Request Front Sections

## Lanes, Volumes, Timings

### 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Queue Length 50th (ft)  | 85                                                                                | 23                                                                                | 147                                                                               | 20                                                                                | 33                                                                                | 0                                                                                 | 94                                                                                | 381                                                                                 |                                                                                     | 201                                                                                 | 748                                                                                 | 0                                                                                   |
| Queue Length 95th (ft)  | #139                                                                              | 45                                                                                | #239                                                                              | 51                                                                                | 60                                                                                | 0                                                                                 | #151                                                                              | 490                                                                                 |                                                                                     | 290                                                                                 | #963                                                                                | 0                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 488                                                                               |                                                                                   |                                                                                   | 1320                                                                              |                                                                                   |                                                                                   | 1011                                                                                |                                                                                     |                                                                                     | 1183                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                               |                                                                                     |                                                                                     | 350                                                                                 |                                                                                     | 350                                                                                 |
| Base Capacity (vph)     | 298                                                                               | 392                                                                               | 539                                                                               | 155                                                                               | 306                                                                               | 1583                                                                              | 327                                                                               | 1664                                                                                |                                                                                     | 445                                                                                 | 2118                                                                                | 1583                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.72                                                                              | 0.15                                                                              | 0.80                                                                              | 0.18                                                                              | 0.28                                                                              | 0.08                                                                              | 0.73                                                                              | 0.70                                                                                |                                                                                     | 0.62                                                                                | 0.94                                                                                | 0.18                                                                                |

#### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

#### Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|                                                                                        |                                                                                     |                                                                                     |                                                                                       |                                                                                       |
|----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  Ø1 |  |  |  |  |
| 34 s                                                                                   | 56 s                                                                                |                                                                                     | 15 s                                                                                  | 15 s                                                                                  |
|  Ø5 |  |  |  |  |
| 16 s                                                                                   | 74 s                                                                                |                                                                                     | 15 s                                                                                  | 15 s                                                                                  |



## Certification of Plan Submittal

**NOTE: THIS FORM REQUIRES THE SIGNATURE AND SEAL OF THE PROFESSIONAL ENGINEER OR LAND SURVEYOR PREPARING THE AMENDED OR REVISED PLAN**

I, Bryan Keith Henshaw, CERTIFY THAT THE ONLY CHANGES MADE TO THE  
PROJECT NUMBER PLCPA 202300150 PROJECT NAME \_\_\_\_\_ PLAN \_\_\_\_\_  
THAT WAS SUBMITTED TO THE TOWN OF HOLLY SPRINGS FOR ☐ FIRST ☐ SECOND ☒ 3rd ADDITIONAL  
REVIEW AND DATED 10/18/23.

- ☐ Changes requested by the Town to address plan review comments;
- ☐ Written responses provided to redline comments;
- ☒ Changes, as noted below:

Response to Civil comments:

1. There was only one comment on the 2nd submittal, and that was an inquiry as to whether the applicants wanted to move forward to Planning Board and Town Council with or without a traffic study. We have submitted the traffic study as a "Special Study" under Application #: PLSS202300250. Comments on the study from the town have been received and the traffic study has been resubmitted with all comments addressed by the traffic engineer. Please move this CTP Amendment and the associated Traffic Study forward to Planning Board and Town Council at earliest convenience.

Other changes made:

1. Updated signature sheet to remove William Myers, as that parcel has been sold to Bryan Keith Henshaw.
2. Completed Summary of Issues and Changes Made to the Petition by the Petitioner.
3. Updated Vicinity Maps. In recent meetings with town (Chris Hills and Beth Goodson), a presentation was shown and it only showed the petitioners as requesting an alignment. The previous submittal discussed both an alignment and dual signalization. No graphic for dual signalization was shown in Chris Hills presentation, and that is our preferred option. Vicinity maps are updated to clearly show the two options presented by the petitioners. Checklist page and petitioner's response updated to reflect the vicinity map change, and clearly show dual signalization as the preferred alternative based on the traffic study with the realignment also being an alternative. Impacted pages 1-3, 5-6, 10, 16-18, 33-45.

10-18-23

Date

B. Keith Henshaw

Signature

(Seal)



## **ATTACHMENT 1**

### **COMPLAINT**

#### **FROM HOMEOWNERS IMPACTED BY HONEYCUTT RD WADE NASH REALIGNMENT**

##### **Document Layout**

This document will be organized as follows:

Front Sections - Pages 1 and 2 – Document Layout, Executive Summary, Suggested Options for Honeycutt Rd Wade Nash Realignment, and List of Impacted Homeowners

Section 1 - History of Events YR 2011 – Jan 2019 (Pages 3 -7) – This portion of the document will lay out the history of events associated with Honeycutt Rd Wade Nash Rd realignment from 2011 through January 2019. These events will be referred to in later sections.

Section 2 – History of Events YR 2019 to present (Pages 7- 12) This portion of the document will lay out the history of events associated with Honeycutt Rd Wade Nash Rd realignment from 2019 to present. These event will be referred to in later sections.

Section 3 - Perceived unethical behavior (Pages 12-16) This portion of the document will summarize areas that we believe are unfair and/or unethical with respect to activities of town staff, influential landowners, and developers associated with selecting the current Honeycutt Rd Wade Nash Rd realignment routing location.

Section 4 - Proposed Resolution – (Page 16) This section will layout avenues where we believe the Town of Holly Springs and impacted homeowners can negotiate to avoid litigation, unnecessary bad press, and construction delays.

Section 5 – Partial Timeline of Events (Pages 16-17)

Section 6 – A little information about impacted homeowners and a plead for decency (Page 18)

NOTE: Prior to reading this letter, it is recommended that you read two previous letters sent to the Planning Board members and the Planning Department on October 24, 2022 via e-mail. Reading these two letters will provide background information and additional details and photos. The first letter was dated October 24, 2022 from Homeowners affected by the Honeycutt Rd / Wade Nash Rd alignment to Planning Board and Town Council Members (7 pages). The second letter was dated 11/18/22 from Keith Henshaw to the Planning Department (14 pages). These letters have been attached to this Comprehensive Transportation Plan Amendment Request as Attachment 2 and Attachment 3 for ease of retrieval.

However, this write-up provides much more information and names Honeycutt Farms as a key reason behind actions taken by the town with respect to route selection. This letter builds on those two letters and adds additional support that the previous revision to the Honeycutt Rd Wade Nash road alignment as issued in the previous CTP revision should NOT have been approved and that change should be disallowed or revised away. The routing should revert to the original Hot Spot Study Alternative 5 recommendation made by Ramey Kemp (north of Honeycutt) since Alternative 5 is what Ramey Kemp recommended before being asked to change their recommended location during a January 24, 2019 meeting with the Town of Holly Springs (See Attachment 4). Routing would need slight adjustment at



Honeycutt Farms due to construction and to minimize impact to Natalie Betts Woodson/Eric Betts' property east of Symphonia (See Attachment 11). Another solution is proposed as Attachment 12 (Dual Signalization with offset).

### **Executive Summary:**

This document will serve as the primary basis for homeowner opposition to the current CTP plan for Honeycutt Rd Wade Nash realignment routing, and as opposition to Symphonia rezoning prior to resolving our realignment concerns. The homeowners applying for this CTP amendment believe they are being treated very unfairly with respect to the way the Honeycutt Rd Wade Nash Rd Realignment routing had been determined prior to the Southwest Area Study. In short, we will show that the Town of Holly Springs had a predetermined route for the Honeycutt Road Wade Nash realignment that dates back to at least 2015. This is prior to the Hot Spot Study that was initiated in 2018, and prior to the issuance of the Southwest Area Study that was issued in 2019. The Town had chosen the realignment route to match the Vision Holly Springs drawing shown as Attachment 29. The Town provided guidance to homeowners and developers from 2015 – 2019 as if this Vision Holly Springs was a finalized route, but the route was flawed as it passed through three homes. The required study to determine the final route (SWAS) was not issued until 2019. From 2015, the Town of Holly Springs was issuing guidance on what they expected at the time, which was a flawed drawing. However, when the Hot Spot Study was performed by Ramey Kemp in 2018, the consultant was required to consider the current landscape at the time of the study including homeowners' locations at that time. Ramey Kemp had to consider goals of the study such as minimizing impact to existing homeowners. New homes had been built. Also, there were three homes that either the town had expected developers to buy, OR they missed these homes when they developed the Attachment 29 Vision Holly Springs drawing. The homes that the town likely expected to be purchased by the developer still had homeowners in them who had not sold to developers due to the low-ball offers from developers. When the Hot Spot study was complete, none of the five alternatives recommended in the Hot Spot Study aligned with the town's predetermined route per Attachment 29 (Vision Holly Springs). The consultant was then directed to change a key report (SWAS study) to obtain the Honeycutt Rd Wade Nash realignment route that more similarly matched the route the town desired during a meeting with the town staff. Without revising the Hot Spot Study, SWAS study p. 173 then incorporated the town's desired realignment route. The SWAS was intended to incorporate the unbiased results of the Hot Spot Study, but instead provided an alternative route that was similar to the 2015 Vision Holly Springs drawing (Attachment 29). The SWAS study was the study that was supposed to be performed by unbiased independent parties with an objective being to minimize impact to homeowners. The reason for these change from Hot Spot Study recommendations to what is included on SWAS p173 was to allow subdivisions that had been in discussion between the release of the 2015 Vision of Holly Springs route drawing and the date of the SWAS study (April 2019) to move forward. This would allow the most housing units to be built, in turn allowing the town to collect the most fees in lieu, regardless of impact to homeowners and the foreseeable result that they would lose their land via eminent domain in the future. This is considered manipulation of a key report and should invalidate any future eminent domain claims against our land. Other injustices that followed will also be described in this document.

**Suggested Honeycutt Rd Wade Nash Rd Alignment Options for Resolution:**

This document serves as the basis for our CTP amendment request to choose one of the following options:

- a) modify the Honeycutt Rd Wade Nash Rd realignment routing per Attachment 11

**OR**

- b) to use dual signalization using Honeycutt Rd routing shown on Attachment 12

**Homeowners adversely impacted**

**Note: 10 homeowners listed represent 7 homes:**

Keith Henshaw  
Pamela Henshaw  
William Myers  
Ravindra Reddy  
Selva Mohan  
Danny Norris  
Emma Norris  
Natalie Betts Woodson  
Eric Betts  
Felicia Smith

**Section 1 – Details of what occurred – 2013 - January 2019:**

History 2013 through January 2019 –

The Town of Holly Springs issued a revision to the CTP in 2013. Nowhere in the 2013 CTP is a detailed routing for the Honeycutt Rd Wade Nash realignment provided. In 2015 (based on date in file name), a document called Vision Holly Springs was issued and is a supplement to the CTP. In this Vision Holly Springs document, it is clear that the Town of Holly Springs had predetermined a route for the Honeycutt Rd Wade Nash realignment at least as early as 2015. Note that this routing was long before the formal Southwest Area Study (issued in 2019) with analysis that looked at best routing and least impact to the existing homeowners. See Attachment 29 to this CTP amendment request for the Vision Holly Springs drawing. Note that this is a supplement to the Holly Springs Comprehensive Plan (amended supplement #4), but does not appear to be an attachment to the Comprehensive Transportation Plan. This drawing shows Honeycutt Rd being **fixed** west of Piney Grove Wilbon, with the only change being to widen the Honeycutt Road to 4 lanes. There is a new road / extension shown East of Piney Grove Wilbon that connects to Wade Nash. From 2015, the town was directing actions of developers and landowners per this drawing based on that routing expectation. What is shown on the drawing is what the town expected going forward at that time. However, note that east of Piney Grove, that route would pass through three houses (Danny Norris, Felecia Smith, and Johnson heirs (which is Felecia Smith)).

Lots of development activity occurred in the area from 2015 to 2019. Based on actions taken, it appears that Mr. Tim Honeycutt was well aware of the realignment plans. He sold the 10 acres at the corner of Pine Grove Wilbon and Wade Nash to Selva Mohan. That is land that the alignment routing would pass through in the current CTP, issued in YR 2022 with basis for route being Southwest Area Study (SWAS) page 173. Mr. Honeycutt was taking actions in 2008 that would have indicated that he wanted to develop the property (See Att. 26) and although this land was directly adjacent to Symphonia subdivision that he would later initiate, he wisely sold that land. Being aware of the coming realignment, Mr. Honeycutt also began to make plans to develop land around the alignment. He is listed as a landowner/applicant on the Honeycutt Farms subdivision rezoning application (signed September 7, 2016), with M/I Homes being the developer. This subdivision is west of Buckhorn Creek Elementary School on Honeycutt Rd. The TIA for Honeycutt Rd Assemblage (Honeycutt Farms) was used as input to the Hot Spot Study (See Attachment 38). This shows the town, RKA, and CAMPO were aware of plans for Honeycutt Farms at the time of the SWAS study. Mr. Honeycutt is also listed as a landowner applicant on the Symphonia subdivision with Marina Holly Springs. Marina Holly Springs began purchasing land for the Symphonia subdivision in 2017. That land is East of Piney Grove Wilbon, near the Honeycutt Rd Piney Grove Wilbon intersection. Note that Marina Holly Springs appears to be a shell corporation formed in 2017, dissolved in 2019 once Symphonia land purchases were complete. The corporation was reinstated in 2023 when 6 years of annual reports were submitted on the same day. This reinstatement in March of 2023 is most likely in response to Attachment 3, page 6 which is a letter we homeowners sent to the Town of Holly Springs on November 18, 2022 stating the corporation was administratively dissolved. Nothing Mr. Honeycutt, M/I Homes, or Marina Holly Springs is being called out as improper here. We are just trying to establish that the realignment of Honeycutt Rd Piney Grove Wilbon Road from Vision Holly Springs, as shown on Attachment 29, was known and was being acted upon by local developers. The Zoning Process requires pre-application meetings and therefore the Town knew about and approved Honeycutt Farms subdivision for which the rezoning application was submitted in 2016. As Tim Honeycutt is associated with both Honeycutt Farms and Symphonia, and since land purchases for Symphonia began in 2017, it is also likely that the Town of Holly Springs knew about development plans for Symphonia in 2017 as the land for the subdivision was being purchased. The town would either know about Symphonia through the meetings with the Planning Dept (such as the meetings I had with Planning Dept personnel pre-purchase of my land to discuss intended use). The town would also be engaging with Honeycutt Farms through the typical pre-application meetings and likely had conversations with people associated with both subdivisions. Note that Honeycutt Farms was under construction in 2019. Nothing in this paragraph is being called out as improper. This is just to establish what is occurring in the area.

Keith Henshaw bought land and built a house in 2015. Note that his land at the time was unaffected by the Honeycutt Rd Wade Nash road realignment, as the Honeycutt Rd portion of the road was intended to be fixed (See Attachment 29) and all alignment was intended to occur on the East side of Piney Grove Wilbon. See also Attachment 3, page 2 through 6 for a detailed look at all the actions taken by Keith Henshaw to obtain input from the Town and DOT before developing his land. He then worked with the town to develop his land, obtain many permits and then established landscaping, etc based on guidance provided by the town in 2015 and the DOT in 2017 that his land would be unaffected by any realignment other than possible widening. The NCDOT, in 2021 still believed this to be true (all alignment was expected to be to the East of Piney Grove Wilbon). See Attachment 30 for evidence.

Ramey Kemp was asked by CAMPO to conduct a Hot Spot Study in 2018 and the results were presented to the town in January 2019. Some things had changed between 2013 and January 2019 (when the Hot Spot Study recommendations were made) and some things the town and developers expected to happen did not. For example, Attachment 29 shows the extension running due east from the intersection of Honeycutt / Piney Grove Wilson. If you go due east, you pass through three homes (Danny Norris, Felecia Smith, and Johnson heirs which is Felecia Smith). Either the town did not see these homes when the Vision Holly Springs drawing (Att. 29) was made (engineering error), or the homes were known about and it was expected those homeowners would sell to the developer. The developer did approach the homeowners of all three homes and his offer was rejected as a low-ball offer. The offer made was an offer to cover the land only, as the house would be bulldozed (per conversation with Felecia Smith). In addition, Keith Henshaw had built a home as described above at 5605 Honeycutt Rd. If Honeycutt Rd were to no longer be fixed West of Piney Grove Wilbon and Honeycutt Rd shifted to the south to avoid the three homes, then three additional homes (Billy Myers, Selva Mohan, and Keith Henshaw) would be affected (as shown in SWAS p173), bringing the realignment into very close proximity to six homes. Ramey Kemp, as an independent consultant could see all this, and having an objective of the SWAS and Hot Spot studies to minimize impact to homeowners (SWAS p. 156), when Ramey Kemp came forth with their Hot Spot Study suggestion in a January 24, 2019 meeting with the town, running through all these houses was not an option suggested by Ramey Kemp. CAMPO and Ramey Kemp came to Town Hall on January 24, 2019 to present the Hot Spot Study. Jessica McClure (Ramey Kemp Associates) presented the Hot Spot (See Attachment 9 for Hot Spot Study and see Attachment 4 for agenda and associated e-mails), but Ramey Kemp was told to re-route alternative 5 to run South of Honeycutt Rd. This put the routing right on top of six people's homes to save units in the planned subdivisions (Honeycutt Farms and Symphonia). The Hot Spot Study was never revised and none of the routes shown in the Hot Spot Study were used in the SWAS study. Instead, a route south of Honeycutt Rd, as shown on SWAS page 173 was used, even though it does not match any of the routings from the Hot Spot Study. See Attachment 9 for the Hot Spot Study, Alternative 5 Realignment option proposed by Ramey Kemp. Please review all five options proposed in Attachment 9. Note that on Page 5 of the study, realignment was not even the best option with respect to traffic flow (level of service). Page 5 of the Hot Spot Study shows the Peak Weekday PM Level of Service. An "A" is best traffic flow and and "F" is worst traffic flow. It can be seen that Alternatives 1 – Baseline (dual signalization) and Alternative 2 – Align Piney Grove Wilbon scored the highest for best traffic flow. However, neither option was chosen. Neither matched the Vision Holly Springs (Att. 29). Also Alternative 2 would have impacted Tim Honeycutt's personal property. Note that this is one of the applicants on both the Honeycutt Farms and Symphonia subdivisions. Alternative 5 – Realign Honeycutt Rd and Wade Nash WAS selected, but the route in the Hot Spot Study is not used. Ramey Kemp, in their Hot Spot Study had proposed a different routing for the realignment (Alternative 5) than what is shown in the Vision Holly Springs document, and that route by Ramey Kemp was intended to minimize impact to homes.

**THIS WAS THE "OH CRAP!!!" MOMENT FOR THE TOWN.** They had predetermined the route in 2015 prior to a SWAS-like study, and their preferred route was NOT shown as any of the five options that Ramey Kemp had recommended in the Hot Spot Study due to impact to homes. Furthermore, the town had been working with developers on subdivisions. Honeycutt Farms was already under construction. Recall that per Attachment 38, the TIA analysis from Honeycutt Road Assemblage (Honeycutt Farms) was used as input into the Hot Spot study, so everyone was aware of those plans. Symphonia was most likely



already discussed between the developer and town based on the dates of land purchases in i-maps, and the same landowner being shown on both the Honeycutt Farms and Symphonia zoning applications. (See Attachment 3 page 6 of 14 showing that 4 parcels purchased by developer for Symphonia in 2017, one already owned by the landowner applicant, and the remaining four parcels being purchased in 2019 as SWAS was finalized). The town really wanted the realignment per the Vision Holly Springs Att. 29 drawing, but the realignment in the Ramey Kemp study shown as alternative 5 (See Attachment 9) would have ran through Honeycutt Farms housing units that were planned to be built North of Honeycutt Rd. See Attachment 22 for sketch showing Hot Spot Study Alternative 5 routing overlay on subdivisions and showing the road running through the future (planned but not yet built) Honeycutt Farms and also through the Symphonia subdivision.

Note: Beth Goodson was aware that the Vision Holly Springs drawing (Att. 29) did not work as drawn as early as 2018, when Selva Mohan asked questions in an effort to develop his land on the corner of Wade Nash / Piney Grove Wilbon. See Attachment 31 Sketch that Beth Goodson provided to Selva Mohan. As you can see, this does not match Attachment 29 that shows Honeycutt Rd having a fixed western leg for the extension, and it does not have nearly the impact as Attachment 10 shows. This was just something to appease the landowner while Holly Springs figured out what to do in the future. This may have been the town's original "Oh Crap" moment when they realized the Vision Holly Springs routing could not be implemented as shown with a fixed Honeycutt Rd western leg, and three homes interfered with the eastern leg of the realignment.

Comprehensive Transportation Plan, Amendment #1 is dated July 2013 and review of the document shows listed as participants on the development are Gina Clapp, Kendra Parish, and Beth Goodson (See Acknowledgment page before Table of Contents). The Vision Holly Springs document has no cover sheets with date of issuance or participants, but the file name is dated 06/15/2015. See Attachment 4, pages 6 and 9 for participants at the January 24, 2019 meeting between Ramey Kemp, CAMPO and the town. In the meeting were Gina Clapp, Kendra Parish, and Rachel Jones. Note that both Gina Clapp and Kendra Parish are listed in the CTP 2013 version and likely involved with the Vision Holly Springs drawing shown as Att. 29. At a minimum, they were aware of it. On January 24, 2019, a recommendation was made to change Alternative 5 to a completely new routing that is very similar to the Attachment 29 Vision Holly Springs drawing. However, since Keith Henshaw had built a home, and since three homeowners that the Town had assumed would not be there were still there (either missed these houses or assumed homeowners would sell), the town had to propose an absolutely ridiculous realignment which was incorporated into the Southwest Area Study as p. 173 (See Attachment 10 for that page with homeowner names added). See Attachment 35 for preliminary assessment by a traffic engineer that the road cannot be built as shown and meet NCDOT requirements. This action initiated January 24, 2019 and incorporated into the SWAS April 2019 was intended to fix the issues for the time being just to say the roadway was anywhere except on the Honeycutt Farms and Symphonia land to keep things moving (construction at Honeycutt Farms and rezoning for Symphonia). This would allow everything to progress towards the Vision Holly Springs Att. 29 drawing. Then with all construction complete, the town would be able to obtain easements using eminent domain.

Please understand that the original Ramey Kemp alternative 5 presented to the town in the Hot Spot Study on January 24, 2019 ran through cow pasture and crop land (See Attachment 9, Alternative 5).

The Honeycutt Farms units built north of Honeycutt Rd, shown as being impacted by Ramey Kemp's original Alternative 5 (see attachment 22) **WERE NOT BUILT** at the time. This impacted building with about 20 units of town homes begins with 301 Kephart Way to the West and runs to 407 Kephart Way to the East end. Those units obtained certificates of occupancy being issued between December 2021 and July 2022. If construction started January 2021, that is still two years after the Ramey Kemp study and five years after Honeycutt Farms rezoning. The point is that if the town wanted realignment, there was a clear option to choose Alternative 5 AS SHOWN in the original Ramey Kemp Hot Spot Study as the option having the least impact to homeowners, using cow pasture and crop land and the ability to remain well away from any homes. The decision to NOT accept that Ramey Kemp realignment option (Hot Spot Study Alternative 5) was clearly driven by the desire to build as many homes as possible and make as much money for the developer and town as possible (through fees collected). Note that the Ramey Kemp Alternative 5 option would have only ran anywhere near two houses, and minor adjustments could have been made to put at least 200' between the 112' right-of-way and homes. Even with no changes to the routing shown, Alternative 5 would have clearly had the least impact to homeowners. We consider the interference with Ramey Kemp's Hot Spot Study recommendations to align with the town and developer preferences a manipulation of a key study to benefit developers and town with adverse consequences to landowners (foreseeable future loss of land).

## **Section 2 – History of events that have happened from 2019 – present:**

The SWAS is dated 06/28/2019. The SWAS was presented to Town Council on July 16, 2019. Sean Ryan has indicated that after the January 24<sup>th</sup> meeting, the Attachment 27 flyer went out on social media. I received the flyer from Sean Ryan via e-mail. This April 23, 2019 meeting shown on the flyer is the only public meeting with a date that falls between the January 24, 2019 meeting where the Hot Spot Study recommendations were presented and the 06/28/2019 date on the SWAS.

Three years after the initial Hot Spot Study for the Honeycutt Rd Wade Nash Realignment was performed, homeowner (Selva Mohan) discovered the CTP revision and the SWAS study that served as its basis. He alerted Keith Henshaw to the fact that SWAS page 173 had a road running diagonally through his front yard, side yard, and back yard. After reading the SWAS, Keith Henshaw requested a copy of the referenced Hot Spot Study from Sean Ryan and received a copy via e-mail on 09-13-23. As Keith did not believe that SWAS p173 could be real and did not believe someone could route a road through his yard without contacting the landowner, they set up a meeting on October 27, 2022 to discuss with the town staff. The SWAS routing was real, and Henshaw, Mohan, and Ravindra Reddy were told that we could object to impacts on our properties in two ways 1) Through stating objection to the subdivision rezoning at the Planning Board meetings and Town Council meetings, or 2) by applying for a Comprehensive Plan Amendment. See Attachment 16 for documentation where John Schifano (town attorney) sent the Comprehensive Plan forms. We are currently doing both paths.

## **PREVIOUS DECISION MAKERS MAY HAVE BEEN GIVEN FALSE INFORMATION REGARDING THE ADOPTION OF THE SWAS STUDY IN 2019, IMPACTING THE CTP REVISION ISSUED IN 2022.**

I had a follow-up discussion on the previous CTP revision (issued 2022) with John Schifano (town lawyer) in early January 2023 regarding the revision to the Comprehensive Transportation Plan that was made to move the Honeycutt Rd Wade Nash alignment into my yard per SWAS page 173 (and into the yards and in close proximity of other homes) rather than adopt the location shown in the Ramey Kemp Hot Spot Study, Alternative 5.

During the conversation with John Schifano, I asked “Why would the town process a Comprehensive Transportation Plan revision that moved the proposed roadway from cow pasture and crop land as recommended by the Ramey Kemp Hot Spot Study and into my front yard, through Selva Mohan’s house and within 100’ of the three homes on Quiet Glen Drive when the stated purpose of the study was to minimize impact on homeowners?” John responded that he was told at the time that “It was through my yard or through three houses.” I stated that couldn’t be farther from the truth and decision makers received bad information. The original route shown in Hot Spot Study Alternative 5 could stay away from ALL homes by several hundred feet when routed North of Honeycutt Road per the Hot Spot Study. John said that if that was indeed true, then I should pursue a Comprehensive Transportation Plan revision, and it would likely be approved. John said that if they had indeed not chosen the path of least impact, that I may be reimbursed the \$700 fee. Please note that we homeowners are requesting a reimbursement of the \$700 fee based on information presented in this Attachment 1.

So first, let’s look at Ramey Kemp’s Hot Spot Study Alternative 5 drawing in the vicinity maps as well as Attachments 5, 6, and 7 which show the dimensions I am referring to, as you read the following. As you travel east down Honeycutt, the road veers north through Mrs. Holland’s cow pasture (1100 Piney Grove Wilbon). There is a wooded buffer between this roadway and the homes of Honeycutt Farm and that buffer would be several hundred feet. Obviously, there are no homes in the cow pasture and the next homes encountered would be as you cross Piney Grove Wilbon. The road passes between Mrs. Holland house to the North (on west side of Piney Grove Wilbon) and a brick home at 1125 Piney Grove Wilbon (Yvonne and Vincent Norris) that is south of the planned road alignment (east side of Piney Grove Wilbon). I measured the distance between the southern edge of Mrs. Holland’s house (1100 Piney Grove Wilbon) and the north edge of the home at 1125 Piney Grove Wilbon with a surveyor’s wheel and determined the clear distance between the homes to be 665 ft (See attachment 5 for home locations and dimension). Therefore, there is plenty of room to have the roughly 112’ wide roadway right-of-way pass at least 200 feet from either home. The proposed roadway then passes across a bean field east of Piney Grove Wilbon that contains no homes, then through a thin strip of trees on a hill, and enters into another beanfield that connects with Wade Nash to the south. As the roadway turns south towards Wade Nash, the nearest home to the roadway would be a home at the sharp curve on Sand Dune Way (Natalie Betts Woodson’s) and the last house on Quiet Glen Drive (Felecia Smith). There is 850’ between these homes, and there is 550’ from the home on Sand Dune Way to the where the trees start as you move West to the other side of the beanfield. See Attachment 6 for home locations and dimensions. Therefore, the roadway can easily be at least 200-300’ from the home on Sand Dune Way. Therefore, the statements made to Mr. Schifano that it was “my yard or through three homes” are patently false when compared to Hot Spot Study alignment routing. If decision makers used that information as Mr. Schifano did, they were deceived. To add support to this statement, read the next section below which discusses the route that was chosen.

**The Southwest Area Study DID NOT choose the path of least impact to the homeowners, which was the primary goal of the study.**

The routing chosen and placed in the last Comprehensive Plan revision is NOT the path of least impact to homeowners. As discussed in the previous letters, the chosen path in the current CTP runs about 30' from the northeast corner of my home (5605 Honeycutt Rd) crossing diagonally through my front yard, side yard, and back yard before splitting Billy Myers land in half, running through Selva Mohan's house and running about 100' from three homes on Quiet Glen Drive (See Attachment 2 letter, page 5 along with the routing shown on the vicinity map and also see Attachment 7 drawing with detailed dimensions in the area). Six homes would be significantly impacted by routing on SWAS p. 173. Considering the information presented above, the original routing recommended by Ramey Kemp in the Hot Spot Study Alternative 5 (North of Honeycutt Rd) clearly has less impact to homeowners. This change certainly appears to have been made for the benefit of developers such as M/I Homes (Honeycutt Farms which was under construction in areas outside of the Alternative 5 path south of Honeycutt Rd, with plans to build in areas along the Alternative 5 path north of Honeycutt Rd), and Marina Holly Springs who began acquiring the land for the subdivision in 2017 (based on records in iMaps) and for the benefit of well connected landowners who were partnering with the developers of Symphonia subdivision (i.e. Tim Honeycutt who partnered with Marina Holly Springs on Symphonia).

**Town Attorney (John Schifano) suggested working with subdivision attorneys to find mutual resolution. This has been done and good alternatives were found. Then the town undermined the solutions.**

When the SWAS routing was questioned by the homeowners in October 2022, the town attorney (John Schifano, who sincerely tried to help), recommended to Keith Henshaw to reach out to the attorneys for the subdivisions to try to find a routing more acceptable to the homeowners. John Schifano provided the e-mail addresses for the subdivision attorneys. After e-mailing with some proposed solutions, one attorney (Jason Barron) called Keith Henshaw, listened to the problem and potential solutions. This is documented in Attachment 16 e-mail string. Documentation shows that Jason took action on Keith's suggestion to try to resolve the issues using dual signalization. A new Rezoning Application was done by the Symphonia project, and a new TIA supporting an option less disruptive to the homeowners was performed (for dual signalization). Later in 2023, without telling the homeowners, documentation shows that the town directed the developer to withdraw the petition for a CTP amendment for dual signalization (See Attachment 20), and Symphonia also had to revise their rezoning application that had been written to support dual signalization. The rezoning application and TIA were replaced with versions that supported realignment through the homeowner's yards again at the direction of the town. Note that the town had been provided with analysis that would support either realignment or dual signalization through Year 2050, with the document stating that dual signalization performs better (see Attachment 19). At this point, in response to FOIA requests the town appears to have provided misinformation to homeowners requesting information. In response to Keith Henshaw's request for the latest TIA, he was provided with a TIA dated 08/2022 when another TIA dated 01/23 was in the town's possession. If you look at the two TIAs, the 08/22 dated TIA says that there is not enough room for dual signalization and recommends realignment (see Attachment 17), where the 01/23 TIA states that 700' is sufficient distance for dual signalization (See Attachment 18) and works better than realignment. These documents appear to be in conflict. The town and developer appear to have provided misleading information to the Planning Board on 07/25/23. In response to the Planning Board question on if dual signalization was an option or if the distance was too close, the response was that they needed about 1000' feet for dual signalization. Misinformation may have been presented to the Planning Board as



Attachment 18 and 19 support dual signalization through Year 2050 with the conclusion that dual signalization performs better.

### **Lack of Due Process**

The town was also working with the developer in 2023 to present routing options at a Planning Board meeting (07/25/23) that were not recommended/driven by CAMPO (See Attachment 15), that impacted homeowners who were not even impacted by the route currently shown in the CTP and SWAS study (Natalie Betts Woodson and Eric Betts). This is further violation of due process. Now that a high level overview has been presented, we can get into the details.

**Furthermore, the road as proposed on SWAS p. 173, which was incorporated into the Comprehensive Transportation Plan CANNOT be built as shown, and engineers have told the town. The Town of Holly Springs should not move forward knowing that the alternative selected and placed in the Comprehensive Transportation plan is not a feasible alternative and cannot be built. It also violated UDO requirements at the time. As stated, this was just a way to get the road out of the way to move the subdivisions forward.**

First, as a licensed Civil Engineer in the state of North Carolina, I can tell you that putting the four horizontal curves as shown in SWAS, p. 173 which was later incorporated into the CTP cannot work as shown. The design speed of the roadway would be too low for its intended purpose. Planning board members do not need to take my word for it. See Attachment 18 TIA for Symphonia which shows the road cannot meet the required 45 mph design speed. Then see Attachment 35 where our traffic engineer also says the SWAS p. 173 alignment will not meet NCDOT requirements. Also, the lawyer for Symphonia (Jason Barron) contacted me in late November 2022 after I met with town Planning members in October 2022. John Schifano had encouraged myself and Selva Mohan to contact the attorneys for the subdivisions to try to find a mutually agreeable solution. Myself and Selva Mohan had expressed our objections to the roadway realignment in the meeting with the town (Oct 2022), and Jason Barron called me (Keith Henshaw) to see if I would accept the dual signalization option from the Hot Spot Study. On that call, he said that the transportation engineers for Symphonia had determined that the design speed of the roadway as shown in SWAS p. 173 would be too low and they would recommend dual signalization in their TIA. In addition to Jason Barron's statement to me, Selva Mohan (one of the applicants on this submittal) also met with the town regarding development of his land. His transportation engineer also told the town that the road as shown in the CTP and the SWAS would not work as shown due to design speed issues. They also were proposing dual signalization in their TIA. If the town knows that what is shown for a road routing, passing through our land south of Honeycutt Rd is not feasible, and since Alternative 5 in the Hot Spot Study was the previously chosen alternative, the Town of Holly Springs should immediately revise the CTP to show the roadway alignment north of Honeycutt Rd as there are no identified technical concerns with that routing. Jessica McClure (Ramey Kemp) consultant is on record stating that moving the roadway north or south between the two locations has no impact on her operational analysis (See Att. 4, pages 1 and 10). Alternative 5 in the Hot Spot study is actually output from the analysis software. The SWAS p. 173 does not have a similar drawing, as the analysis was not re-ran to move the light to the south. No additional analysis was done to move it south, and therefore none would be required to move it north as we are requesting. Also, our

preferred alternative would be the dual signalization with offset per Attachment 12, which we believe is an even better alternative.

**Developers, Attorneys, and Town appear to be making last minute changes that are inconsistent with what they previously told landowners, and trying to sneak the changes past the homeowners who have previously expressed opposition.**

As stated above, the lawyer for Symphonia (Jason Barron) had told me that his subdivision would recommend dual signalization in their TIA, and I told him on the phone this would likely be acceptable to me, but I wanted the details and wanted the CTP revision complete prior to rezoning. That information was relayed to the other homeowners. Symphonia even submitted the TIA to the town recommending two traffic lights, and I have the page from that TIA submittal (See Att. 18). I have been e-mailing Sean Ryan each month since November to see when Symphonia would come to planning, as I wanted to see what was being proposed, and I didn't want to be a barrier IF Symphonia had submitted the CTP revision with the rezoning request, AND the impacts to the landowners turned out to be minimal. Also during my meeting with the Town of Holly Springs, I was encouraged to use the planning and zoning process to voice any concerns. I asked about the CTP revision request, but the town encouraged me to use the zoning process and express concerns at the Planning Board or Town Council meetings. Now Symphonia is changing their submittal at the last minute to remove the dual signalization and the parallel CTP revision without letting any of the homeowners know. If the argument is that Symphonia has nothing to do with the CTP revision, from information presented above that is obviously false. The Hot Spot Study Alternative 5 alignment was moved from their land to ours. Therefore, the homeowners are submitting this CTP amendment request and request that the town let this CTP revision request be heard BEFORE allowing any rezoning of Symphonia or 1100 Piney Grove Wilbon. Otherwise, we homeowners would suffer irreparable harm by taking away the routing option that ran through Symphonia.

**As stated in previous letters, I am also in disbelief that the town made the previous change to the CTP without making direct notification to ANY of the landowners.** The town attorney is on record via e-mail that all laws were followed and social media, town web pages, and newspaper notifications met all requirements, and he may be correct. However, I do want to document that NO impacted homeowner or nearby landowner was directly notified of the previous CTP change, even if a four lane highway ran across their land in close proximity to their homes. Also, I have requested the newspaper article from both the Town and CAMPO and it has not able to be located, indicating that it did not happen (See Att. 38). Even then, we believe that direct notification of those directly impacted should have been made.

Setbacks - The roadway shown in SWAS, page 173 did not meet the setback requirements that existed in the UDO at the time of the change. Page 2.01-3 shows the setback distance as 100' for a major road like NC 55 Bypass, and the Attachment 29 shows both roadways with the same designation (Existing Major). The space between the roadway cross section and my home is about 25-30 feet. There is not enough physical space in my front yard, as that would have required 100' for the setback and another 130' for the 112' wide road passing at the angle shown. That would require about 230' and it is only 190 feet from my house to roadway centerline. Also, the road would fill up my whole front yard and run through my septic drainfield (See Attachment 24) Also, the setback requirements would not be met when you pass by the homes of Selva Mohan, Danny Norris, Felecia Norris (2 homes) and possibly Billy Myers (See tight spacing shown in Attachment 7). Again, my belief is this change from north of Honeycutt to South

of Honeycutt was just a quick move made by Ramey Kemp at the request of the town to get the roadway off property for which a subdivision was in the works.

For these reasons, I am submitting this CTP revision asking that the roadway be updated to show the Honeycutt Rd Wade Nash road alignment at the Ramey Kemp recommended Hot Spot Study location shown as Alternative 5 (modified as required to account for Honeycutt Farms construction complete and to minimize impact to Woods / Betts property (see Attachment 11 for potential routing). As an alternative, Attachment 12 dual signalization with offset option would be acceptable to the homeowners.

Note: The homeowners are not against the developments and understand that the developers can request a future change to the CTP that minimizes impacts on their development plans. However, after our CTP amendment request is approved to put the roadway north of Honeycutt, we ask that any future CTP amendment requests solicit and incorporate input from the impacted homeowners in the area. If they want to change the CTP, they should have engineers perform a well thought out design. What is currently included for the Honeycutt Rd Wade Nash alignment that came from SWAS page 173 was NOT engineered. It was just moved via a .pdf mark-up tool after being requested to change it during a meeting with the Town of Holly Springs, in order to say the road is not running through Symphonia so that the subdivision could get approved. No thought was put into this design. If the road is not on the subdivision land, the developer can say the CTP has nothing to do with them and move forward. But it is perfectly clear to me that this roadway was moved from their land to support the Honeycutt Farms construction efforts and the Symphonia subdivision rezoning application.

The rezoning of Symphonia (Sand Dune Way) or 1100 Piney Grove Wilbon (Shenandoah Homes) should NOT occur until this CTP revision request review is complete, as the rezoning and subsequent development of the subdivision land would NOT allow the road to be rerouted back to the original Hot Spot Study Attachment 5 recommended location (North of Honeycutt) as we homeowners have requested, if it is found that my request is justified.

Note that we are NOT trying to stop the subdivision development, but first want the CTP revisions complete that reduce impact on the homeowners land in the vicinity to occur, with sufficient detail for homeowners to understand the impact of the CTP revision on their land, PRIOR to any nearby rezoning occurring. If the Ramey Kemp Hot Spot Study Alternative 5 (North of Honeycutt) is NOT acceptable to the developers, that does not mean the subdivisions are dead. But those developers should carry the burden of processing and getting a Comprehensive Transportation Plan revision approved **PRIOR** to rezoning the land to be used for the subdivisions (Symphonia and 1100 Piney Grove Wilbon / Shenandoah Homes) OR the town can approve this request to resolve the issues. As stated previously, an alternative solution may be dual signalization at Honeycutt Piney Grove Wilbon and at Wade Nash Piney Grove Wilbon as I have previously discussed with Jason Barron (Symphonia) with the discussion being at the recommendation of John Schifano (town attorney). That CTP revision by the developers should solicit and incorporate input from ALL impacted homeowners with detailed drawings of the area surrounding the Honeycutt Wade Nash intersection, with attempts to negate or minimize the impact to the homeowners properties.

### **Section 3 – PERCEIVED UNETHICAL BEHAVIOR**

In summary, we believe that influential landowners, town staff, and developers have a relationship such that information is shared that might not otherwise be available to the public. Then these groups appear to have colluded to select roadway locations that minimize impact to lands on which they plan to develop, by shifting the roadways to area homeowner land. This enriches those parties making the decisions (town and developers) while leading to a taking of the homeowner land. This is done in order to maximize units of dwellings to be built and enrich the developers and the town and influential individuals. After revision of the CTP without homeowner awareness, the developers work with the town to rezone the land of influential people and developers. Then the subdivisions are built eliminating other roadway options other than through the homeowners land. This sets up a foreseeable situation where the town can seize the land under eminent domain. The required studies for CTP revision which are supposed to be independent and fair are being manipulated by the town staff. Then the studies are suppressed and hidden. The CTP is updated in a manner where a reviewer cannot see the changes without the supporting studies which are hidden. Then the rezoning occurs without homeowner knowledge of the impact to their land from the revised CTP. Once the subdivisions are built, the town can then claim eminent domain for the future roadways and without any other available options, the town wins the eminent domain case.

However, one possible defense against eminent domain is a manifest abuse of discretion (abuse of power). We homeowners feel this applies to our case based on the following perceived unethical behaviors:

1. **On January 24, 2019, the town manipulated a key study by exerting undue influence on the study results (Hot Spot Study / SWAS process), resulting in foreseeable adverse impacts (loss of property) to area homeowners at a later date – This is the first occurrence of manipulation of a study.**

Ramey Kemp Associates was asked by CAMPO to perform the Hot Spot Study for the Honeycutt Rd Piney Grove Wilbon and Wade Nash Piney Grove Wilbon area. Ramey Kemp and CAMPO presented the Hot Spot Study recommendations to the town staff on January 24, 2019 at Town Hall. The Hot Spot Study that was presented is included as Attachment 9. Note that this is the only revision of the Hot Spot Study. Prior to incorporating into the SWAS, Ramey Kemp was asked during the meeting with the town to change the recommended route for Alternative 5 to a route south of Honeycutt Rd (such as what is shown on SWAS p 173). The town put their finger on the scale and manipulated the recommended routing to maximize the units of housing that could be built at the expense of the homeowners. This was a study that was intended to maintain fairness and transparency. The taking of land of the homeowners by eminent domain in the future was a foreseeable consequence. See Attachment 22 that shows Hot Spot Study Alternative 5 routing impact on both Honeycutt Farms subdivision and Symphonia subdivision. Note that Honeycutt Farms land was rezoned in 2016, but the construction started on the south side of Honeycutt. The TIA for the Honeycutt Road Assemblage (Honeycutt Farms) was used as input into the Hot Spot Study (Att. 38), so the town, CAMPO, and Ramey Kemp were aware of the Honeycutt Farms plans. At the time of the Hot Spot Study (January 2019), there were no housing units built in the Honeycutt Farms area that the Alternative 5 routing would pass through. As for Symphonia, land purchases were occurring starting in 2017 (See Attachment 3 page 6), so actions were being taken to create the subdivision, but zoning had not yet occurred. Tim Honeycutt was a major landowner for both the Honeycutt Farms and the Symphonia



subdivisions and is listed as a landowner applicant on both rezoning packages. This is the same William T Honeycutt whose family Honeycutt Rd is named after and Honeycutt Farms subdivision. The move benefitted the town in terms of fees-in-lieu to be collected, benefitted the developer/wealthy landowners ability to build more units. Eminent domain may be an acceptable tool in certain circumstances, but not when studies intended to maintain fairness and transparency have been manipulated to skew results in favor of the Town and Developers and then have the information hidden from the citizens and affected homeowners.

2. Suppression of studies / providing vague information/ refusal to provide information:
  - a. The SWAS study is not available on the town web site, though it is signed by the engineer April of 2019 and went to Town Council July of 2019. There is discussion of SWAS being done on the web site, but nothing about it being finished or where to find it. Selva Mohan paid a lawyer to dig up a copy of the SWAS that we have. See Attachment 10 for SWAS p173 routing with homeowner names shown in the impacted area.
  - b. The Hot Spot Study is not available on the town web site and no apparent way to find it. We obtained a copy by requesting it from Sean Ryan, after a question and answer session with town staff. We did not know of its existence until August 2022 after Selva Mohan obtained the SWAS.
  - c. See Attachment 32 where town will not provide responses to straight forward questions about processes and impacts on our homes. Answers to most questions were not even discussed during the meeting, and those questions that were discussed had very vague answers such that we requested a more formal written response for clarity. Response was refused.

Information was hidden or suppressed so that impacted homeowners would not know about these impacts until after subdivision approval and construction, with the intent to later use eminent domain to seize homes and property of the landowners to install roadways at a future date.

3. Vague CTP revision - With the SWAS and Hot Spot Study out of site, the CTP was revised in a manner where no one could see the changes. The only item updated in the CTP to address this study with respect to Honeycutt Rd Wade Nash is one page that I have included as Attachment 28. I challenge you to find the Honeycutt Rd Wade Nash realignment. I could not until I had seen SWAS p173 which is not available on the town web page as of 07/31/23.

4. Manipulation of Studies

In addition to item 1, at the planning board, representatives of the Town and/or the developer appear to have misrepresented themselves. When a planning board member asked about dual signalization being an option at 07/25/23 meeting, it was stated that 750' was not enough distance and they needed about 1000'. The Town had a traffic analysis in their possession that states that 700' is sufficient distance, dual signalization works better than realignment, and the analysis is good through 2050. Also, when asked what CAMPO recommended it was stated that CAMPO recommended what is in the SWAS. That is a half-truth, as CAMPO and Ramey Kemp came to town hall to recommend what is in the Hot Spot study on January 24, 2019. What is in

the SWAS study was after Ramey Kemp was asked to reroute Alternative 5 from the Hot Spot Study to run through homeowner yards and away from subdivisions.

When asked for the latest version of the TIA through a FOIA request, an 08/2022 version was provided to Keith Henshaw rather than the later 01/2023 version of the TIA.

Town had in its' possession two versions of the Symphonia TIA, one that says there is not enough distance between existing traffic lights for dual signalization, and another that says there is plenty of distance currently and dual signalization works better than alignment. Then the document that meets the preferred narrative is being presented at meetings.

Town nixed recommendations regarding dual signalization that were presented by Symphonia in rezoning application and associated TIA without telling homeowners, and tried to advance an alternative routing to the Planning Board, ignoring solutions previously presented by homeowners and developed and presented by Symphonia which may have solved the problems of the homeowners.

5. Lack of Due Process – The town knew in 2019 routing selected wasn't the path of least impact to the homeowners. The town did not notify ANY of the homeowners who were directly impacted. Now, the Town and Developer are working together and proposing to set aside land for a road on land belonging to Natalie Betts Woodson and Eric Betts without Natalie or Eric's knowledge. This was discussed at the July 25, 2023 Planning Board and drawings were presented in that meeting for this purpose. The Town and Developer have colluded to avoid due process with respect to notification of homeowners of impact on their land, while advancing an option with clear adverse consequences to Natalie Betts Woodson and Eric Betts.
6. Unequal access – After the initial meeting with Town in October 2022, the town would no longer talk to homeowners to discuss potential solutions. We had to pay \$700 and bring a CTP amendment request to talk. Meanwhile, the developer is openly working with the Town to develop solutions that are in their best interest without impacted homeowner notification or request for any input. In fact, the routing presented at July 25, 2019 reserves land of homeowners who are not currently affected by the CTP SWAS p. 173 routing (Woodson and Betts). This routing is done without CTP revision, without notification to homeowners that it is being discussed, and without CAMPO involvement.
7. Structure of Planning Board and Town Council – The structure does not allow for meaningful discussion. It only allows three minutes per person prior to the presentation by developers. The process does not allow for Public comment to address any statements made by the presenters on the agenda. For example, Public comment appears before the Zone Map Petition on the Agenda for the July 25<sup>th</sup> Planning Board meeting that we attended. There was no provision for us to address (on the spot) anything in Symphonia's presentation that was not accurate and that was questionable such as the offer to set aside land that was not theirs to offer, or to discuss exactly what Ramey Kemp and CAMPO originally recommended to Town staff.

**Conclusion:** We believe the decisions are being primarily driven by what can make Land Developers, Influential Landowners, and the Town of Holly Springs the most money by building the most housing

units. In following this objective, the town staff has violated due process as well as manipulated studies intended to bring fairness and transparency to the route selection process. Instead, town staff have steered the consultants towards a routing more consistent with the objective to maximizing building units which benefits the developers and the town. A primary objective of the SWAS study was to minimize impact to existing homeowners, and that goal has been completely disregarded. Once these studies were issued, the studies that supported the routing decision were suppressed. With the supporting documents hidden, the CTP was then revised in a very vague manner such that homeowners would not realize their land would be impacted even if they looked at the CTP. The goal appears to have been to get the rezoning done and units built before anyone knew what was happening. It was foreseeable that once the developments were complete, eminent domain could be used if required to seize the land of the homeowners and put the roadway where the town and developers wanted it to avoid losing units in their developments. Although we understand that when there is no other option, eminent domain can be used, we do not believe that is currently the case. The town knows other options exist (wide open farmland), and is not taking action to use the other available options. Instead, there appears to be a conspiracy to take existing homeowner land and avoid impact to developer land.

#### **Section 4 – PROPOSED RESOLUTION**

Litigation is always the last option, as you just don't know what the judge will decide. Negotiation should always be the first option. To avoid litigation, homeowners would accept the following actions.

1. Town accept one of the two options proposed as Options a) and b) on page 3. Either of the options chosen should be the long term solution and incorporated into the CTP. Option selected must be the long term solution and any reference of a realignment through the homeowner yards at a later date (such as was incorporated from SWAS p. 173 and into the CTP) must be removed from the CTP and any other associated documents. Otherwise, our rights to use our land and develop as we see fit are taken away from us, while the developer who has had the roadway removed from his land by not choosing Hot Spot Study Alternative 5 is allowed to use his land as he chooses.
2. Written confirmation that the CTP will not be revised back to run through our land after the subdivisions are built (i.e. construction of Symphonia, Cass Holt Crossings, 1100 Piney Grove Wilbon, and new Pulte Homes subdivision on Wade Nash). This can't be a situation where the CTP is revised and later reverted back to the town and developers version to run through our yards after construction is complete.
3. Town of Holly Springs to commit to do an internal review of processes and personnel that led to the situation where homeowners find out three years after a study is performed and adopted to run a major road through their land without their knowledge, and then after being called out on it, the town tries it a second time (Woodson/Betts property) without any notification or CAMPO involvement/direction. The process concerns are that the CTP is being revised without homeowner knowledge or consent. The town should not limit notification to be through social media and other indirect communication. If you are changing the CTP to run through someone's land, the homeowners should be notified and allowed to contest the change BEFORE the CTP is revised and adopted. We had to notify everyone within 500' for this CTP change request and the

town should be held to the same standard as the residents. If current processes allow such indirect communication, this should be changed. We need commitment to real reform in the processes, culture, and possibly personnel. We homeowners would like to see a copy of the report with recommended corrective actions documented with proof of its implementation.

NOTE: We are not lawyers, but if we can't get resolution soon to our satisfaction in writing, we may have an attorney look into whether conspiracy to commit fraud against the landowners has occurred, because to us it certainly appears that there has been.

## **Section 5 – PARTIAL TIMELINE OF EVENTS:**

2008 – Deputy Attorney General settles with William Tim Honeycutt regarding Beckwith and Ballentine Cemetery attempted removal, in order to avoid criminal prosecution. See Attachment 26 for letter from Deputy Attorney General. The cemetery is located at 1209 Piney Grove Wilbon, now owned by Selva Mohan and Ravindra Reddy on the corner of Piney Grove Wilbon and Wade Nash (relevance explained in document).

June 2011 - First CTP adopted, then revised 2013. No route for Honeycutt Rd Wade Nash alignment is included at that time.

2015 – Henshaw buys vacant property at 5605 Honeycutt and discusses plans to build on this lot with the Town of Holly Springs. CTP, UDO were reviewed. There was no route shown for Honeycutt Rd Wade Nash realignment at that time in the CTP or UDO. The route for the realignment had not yet been selected. Hot Spot Study done in future year 2018 is when route selection effort begins, and route was decided in 2019.

2015 – Selva Mohan and Ravi Reddy purchased 10 acre parcel on corner of Piney Grove and Wade Nash Rd from Tim Honeycutt. Then Selva Mohan paid for removal of the Beckwith and Ballentine Cemetery.

September 7, 2016 – Tim Honeycutt signed zoning application for Honeycutt Farms subdivision, in partnership with M/I Homes.

2017 – Henshaw sells easement to WCPSS after making changes in road routing to avoid septic drain field and after discussions with DOT about future road plans. 50' from CL was deemed to be sufficient unless the right turn lane extended back on my land and then there may be a few feet on the taper for the turn lane.

2017 – Marina Holly Springs began to acquire four parcels of land that would later become part of the Symphonia subdivision rezoning application. Marina Holly Springs is the partner with Tim Honeycutt on the Symphonia subdivision.

May 2018 – Keith Henshaw moved into his home at 5605 Honeycutt Rd.

August 2018 – Buckhorn Creek school construction completed and school opened. No Honeycutt Farms construction yet at this time, other than possible site prep south of Honeycutt.

2018 - Hot Spot Study initiated (per Sean Ryan e-mail, study was initiated October 2018)



January 24<sup>th</sup>, 2019 – Hot Spot Study was presented by CAMPO and Ramey Kemp to town staff at Town Hall. Ramey Kemp was requested to change to a routing that was not one of the five original alternatives recommended. Alternative 5 was changed to run south of Honeycutt Rd and through several people's yards instead of North of Honeycutt Rd through cow pasture and crop land.

April 23, 2019 – Only meeting with public that occurred after January 24<sup>th</sup> Hot Spot Study to town staff and prior to Town Council (See Attachment 27). Most don't search social media regularly and if they did they likely would not know what [www.swastudy.com](http://www.swastudy.com) means. No direct notification was made to any of the homeowners regarding routing of highway within a few feet of their homes.

July 16, 2019 – SWAS p. 173 realignment presented to Town Council in presentation.

2019 – 2020 – Honeycutt Farms construction began somewhere at this time SOUTH of Honeycutt Rd

December 2021 – July 2022 – Certificates for units between 301 Kephart Way through 407 Kephart Way issued. Honeycutt Farms Units North of Honeycutt Rd, but on southeast portion of the subdivision adjacent to Mrs. Holland's field (1100 Piney Grove Wilbon) were completed. Construction start on these particular units can be assumed to be approximately one year earlier, so full year 2021 for construction.

Friday, August 19, 2022 - a neighbor notified me of the SWAS study that would run the realignment through my yard at 5605 Honeycutt.

## **Section 6 – A little information about the homeowners and a plea for decency**

Black History (Woodson, Betts, Norris) - Take a minute to consider the façade the town creates versus the actions they take. On the Town of Holly Springs web page is a link to a "Black History Tour". That is included as Attachment 23. If you look at the picture on the Black History Tour, you will see the grandparents of Natalie Betts Woodson and Eric Betts. The routing you selected cuts land in half that has been in their family for well over a hundred years, running the road almost right through the family cemetery. Also in the Black History Tour, you will see many references to the Norris and Johnson names. Felecia Smith, whose home was intended to be bulldozed by the developers (based on her conversation with the developer) has parents with the Johnson name. Her father was a Johnson. The Norris name also frequents those pages. Danny Norris' family is also amongst the homes that the new proposed roadway routing was to run through in the Vision Holly Springs document, but now will have the roadway right-of-way just outside his door. The latest proposal from the town and developer during the 07/25/23 Planning Board meeting (modified from SWAS p. 173) has the road right of way running 49' from his porch if you center the 112' right of way between his porch and that of Selva Mohan. The very people that built this town and that the town is supposed to show reverence for are getting screwed over by the Honeycutt Road Wade Nash realignment routing, and nobody cares to listen to any alternative proposals or work with us to find a mutually acceptable alternative. The only proposals being given serious consideration are the ones that come from the developer.

Keith Henshaw – People have plans for their land when they purchase it, and those plans should not be altered because the town later decides to put a subdivision across the street. Keith purchased a 4.5 acre

parcel of land in 2015 and offset his house on the lot with plans to build a house later for his aging mother who is 75 years old. The lot and planned uses were discussed with the Town and I was told the worst expected impact was widening Honeycutt Rd to 50' from highway CL. Now the town wants to run road diagonally across my land impacting property 250'-300' from the property corner and running through where he wanted to build a house for his mother. Meanwhile, 90 acres of undeveloped farmland exists in the area where the road could run. It is unfair that you take from his 4.5 acres so the developer can put 4 houses per acre to enrich the town and developer, when the road could run through the farmland which is not yet rezoned.

Homeowners are opposed to "setting aside" our land - Homeowners are opposed setting aside our land for future roadways. In the Planning Board meeting 07/25/23, the town and developers discussed no impact until 2045 from using two traffic lights, and setting aside our land for a future roadway alignment. This reserving of our land for roadways blocks us homeowners from using our land as we choose for a roadway that may or may not ever be built. We would not be able to build anything where the roadway was to pass in the future. If the town wants to set aside any land for the roadway, do it on the wide open farmland now before the subdivisions are built and stay away from our homes.

Bryan Keith Henshaw  
5605 Honeycutt Rd.  
Holly Springs, NC 27540

October 14, 2022

To: Planning Board Members and Town Council Members

From: Homeowners affected by Honeycutt Rd / Wade Nash Rd alignment shown in the Southwest Area Study dated June 28, 2019, as follows:

Keith Henshaw (5605 Honeycutt Rd)  
Pamela Henshaw (5605 Honeycutt Rd)  
Billy Myers (1200 Piney Grove Wilbon)  
Selva Mohan (1209 Piney Grove Wilbon)  
Ravindra Reddy (1209 Piney Grove Wilbon)  
Danny Norris (5512 Quiet Glen Drive)  
Emma Norris (5512 Quiet Glen Drive)

On Friday, August 19, 2022, I (Keith Henshaw) was notified of the Southwest Area Study dated 06/28/2019 that contains this photo of the plan to realign Honeycutt Rd and Wade Nash Rd (Ref. page 173, Figure 8-17, Piney Grove at Wade Nash Improvements). This was incorporated into the new Comprehensive Transportation Plan in 2022. My house is shown on the left. Also shown are homes of Selva Mohan and Ravindra Reddy, Billy Meyers, and Danny and Emma Norris.





We are requesting a change to the Comprehensive Transportation Plan to eliminate the impact of the Honeycutt Road / Wade Nash Road alignment on our homes.

#### Brief History

November 2018 the Southwest Area Study was initiated. Hot Spot studies were performed for several intersections and were used as input to the Southwest Area Study. One of the objectives of the SWAS was to minimize impact to homeowners (page 156 states "an effort has been made to avoid existing homes"). SWAS page 156 states that "each Hot Spot was discussed with the appropriate municipalities to engage staff in the process of selecting a preferred alternative." CAMPO initial recommendations were presented to the public on April 23, 2019 in a public meeting. There were five alternatives, with Alternative 5 from the initial recommendations being shown below.

SEE  
CORRECTION  
PAGE 8.

BKH 06/11/23



Note that the town's method of communication for the meetings was flyers and social media. No direct communication with impacted homeowners was made. None of the homeowners were aware of any of



these meetings or studies at the time. However, this initial recommendation did not impact any homes as route was through cow pasture and cropland and away from houses.

After the initial recommendations were reviewed and after getting feedback from the town, the selected option was none of the five original recommendations in the Hot Spot Study. Alternative 5 was modified to instead of running through cow pasture and crop lands and away from homes, Alternative 5 was updated to run through people's yards.

Original Alternative 5 would have run through the areas shown in photos below, well away from homes:







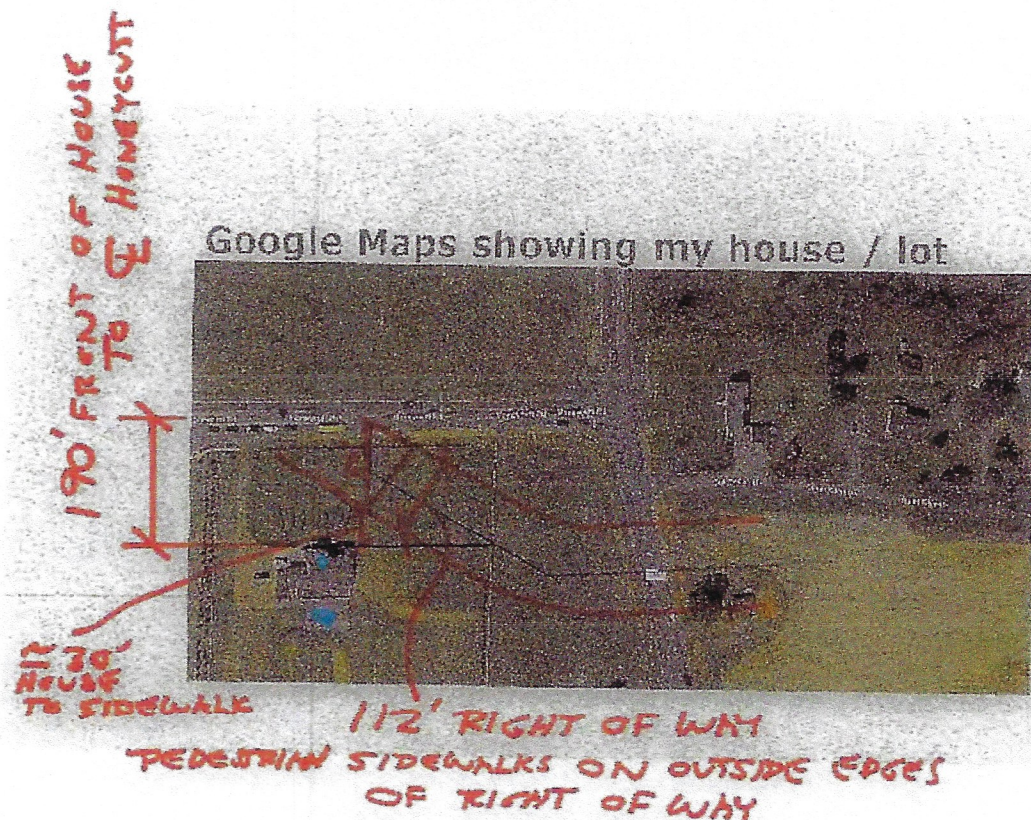


Instead of routing through the farmland shown as originally recommended, Alternative 5 was revised prior to issuance of the SWAS on June 28, 2019. No response from the town has been provided on who requested CAMPO to make the change or why. Also, no response from CAMPO has been provided as to who requested the change and why OR who the engineers were who were involved in the original Hot Spot Study and the modified Alternative 5 shown in the SWAS dated June 28, 2019.

The actual impact to homeowners is much worse than shown on the photo on page 1. Note that the per Sean Ryan, Town Planning Manager, road will be:

76' wide  
112' right of way  
23' median  
(4) 12' lanes

Right of way includes things such as pedestrian sidewalks, plantings, etc. The pedestrian sidewalks are on the extreme outside on both sides of the right of way. See sketch below showing impact.





This plan will result in the sidewalks being approximately 30' from my house (5605 Honeycutt Rd) and I will have a large 4 lane highway and sidewalks occupying the majority of my front yard. The roadway will enter my back yard about 250-300' from the property corner running through my vinyl fence, pass through my side yard by my bedroom window, and enter my front yard at an approximate 32 degree angle from existing Honeycutt Rd. The road will then pass through my septic drainfield area and gas lines. Approximately 150 trees and bushes that my wife and I planted based on prior guidance by the Town and the DOT that roadway impact would not be more than 50' from Honeycutt Rd centerline will be destroyed.

Mr. Selva Mohan will have his house condemned as the road will pass through it. Mr. Billy Myers will have his 2.7 acre lot split in the middle with a large portion of his yard being across the road from the house. The residents of Quiet Lane (3 homes including the home of Danny and Emma Norris) will have a four lane highway and associated pedestrian sidewalks running less than 100' from their homes.

It appears the change in Alternative 5 failed to meet the goal to minimize impact on homes. The study also failed its stated objective to document the decision making process on why routes were chosen. Using the original Alternative 5 recommendation from CAMPO, routing can be performed without impacting any houses.

We, the homeowners, request that the SWAS and Comprehensive Transportation Plan be revised to eliminate impact on our homes. We request that the SWAS page 173 be revised to show the original Hot Spot Study Alternative 5 routing, using cow pasture and crop land as shown on Page 3. The road can be far away from any homes. Only three owners are shown in iMaps for all farmland required for roadway alignment (Mrs. Holland, Tim Honeycutt, and Marina Holly Springs). We request that the Comprehensive Transportation Plan be revised accordingly, and distributed to developers. We further request that any zoning approvals for the 1100 Piney Grove Wilbon (Shenandoah Homes) and the Sand Dune Way (Symphonia) projects have a condition for approval that Honeycutt Rd / Wade Nash roadway alignment must occur using land within those subdivisions, as the Hot Spot Study originally showed for Alternative 5 (See Page 3).

Thank you for your consideration.

See next page for signatures:



**Signature Page:**

B. Keith Henshaw  
Bryan Keith Henshaw

10/14/22  
Date

P. Henshaw  
Pamela Henshaw

10/14/22  
Date

Billy Myers  
Billy Myers

10/17/22  
Date

S. Mohan  
Selva Mohan

10/18/22  
Date

R. Reddy  
Ravindra Reddy

10/19/22  
Date

Danny Norris  
Danny Norris

10 19 22  
Date

Emma Norris  
Emma Norris

10 19 22  
Date

Page 8 - Correction to October 14, 2022 letter

Note that on Attachment 2, page 2, it states that CAMPO presented Hot Spot Study Alternative 5 on April 23, 2019. As stated in Attachment 1 and Attachment 3, Ramey Kemp actually met with the town and changes were requested in January 2019. Therefore in April 2019, what was presented was the SWAS p. 173 routing south of Honecutt Rd. As stated, this is corrected in both later dated letters provided as Attachment 1 and Attachment 3.



## Request for Comprehensive Transportation Plan Revision

From: haysede@aol.com

To: development.services@hollyspringsnc.gov; ernie.carpico@hollyspringsnc.gov; van.crandall@hollyspringsnc.gov; chris.deshazor@hollyspringsnc.gov; duane.hansen@hollyspringsnc.gov; joanna.holder@hollyspringsnc.gov; rick.madoni@hollyspringsnc.us; courtney.patterson@hollyspringsnc.gov; josh.prizer@hollyspringsnc.gov; thomas.urquhart@hollyspringsnc.gov; rick.madoni@hollyspringsnc.gov

Cc: mohans60@gmail.com; wmyers44@embarqmail.com; gogetravi@gmail.com; aragouy@yahoo.com

Date: Monday, October 24, 2022 at 01:04 PM EDT

Planning Board Members,

The town's web site states that the planning board is responsible for reviewing and making recommendations to the Town Council regarding amendments to the comprehensive plan. Several homeowners are affected by recent changes to the Comprehensive Transportation Plan with respect to the Honeycutt Rd / Wade Nash Rd alignment. None of the homeowners were notified of the changes, although they directly impact our properties, until after the CTP changes occurred. We request a revision to the CTP due to impacts on our property from the recent changes. Options exist that eliminate impact on all existing homeowners, including the Alternative 5 option that was originally recommended by CAMPO and Ramey Kemp before they were requested to make changes. Please see attached letter signed by seven voters/homeowners, the original hot spot study recommendations, and Powerpoint presentation for more information.

We homeowners request that we be able to make our presentation at the next available Planning Board meeting and request the change. When I called the Town of Holly Springs this past Thursday, I was told that the 10/25/22 Planning Board meeting has been cancelled. The next meeting is 11/22/22. **Please let me know if the homeowners can come to that Planning Board meeting on 11/22/22 and discuss this subject.** The web page says "the Planning Board does not hold any public hearings during their regular meetings and is not required to hear comments from the general public." Therefore, I ask for confirmation that if we come, we can present and request the change to the CTP. If we can request the change to the CTP without needing to present at the Planning Board meeting, please also let us know that process and we will go that route.

In addition, acknowledging that time may be limited in those meetings, I would like to meet with each of you individually at your leisure, or as a group, prior to the meeting to discuss this issue. I can meet you as a group in my front yard where impacts to my property and my neighbors' properties can easily be seen at the following times:

- Tuesday 10/25/22, 6 PM, 5605 Honeycutt Rd
- Wednesday 11/02/22, 6:15 PM, 5605 Honeycutt Rd
- Tuesday 11/08, 6 PM, 5605 Honeycutt Rd

Please let me know if any of those times work for you and who can make it. If none of these times work for you, please let me know of another time that I can discuss the topic with you. I will come to you. I will also gather all available homeowners once I know times and locations that you all can meet with us. You can call me at (804) 683-4674 any time to discuss. If you want to provide your phone number, I will call you.

Thank you,

Keith Henshaw (Homeowner 5605 Honeycutt Rd., Holly Springs, NC 27540)



Bryan Keith Henshaw  
5605 Honeycutt Rd  
Holly Springs, NC 27540  
Tel: (804)683-4674  
E-mail: Haysede@aol.com

To: Holly Springs Planning Department

From: Keith Henshaw

Date: 11/18/22

Subject: Opposition to Southwest Area Study dated 06/28/2019 recommendations and updated Comprehensive Transportation Plan (CTP - 2022) regarding Honeycutt Rd / Wade Nash alignment, AND Opposition to rezoning of 40-acre tract (1100 Piney Grove Wilbon) and 50-acre tract (Sand Dune Way / Wade Nash) until roadway realignment is resolved to satisfaction of existing impacted homeowners

On Friday, August 19, 2022, a neighbor notified me of the Southwest Area Study dated June 28, 2019 that contains the following photo of the plan to realign Honeycutt Rd and Wade Nash (Ref. SWAS, page 173, Figure 8-17, Piney Grove at Wade Nash Improvements). This routing has been incorporated into the recently revised Comprehensive Transportation Plan. My house is the house on the left.





I am opposed to routing of the four-lane highway through my back/side yard and diagonally through my front yard at 5605 Honeycutt Rd. I am opposed to the rezoning of the 40-acre tract (1100 Piney Grove Wilbon) across Honeycutt Rd from my house, and I am opposed to the rezoning of the 50-acre tract (Sand Dune Way / Wade Nash) that is just across Piney Grove Wilbon PRIOR to roadway alignment relocation that avoids impacting my house and the homes of my neighbors.

After providing the basis for my opposition below, and providing some background history regarding my property and my dealings with the Town of Holly Springs, I will provide two recommended options for resolution. One of these options, I think all parties will find to be agreeable.

My basis for opposition is that the routing of the Honeycutt / Wade Nash road alignment is in conflict with prior guidance for future use of my land provided to me by the Town of Holly Springs between 2015 and 2017. I used guidance from previous meetings with the Town of Holly Springs, as well as guidance from the Unified Development Ordinance (UDO) and Comprehensive Plan that I was referred to in those meetings and during subsequent dealings with the Town of Holly Springs. I have invested a significant amount of money in upgrading my property based on prior guidance. If the roadway alignment plan had been conveyed to me in 2015, I would not have purchased the land and made the improvements.

Further basis for my opposition is that the comprehensive plan revision does not follow the initial recommendations of the consultant that CAMPO hired (Ramey Kemp) and does not follow the path of least impact to homeowners, which was a primary goal of the Southwest Area study. Rezoning of the two undeveloped properties (farmland) subject to rezoning (1100 Piney Grove Wilbon tract and Sand Dune Way / Wade Nash tract) and subsequent development takes away options for the highway alignment that were in the Hot Spot Study, Alternative 5 that do not impact my home or any homes of my neighbors. The highway alignment could use undeveloped properties without impacting lots containing dwellings and improvements. The highway alignment could use lands that currently are cow pasture, cropland, and/or woodland with NO IMPACT to existing homeowners. The change in highway alignment location from the Hot Spot Study recommendation to the SWAS recommendation has been made for the good of the influential individuals and developers and not for the good of the public. The previous recommendation in the Hot Spot study adequately addressed the public need and minimized impact to homeowners. Changes adopted in the SWAS after meeting with the Town of Holly Springs are contrary to the study's goal which was to minimize impact to homeowners.

I already sold property in 2017 to Wake County Public School System (WCPSS) under threat of eminent domain to accommodate a larger right-of-way for roadways, water lines, electric, cable, etc during Buckhorn Elementary School Construction. I do not believe it is fair and equitable to continue to seize my land and not use unimproved properties/farmland in the vicinity, that would not be in yards of existing homes. It is unfair to revise the Comprehensive Transportation Plan to route the road through my yard AFTER my lot development. Current routing would put the right of way and pedestrian sidewalks within 30' of my home. The developments causing or expediting the need for road alignment should carry the burden of the roadway alignment, and they should incorporate into their plans the original Hot Spot Study recommendation, Alternative 5 using farmland (See Powerpoint for drawings and photos) or Alternative 1. None of the six homeowners affected by the highway realignment shown in the SWAS dated 06-28-22 were made aware of the changes proposed and adopted.

## Relevant Background / History of 5605 Honeycutt Rd

2015 – My wife and I found the perfect lot to build our dream home (5605 Honeycutt Rd, P/N 0648607239)

November 2015 – I set up a pre-purchase meeting with Beth Robinson (Holly Springs Planning Department) to discuss my plans for Honeycutt Rd on 11/05/2015. Beth set up the meeting with all the relevant parties in Planning and Engineering. Written questions were sent on 11/01/2015, including anticipated easement width (to be used to locate house and septic on lot). In the meeting, future use was discussed. I had asked about the proposed school (Buckhorn Elementary), but future subdivisions on Honeycutt and expected road impacts were discussed. In 2015, Honeycutt Rd was a 2-lane road with easement extending 30' on either side of roadway centerline. In the meeting with Planning and Engineering, it was discussed that the plan would be to eventually make Honeycutt a 4-lane highway "similar to Cary Parkway." Expected impact on my land was to increase the easement from 30' from highway centerline to 50' from highway centerline. Planning for 50' from roadway centerline was expected to allow room for roadway and utilities. I was referred to the Unified Development Ordinance and Comprehensive Plan for additional information and requirements to be used for my lot development. Nothing in the UDO or Comprehensive Plan at that time would indicate a road would later run through the middle of my side yard (250' from roadway CL) and diagonally through my front yard, or anything beyond road widening discussed above (50' from roadway centerline). It was during the meeting that the corner of Honeycutt Rd and Piney Grove Wilbon was planned for mixed commercial use, but I was told that I could use the 5605 Honeycutt Rd land for residential, as I could do what I wanted with my land as long as I followed the UDO and the Comprehensive Plan.

December 2015 – I purchased 5605 Honeycutt Rd land (12/28/2015 closing date).

2016 – After purchase of land, septic design began. The fifty feet from road centerline expected easement provided by Town of Holly Springs Engineering was used as a design input for the limit on extent of the drainfield. Septic permit design was completed and a permit was approved by Wake County Environmental Services on 10/04/2016.

03/21/2017 – Obtained building permit (2017-00000306) from Holly Springs.

July 2017 – Broke ground for home on July 2017. I set house at 190' from road CL to lessen noise impact of future roadway.

2017 – With septic established in front yard, I pursued re-sloping my back yard for walk out basement, and also installed a baseball field in the back yard. This involved the following permits and plans.

March 2017 – Submitted Erosion and Sedimentation Control Plan to Town of Holly Springs (3", 3-ring binder based on DEQ Design Guide and Holly Springs requirements)

March 20, 2017 – Obtained approval of a 404 permit from Army Corps of Engineers for disturbance of wetlands (Action I.D. SAW-2017-00389)

2017 – Used General 401 Permit from Department of Environmental Quality

06/23/2017 – Permit 2017-00000026 approved by the Town of Holly Springs for construction of backyard baseball field (contact was Sean Ryan).

07/28/2017 – Environmental Development Plan approved to disturb 2.49 acres for baseball field and slope/grading to allow for walkout basement (contact was Darin Eyster).

Holly Springs was deeply involved and well aware of the plans for my land.

October through December 2017 – On 10/12/2017, I received a letter from Wake County Public School System (WCPSS) that the Buckhorn Elementary school construction and associated road improvements would impact my land and required a sale of a portion of my land to facilitate their project. The contact for WCPSS was Jodi Regina. The forced land sale was not unexpected, as in the previous Holly Springs Planning Department meeting in 2015 had indicated the expectation that the roadway easement would be increased from 30' from roadway centerline to 50' from roadway centerline. However, the fact that a fire hydrant was about 85' from roadway centerline and in my drainfield area was a surprise. Other utilities also exceeded the 50' from roadway CL distance that I used for the septic design and permitting. I brought the concern (impacts to approved septic permit) to the town of Holly Springs and was told to work with Jodi Regina (WCPSS Project Manager) as she was coordinating the effort between the town, construction manager, DOT, WCPSS, etc. I was asked to work with the (SEPI), the engineering company being used by the school and town on issue resolution. During this time, I talked to the school construction manager, SEPI engineers, Duke Energy, Holly Springs, and the DOT to answer my questions and resolve issues. In the end, the fire hydrant and all utilities (i.e. water line, power cable, etc) were relocated within 50' of Honeycutt Rd CL and out of my approved drainfield location. Revised drawings were created lessening the impact on my land and I received a new offer for land purchase in letter dated 12/18/2017. Note that on 12/11/2017 I received a letter of land condemnation from Boxley, Bolton, Garder, & Haywood, representing WCPSS. The letter stated that under N.C. law, Wake County Board of Education is authorized to use the power of eminent domain to take my land. The letter stated that they planned to acquire through condemnation proceedings a portion of my property. The required sale of two easements to WCPSS was then completed without further legal action required. The two easements were for a temporary larger construction easement, and then for a smaller permanent easement. Also a zero-dollar easement was granted to Duke Energy in December 2017 after they relocated their power line to within 50' of roadway CL (Duke Energy contact was Sheila Wiggins). My final question before signing the easements was "Is this all done? Are there any other planned or anticipated changes to roadways that would impact my land?"

I was referred to the NCDOT and given a phone number for Mr. Scott Wheeler for roadway questions. In December 2017, Mr. Wheeler's best guess based on the school and planned residential developments along Honeycutt Rd was that a traffic light would be installed at Honeycutt and Piney Grove Wilbon. In general, widening Honeycutt Road beyond 50' from highway centerline was not required. However, a traffic light would be added at the Honeycutt/Piney Grove Wilbon intersection and a right turn lane would be added. The start of the turn lane may or may not be a few feet (3' or 4', less than the width of a traffic lane) onto my property beyond the 50' from highway CL. Mr. Wheeler also discussed that a median strip would be installed in front of my driveway and I would no longer be able to turn left. He sounded surprised that I did not object to not being able to turn left, but as long as the road wasn't getting wider than the 50' from road CL that my planning was based on, it was acceptable. ***The point of this long passage with my history with the property and the Town of Holly Springs is that from 2015 to 2017, no mention was ever made of running Honeycutt through my yard, or widening Honeycutt Rd beyond 50' from centerline, and I asked several times in meetings.***



### Significant investment was made based on information provided by Holly Springs

In 2018, my drainfield was installed and I moved into my home at 5605 Honeycutt Rd in May 2018. Buckhorn Elementary School opened August 2018. Widened Honeycutt Road was installed, including the median strip in front of my driveway as Mr. Wheeler (DOT) had indicated would happen. No stop light at the corner of Honeycutt/Piney Grove Wilbon was installed during road improvements (and still has not occurred). For some reason, the curb was only installed on the North side of Honeycutt Rd across from my property, and no highway curb was installed on the south side (possibly indicating that the town planned roadway routing or widening on my side only). IN ADDITION TO building a 6300 square foot finished space home and installing the aforementioned drainfield, the following actions and improvements were taken between 2018 and 2020:

- Called Town of Holly Springs regarding fencing and landscaping requirements and was again referred to the UDO.
- Planted 97 needlepoint hollies to mark the 50' from CL of roadway and ensure I did not dig into the Duke Energy power cable at 47' from roadway CL.
- Planted 10 Crepe Myrtles, 7 maple trees, and 6 Nellie Stephens trees along front and side property borders. Also planted 8 cherry trees along the driveway.
- Installed a vinyl fence full length along both side borders, and connecting to the front (northeast) corner of my house in accordance with UDO requirements.
- Also planted a row of 66 Nellie Stephens hollies behind the vinyl fence seen in the front and side yard near the property border.
- Installed a baseball field in the back yard per permit previously discussed.
- Installed a stamped concrete driveway.
- Pool installed in 2018.

A significant amount of development expense has occurred based on prior input from the Town of Holly Springs, their representatives, and based on the UDO and comprehensive plan in effect at the time of construction. Pictures of the improvements are shown in the accompanying PowerPoint presentation (.pdf file of Powerpoint presentation).

### Later Town Input

An e-mail from Sean Ryan dated September 2022 indicates the Hot Spot Study was initiated October 2018. The initial Hot Spot Study recommendations show five alternatives and none of the five alternatives run the road through my yard or the yards of my five neighbors (See Hot Spot Study powerpoint). The Honeycutt Rd / Wade Nash alignment recommended in the Hot Spot Study is in the cow pasture across the street from my house, and then through cropland, away from any houses (see photos in Powerpoint). However, in January of 2019 when CAMPO and the consultant (Ramey Kemp) presented their engineering product and made the recommendations shown in the Hot Spot Study to the Town of Holly Springs, then Ramey Kemp and CAMPO were asked to relocate the highway realignment to be south of Honeycutt Rd and into my front yard. I have conducted phone interviews with Ken Withrow of CAMPO and Jessica McClure of Ramey Kemp (analyst who performed study). I have e-mail meeting minutes documenting those discussions. When Ken Withrow was asked why the highway alignment did not use the route originally proposed in the Hot Spot Study by Ramey Kemp, he said we would need to talk to the consultant. He then arranged a teleconference with myself, Kenneth,



and Jessica McClure (the analyst), and another impacted homeowner. Jessica stated that her recommendations were as shown in the Hot Spot Study (running through the pasture and crop land north of Honeycutt Rd and not through my yard). She indicated that the changes to move the alignment south of Honeycutt Rd were requested during meetings with the town in January 2019. I have e-mails that document both my meeting with Jessica and the January 2019 meetings. The request to route the Honeycutt Rd alignment south of Honeycutt Rd originated in January 2019 meetings with the Town of Holly Springs. The new routing in my yard was incorporated into the Southwest Area Study dated 06/28/2019 and has since been incorporated into the Comprehensive Plan.

The obvious question is why the recommendation was made to move the highway alignment from crop land with impact to no homes, and into my front yard within 30' of my home and within 100' of six homes. To answer that question, as is usually the case, you need to follow the money for the most plausible explanation. The zoning application for the Symphonia subdivision lists the owner as William T. Honeycutt and the project applicant as Marina Holly Springs, LLC. Using NC Business lookup, it can be seen that Marina Holly Springs was formed 10/10/2017 and is currently administratively dissolved. The zoning application shows that the proposed subdivision is comprised of eight parcels of land, with seven owned by Marina Holly Springs, LLC. The eighth parcel is owned by WTH Limited Partnership William T Honeycutt. This is the same Mr. Honeycutt whose family name is the basis for Honeycutt Road and who is associated with Honeycutt Farms subdivision. Per iMaps, four of the seven parcels of land were purchased by Marina Holly Springs on 10/23/2017 immediately after the company was formed, with the remaining three parcels being purchased on 05/31/2019. The parcel owned by WTH Limited Partnership has been owned since 1998. The e-mail address for Marina Holly Spring shows [monty@thesnrgroup.com](mailto:monty@thesnrgroup.com) which indicates the developer is currently The SNR Group.

The main point here is that the developer was acquiring land for the subdivision as early as October 2017. The Hot Spot Study originated in October 2018. When the preliminary Hot Spot Study results presented in January 2019 by CAMPO and Ramey Kemp crossed over land owned by Mr. Honeycutt and by Marina Holly Springs, LLC that they intended to use for a future subdivision, the roadway alignment location was inexplicably moved south of Honeycutt Road into my front yard. Per Jessica McClure of Ramey Kemp, no new engineering was performed, as operationally, it did not matter exactly where the four-way intersection was located to the north or south. The customer request was to move the road, so the road was moved. No engineer stopped to consider that with the 112' width to the outside of the right of way and the 32 degree angle shown, that the R.O.W. would be within 29' of the corner of my house at 5605 Honeycutt. The set back for this type of road in the Comprehensive Plan at the time was 100', and it is only 190' from the corner of my house to Honeycutt Rd centerline, so this proposed route did not fit in the space allowed. If any engineering thought was put into this, it would be clear that this does not work. THE HOMEOWNERS CLEARLY SEE THAT THIS RELOCATION OF THE ROAD TO BE SOUTH OF HONEYCUTT WAS JUST A CONVENIENT WAY TO GET IT OUT OF THE SUBDIVISION AREA TO ALLOW LATER REZONING TO OCCUR FOR THE SYMPHONIA SUBDIVISION. The change initiated to the Alternative 5 road routing is clearly for the benefit of influential landowners in the area at the expense of existing homeowners, without any consideration of the impact to homeowners. Prior to rezoning for Symphonia or Shenandoah Homes subdivision, the details of this Honeycutt Roadway alignment need to be worked out to the satisfaction of existing affected homeowners.

The Southwest Area Study recommendations were then presented April 23, 2019 to the public, but none of the six affected homeowners were aware of the meeting or other meetings from December 2018 to July 2019 in flyers sent in Sean Ryan's recent e-mail to me. Sean Ryan (Holly Springs Planning) said flyers and social media were the method of communication to the public regarding the roadway changes. The communications were not seen by any of the six affected homeowners. Note that changes have been incorporated into the Comprehensive Plan and the town lawyer (Schifano) has indicated via e-mail that the only way for me to change the highway alignment routing now is to request a change to the comprehensive plan (or a rezoning application or a development plan which I do not need as my property is already developed and not being rezoned). The comprehensive plan change request requires a \$700 fee, direct notification via first class mail to the affected parties (surrounding landowners/developers), and neighborhood meetings before submittal of the change request. The duration of this process would mean that the rezoning for subdivisions would occur prior to my request for a comprehensive plan change being considered. Also, note that I received no such notification via first class mail, or notice of a public meeting prior to the Comprehensive Plan change to route the road through my yard, and it is unlikely that developers who benefit from the recent comprehensive plan change will help move the roadway of out of my yard. That said, I have sent e-mails to the developer contacts provided by the town's attorney. Note that the current road alignment would NOT allow access from the Shenandoah Homes subdivision onto Honeycutt Rd per their current zoning submittal, as Honeycutt Rd would be in the middle of my property. I request that the changes to Honeycutt Roadway alignment to the satisfaction of the homeowners be incorporated into the rezoning submittals as conditions to allow the rezoning. Proposed alternatives are provided later in this letter.

Additional Information: Development drawings were then created in 2021 (based on zoning submittal information containing 21-XXX drawings numbers). Note that the revised Comprehensive Plan was not released until mid 2022.



First Indication that my land was impacted by Holly Springs roadway plans.

On August 19, 2022, I received a call from a neighbor and he sent me the picture below from the Southwest Area Study, dated 06/28/2019, page 173.



This plan has a SIGNIFICANT IMPACT on my property shown below, and the property of surrounding landowners. The planned road and right of way are actually about twice as wide as shown in the picture above, as the right of way is 112' wide with pedestrian sidewalks on outside edges. As a reference, the northeast corner of my house is 190' from Honeycutt Road centerline. With the 32 degree angle of the roadway crossing my property, there will only be 29' on either side of the right of way if the road is centered at angle shown (i.e 29' from house to pedestrian sidewalk in ROW).





Impacts to my home if road routing is per the SWAS report

- The four lane highway would run within a few feet of the northeast corner of my house and be near my bedroom window on the east side. The four-lane highway would enter my side yard nearly even with the back (southeast) corner of my home.
- The highway would proceed to run diagonally across my front yard in close proximity to my front door before connecting with Honeycutt Road after crossing nearly my entire front yard.
- Note that it is 127' from the center of the holly bushes shown to the front edge of my sidewalk. The roadway will have (4) 12' lanes and a 23' median, with a right of way being 112' with pedestrian sidewalks on outer edges of the right of way.
- For years, I would have construction personnel and equipment in my front yard, only a few feet away from my young children. They would be even closer than during the recent Honeycutt Road widening for the school. The construction easement would be wider than the roadway and would likely be required to run all the way to my house.
- Roadway would run through my permitted drainfield area and through gas line service to house.
- If I am asked to relocate the drainfield to the backyard, that would ruin my baseball field and grading that was previously permitted (multiple permits from Holly Springs and Army Corps of Engineers).



- Highway would enter my property approximately 300' from road CL, run through a junction point of my north-south and east west running vinyl fence taking out the junction point and gate.
- The road would leave a portion of my land across the street that would be significant, but likely too small for any future development.
- The following would either be destroyed by the road, or now would be across the four-lane from my house:
  - 10 Crepe Myrtles
  - 97 needlepoint Hollies
  - 200-250' of vinyl fence
  - 7 maple trees
  - 10 Nellie Stephens Hollies in side/back yard and 6 in the front yard
- Curb appeal would be ruined and property would be severely devalued.
- Seizure of the land where I was planning on building a house for my elderly mother, as the roadway would pass through the planned house location.

(See associated PowerPoint presentation for photos of improvements that will be affected.)

I have undergone not only a significant amount of expense, but also a lot of time and effort in planning and installing aforementioned property upgrades. All trees and shrubs were planted by myself and my wife. I laid the backyard sod. I was the general contractor for the house.

The significant expense, in terms of money, time, and effort was taken on after reliance on information provided by the Town of Holly Springs in 2015 and reaffirmed during later actions (sale of land to WCPSS being limited to 50' from roadway CL). If the roadway passes through the location shown in the SWAS report, that reliance has been severely detrimental and such behavior should be barred from occurring. I would not have built the home and developed the land at this location, if I had been made aware of the highway plans in the SWAS report, which was developed after construction of my home. Holly Springs should be made to stick to what they said previously, and not impact my land with their future highway plans.

For the voting members of the Planning Board and Town Council, I ask you to consider this:

- If this were your land, would you approve this roadway change in the SWAS report and CTP, and the rezoning efforts?
- Would you want this to happen to you if it were on your land?
- If you had planned your dream home and put in all this work and effort, would you want this road running diagonally through your side and front yard?
- This nightmare will be similar for at least six existing homeowners (my house, adjacent house (also opposed), Selva Mohan's house across Piney Grove Wilbon (also opposed), and three houses along Quiet Lane Drive.

- Your response may be that the SWAS is just a study and the plan is not finalized, but remember that it has already been incorporated into the Comprehensive Transportation Plan without knowledge of the homeowners.
- Why was the Hot Spot Study recommendation not followed that routed the roadway alignment through surrounding farmland? See below for Hot Spot Study Alternative 5 from Sean Ryan e-mail dated 09-13-22. This avoids all the homes.



### **Proposed Options to resolve the conflict:**

Option 1: During the zoning process, make a condition of rezoning that the Honeycutt Road realignment be as shown in original Hot Spot Study Alternative 5. This routing is NORTH of Honeycutt Rd., across Mrs. Nancy Holland's cow pasture (Shenandoah Homes proposed subdivision) and through crop land that is included in the Symphonia proposed subdivision. See Powerpoint for photos. This is what the Hot Spot Study originally recommended as least impact to homeowners as suggestion #2 on the last slide of the Hot Spot Study presentation (attached).

Pros: Minimizes impact to existing homeowners. Roadway right of way could be 150-200' away from ANY homes.

Cons: Significant impacts to development plans for two subdivisions.



Option 2: Choose Alternative 1 – Baseline Scenario from the Hot Spot Study. This alternative was Suggestion 1 on the last slide of the Hot Spot Study Powerpoint and this alternative is to “Signalize offset intersections with planned four lane cross section plus turn lanes”.

Pros: This option would avoid any impact on the proposed Symphonia subdivision, avoid impact to Selva Mohan’s property, and avoid impact to Danny Norris and the 3 homes on Quiet Lane. Impacts would be minimized to two existing homeowners on Honeycutt Rd and to 1100 Piney Grove Wilbon subdivision. If we can minimize the impact on the south side of Honeycutt Rd from road widening at 5605 Honeycutt to stop at my row of Holly bushes planted at 50’ from highway centerline, then impact to existing homeowners would be negligible. Also, this would give 1100 Piney Grove subdivision access to Honeycutt Rd as shown in their current zoning application submittal. If road is in the middle of my yard per SWAS page 173, that subdivision would not have access to Honeycutt Rd as shown in their submittal.

Cons: None.



Alternative 1 from Hot Spot Study

### **Roadway Alignment should be designed NOW**

Roadway alignment should be designed now, considering ALL available options and not only those that benefit the influential farmland owners and their developers. At the current time, the town has options to use land that landowners apparently want to sell, using recommendations included in the original hot spot study recommendations, without impacting current homeowners. The town currently has other options to land seizure at this time that are supported by their own Hot Spot Study. At this time, the town should ALSO consider routing of other utilities such as wastewater, power, cable, water for both subdivisions. Wastewater was brought up during the neighborhood meeting for Symphonia, but no answers were provided as to the the plan.

## **Conclusion**

My land has been developed based on information provided by Holly Springs Planning in 2015 and the UDO and Comprehensive Plan in place at that time. Significant effort and expense has occurred based on reliance on Holly Springs Planning design inputs and that of their representatives. Fifty feet from road CL for roadway and utilities was a key design input in my property development. If Holly Springs routes the roadway as shown in the SWAS and the new CTP, that reliance has been detrimental. Holly Springs should be obligated to stand by the information they provided and not be allowed to seize my land for the roadway beyond the 50' from Honeycutt Rd centerline as previously discussed.

As Holly Springs currently know they want the road alignment of Honeycutt and Wade Nash, they should be obligated to minimize the impact to current landowners and consider options available for road alignment that do not consider eminent domain seizure of land that homeowners do not wish to sell. Decisions should be made for the good of the public and not for the good of the influential land owners and their developers. The developer should shoulder the responsibility for road improvements he causes or expedites.

The issuance of the SWAS report dated 06/28/2019 and the subsequent and very recent update of the Comprehensive Plan to show highway alignment being planned to cross homeowner land without notifying the homeowners may constitute a violation of the homeowners' due process rights. Also, the arrangement where the developer proposes the highway changes and works with the Town, with the developer paying a "fee-in-lieu" for housing unit built may constitute a conflict of interest. Homeowners should also have been included in these planning discussions.

The Town of Holly Springs should be obligated to design and consider routes for the roadway alignment that use the land proposed for development. I have proposed several options in this letter with photos and drawing mark-ups provided in the corresponding PowerPoint presentations. These options would lessen the impact on existing homeowners which was a stated goal of the Southwest Area Study.

The Town of Holly Springs should not be able to intentionally install high density developments on the last blocks of unoccupied land, that can reasonably be used for the roadway alignment and to eliminate a known problem, and then seize landowner land under eminent domain. To do so may constitute a manifest abuse of discretion (at best), as it is obvious that routes exist currently across the land proposed for rezoning that could be used for roadway alignment. This is obvious from photos provide in the associated Powerpoint provided, even if you are not a licensed Professional Civil Engineer (which I am). This is also supported by the town's own Hot Spot Study recommendations. Also changing key design input information previously provided to the owner either constitutes poor communication or bad faith. You need to be able to keep your word. I asked about future highway widening and was told there were no plans to go beyond 50' from highway centerline, and I have acted on that information.

As stated in this letter, I am opposed to rezoning of either the 40-acre tract (1100 Piney Grove Wilbon) or the 50 acre tract (Sand Dune Way / Wade Nash) until detailed design of the roadway extension is complete and that route does not require seizure of my land or that of other homeowners in the area. The final roadway plans should be discussed and agreed upon with the existing homeowners prior to rezoning.



Any unbiased civil engineer given the task to route the entire roadway alignment project across the two undeveloped blocks of land (40 acre and 50 acre blocks discussed) would easily be able to make this happen without impacting any homes. This was done in the Hot Spot Study. The team make-up of those who made the final decisions is biased towards the influential land owner and his developer. The routing should be conducted without that bias as was done in the original Hot Spot Study recommendations.

### Final Request

I am asking the planning department, planning board, and town council to consider if this was their home if they would approve the rezoning plan, knowing that will lead to eminent domain land seizure and road routing through the middle of your yard. If not, please vote against the rezoning and subsequent development until the roadway edge of right of way is routed at least 140' from any home. Choosing to signalize the two intersections will do this, and my home would be the closest to the construction, but with increased clearance from what is shown in the SWAS. Proceeding with Holly Springs plan as shown in the SWAS page 173 will result in a lengthy legal battle if you intend to run the highway across my front yard and that of my five neighbors.

Please vote "NO" to the rezoning the 40 acre and 50 acre blocks of land near the Honeycutt Rd / Piney Grove Wilbon intersection, until the Comprehensive Transportation Plan is updated with input from homeowners and the roadway alignment no longer runs through the yards of existing homeowners or until a condition is added to the zoning approval making the change requested in this letter. The roadway alignment should be performed by the developers, using the land to be developed and not that of nearby homeowners. The roadway alignment should use the Hot Spot Study preliminary recommendation for Alternative 5, or one of the other options shown in the Hot Spot Study (i.e. Alternative 1 which would minimize impact on all parties).

My wife and I would prefer that this be resolved now for our peace of mind rather than having a future potential eminent domain suit hanging over us for years to come.

Respectfully,



Bryan Keith Henshaw

(Homeowner 5605 Honeycutt Rd)

Attachment 3

Re: Opposition to Rezoning of 1100 Piney Grove Wilbon and Sand Dune Way subdivisions PRIOR to resolving Honeycutt Road realignment details to satisfaction of impacted homeowners

From: haysede@aol.com

To: chris.deshazor@hollyspringsnc.gov; mackenzie.fretz@hollyspringsnc.gov;  
developmentsservices@hollyspringsnc.gov

Cc: ernie.carpico@hollyspringsnc.gov; van.crandall@hollyspringsnc.gov; duane.hansen@hollyspringsnc.gov;  
joanna.holder@hollyspringsnc.gov; rick.madoni@hollyspringsnc.us; courtney.patterson@hollyspringsnc.gov;  
josh.prizer@hollyspringsnc.gov; thomas.urquhart@hollyspringsnc.gov; mohans60@gmail.com;  
wmyers44@embarqmail.com; gogetravi@gmail.com; aragouy@yahoo.com

Date: Friday, November 18, 2022 at 04:40 PM EST

E-mail #2 of 4 - Additional files are sent in this e-mail due to file size restrictions.

Thanks,  
Keith Henshaw

-----Original Message-----

From: haysede@aol.com

To: Chris.Deshazor@hollyspringsnc.gov <Chris.Deshazor@hollyspringsnc.gov>;  
mackenzie.fretz@hollyspringsnc.gov <mackenzie.fretz@hollyspringsnc.gov>;  
developmentsservices@hollyspringsnc.gov <developmentsservices@hollyspringsnc.gov>

Cc: ernie.carpico@hollyspringsnc.gov <ernie.carpico@hollyspringsnc.gov>; van.crandall@hollyspringsnc.gov  
<van.crandall@hollyspringsnc.gov>; duane.hansen@hollyspringsnc.gov <duane.hansen@hollyspringsnc.gov>;  
joanna.holder@hollyspringsnc.gov <joanna.holder@hollyspringsnc.gov>; rick.madoni@hollyspringsnc.us  
<rick.madoni@hollyspringsnc.us>; courtney.patterson@hollyspringsnc.gov  
<courtney.patterson@hollyspringsnc.gov>; josh.prizer@hollyspringsnc.gov <josh.prizer@hollyspringsnc.gov>;  
thomas.urquhart@hollyspringsnc.gov <thomas.urquhart@hollyspringsnc.gov>; rick.madoni@hollyspringsnc.us  
<rick.madoni@hollyspringsnc.us>; courtney.patterson@hollyspringsnc.gov  
<courtney.patterson@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>;  
wmyers44@embarqmail.com <wmyers44@embarqmail.com>; gogetravi@gmail.com <gogetravi@gmail.com>;  
aragouy@yahoo.com <aragouy@yahoo.com>

Sent: Fri, Nov 18, 2022 4:38 pm

Subject: Opposition to Rezoning of 1100 Piney Grove Wilbon and Sand Dune Way subdivisions PRIOR to resolving Honeycutt Road realignment details to satisfaction of impacted homeowners

Thanks Chris,

I would like to come in Tuesday and address the Planning Board. I am sending two letters and two associated Powerpoint presentations. This will likely take more than one e-mail due to file size. I would ask that all files be retained as part of the public record with respect to the rezoning requests for both 1100 Piney Grove Wilbon (Shenandoah Homes) and Sand Dune Way (Symphonia) subdivisions. The first letter is signed by seven homeowners with an October date. The second is from me (Keith Henshaw) dated today 11/18/22. This letter is longer with more detail than the letter signed by the seven homeowners. The Powerpoint presentations mirror the letters but contain more photos and supporting documentation.

Thank you,  
Keith Henshaw  
(804) 683-4674

-----Original Message-----

From: Chris Deshazor <Chris.Deshazor@hollyspringsnc.gov>



### Attachment 3

To: haysede@aol.com <haysede@aol.com>  
Cc: Mackenzie Fretz <mackenzie.fretz@hollyspringsnc.gov>; developmentsservices@hollyspringsnc.gov <development.services@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>; wmyers44@embarqmail.com <wmyers44@embarqmail.com>; gogetravi@gmail.com <gogetravi@gmail.com>; aragouy@yahoo.com <aragouy@yahoo.com>; Ernie Carpico <Ernie.Carpico@hollyspringsnc.gov>; Van Crandall <Van.Crandall@hollyspringsnc.gov>; Duane Hansen <duane.hansen@hollyspringsnc.gov>; Joanna Holder <joanna.holder@hollyspringsnc.gov>; Rick Madoni <rick.madoni@hollyspringsnc.us>; Courtney Patterson <Courtney.Patterson@hollyspringsnc.gov>; Josh Prizer <josh.prizer@hollyspringsnc.gov>; Thomas Urquhart <Thomas.Urquhart@hollyspringsnc.gov>; Rick Madoni <rick.madoni@hollyspringsnc.us>  
Sent: Thu, Oct 27, 2022 7:13 pm  
Subject: Re: --[EXTERNAL]--Re: Request for Comprehensive Transportation Plan Revision

Hello Mr. Henshaw,

Thank you for your message. I apologize for the delayed response. As noted, the planning board makes recommendations to the town council. At each meeting we do host public comment at the beginning of the planning board meeting and **speakers are asked to keep comments to 15 minutes**. If you are interested in speaking at the next planning board meeting, you just need to sign up at the beginning of the meeting.

Thank you and good luck.

Chris Deshazor

On Oct 27, 2022, at 7:31 AM, [haysede@aol.com](mailto:haysede@aol.com) wrote:

Mackenzie,

Please see e-mail below, attached letter and supporting files. I did not receive any response from the Town of Holly Springs development services, or any of the Planning Board members. Can you please let me know if the next planning board meeting will be held on 11/22/22? If so, if the homeowners who signed the attached letter are present, will we be given the opportunity to address the Planning Board and make a brief presentation requesting a revision to the Comprehensive Transportation Plan?

Board Members - If you would be willing to discuss this issue, please call me at (804) 683-4674. You are our elected officials, and the homeowners have concerns.

Thank you,  
Keith Henshaw  
(804) 683-4674

-----Original Message-----

From: [haysede@aol.com](mailto:haysede@aol.com)

To: [developmentsservices@hollyspringsnc.gov](mailto:developmentsservices@hollyspringsnc.gov) <[developmentsservices@hollyspringsnc.gov](mailto:developmentsservices@hollyspringsnc.gov)>; [Ernie.Carpico@hollyspringsnc.gov](mailto:Ernie.Carpico@hollyspringsnc.gov) <[Ernie.Carpico@hollyspringsnc.gov](mailto:Ernie.Carpico@hollyspringsnc.gov)>; [Van.Crandall@hollyspringsnc.gov](mailto:Van.Crandall@hollyspringsnc.gov) <[Van.Crandall@hollyspringsnc.gov](mailto:Van.Crandall@hollyspringsnc.gov)>; [Chris.Deshazor@hollyspringsnc.gov](mailto:Chris.Deshazor@hollyspringsnc.gov) <[Chris.Deshazor@hollyspringsnc.gov](mailto:Chris.Deshazor@hollyspringsnc.gov)>; [Duane.Hansen@hollyspringsnc.gov](mailto:Duane.Hansen@hollyspringsnc.gov) <[Duane.Hansen@hollyspringsnc.gov](mailto:Duane.Hansen@hollyspringsnc.gov)>; [Joanna.Holder@hollyspringsnc.gov](mailto:Joanna.Holder@hollyspringsnc.gov) <[Joanna.Holder@hollyspringsnc.gov](mailto:Joanna.Holder@hollyspringsnc.gov)>; [Rick.Madoni@hollyspringsnc.us](mailto:Rick.Madoni@hollyspringsnc.us) <[Rick.Madoni@hollyspringsnc.us](mailto:Rick.Madoni@hollyspringsnc.us)>; [Courtney.Patterson@hollyspringsnc.gov](mailto:Courtney.Patterson@hollyspringsnc.gov) <[Courtney.Patterson@hollyspringsnc.gov](mailto:Courtney.Patterson@hollyspringsnc.gov)>; [Josh.Prizer@hollyspringsnc.gov](mailto:Josh.Prizer@hollyspringsnc.gov) <[Josh.Prizer@hollyspringsnc.gov](mailto:Josh.Prizer@hollyspringsnc.gov)>; [Thomas.Urquhart@hollyspringsnc.gov](mailto:Thomas.Urquhart@hollyspringsnc.gov) <[Thomas.Urquhart@hollyspringsnc.gov](mailto:Thomas.Urquhart@hollyspringsnc.gov)>; [Rick.Madoni@hollyspringsnc.gov](mailto:Rick.Madoni@hollyspringsnc.gov) <[Rick.Madoni@hollyspringsnc.gov](mailto:Rick.Madoni@hollyspringsnc.gov)>  
Cc: [mohans60@gmail.com](mailto:mohans60@gmail.com) <[mohans60@gmail.com](mailto:mohans60@gmail.com)>; [wmyers44@embarqmail.com](mailto:wmyers44@embarqmail.com) <[wmyers44@embarqmail.com](mailto:wmyers44@embarqmail.com)>; [gogetravi@gmail.com](mailto:gogetravi@gmail.com) <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; [aragouy@yahoo.com](mailto:aragouy@yahoo.com) <[aragouy@yahoo.com](mailto:aragouy@yahoo.com)>

Sent: Mon, Oct 24, 2022 1:04 pm

Subject: Request for Comprehensive Transportation Plan Revision

Planning Board Members,

The town's web site states that the planning board is responsible for reviewing and making recommendations to the Town Council regarding amendments to the comprehensive plan. Several



### Attachment 3

homeowners are affected by recent changes to the Comprehensive Transportation Plan with respect to the Honeycutt Rd / Wade Nash Rd alignment. None of the homeowners were notified of the changes, although they directly impact our properties, until after the CTP changes occurred. We request a revision to the CTP due to impacts on our property from the recent changes. Options exist that eliminate impact on all existing homeowners, including the Alternative 5 option that was originally recommended by CAMPO and Ramey Kemp before they were requested to make changes. Please see attached letter signed by seven voters/homeowners, the original hot spot study recommendations, and Powerpoint presentation for more information.

We homeowners request that we be able to make our presentation at the next available Planning Board meeting and request the change. When I called the Town of Holly Springs this past Thursday, I was told that the 10/25/22 Planning Board meeting has been cancelled. The next meeting is 11/22/22. **Please let me know if the homeowners can come to that Planning Board meeting on 11/22/22 and discuss this subject.** The web page says "the Planning Board does not hold any public hearings during their regular meetings and is not required to hear comments from the general public." Therefore, I ask for confirmation that if we come, we can present and request the change to the CTP. If we can request the change to the CTP without needing to present at the Planning Board meeting, please also let us know that process and we will go that route.

In addition, acknowledging that time may be limited in those meetings, I would like to meet with each of you individually at your leisure, or as a group, prior to the meeting to discuss this issue. I can meet you as a group in my front yard where impacts to my property and my neighbors' properties can easily be seen at the following times:

- Tuesday 10/25/22, 6 PM, 5605 Honeycutt Rd
- Wednesday 11/02/22, 6:15 PM, 5605 Honeycutt Rd
- Tuesday 11/08, 6 PM, 5605 Honeycutt Rd

Please let me know if any of those times work for you and who can make it. If none of these times work for you, please let me know of another time that I can discuss the topic with you. I will come to you. I will also gather all available homeowners once I know times and locations that you all can meet with us. You can call me at (804) 683-4674 any time to discuss. If you want to provide your phone number, I will call you.

Thank you,

Keith Henshaw (Homeowner 5605 Honeycutt Rd., Holly Springs, NC 27540)

(804) 683-4674

Homeowner - 5605 Honeycutt Rd, Holly Springs, NC 27540

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

<CTP Revision Request - Signed Letter.pdf><Hot Spot Study attachment from Sean Ryan 09-13-22 e-mail.pdf>  
<Request for Comprehensive Plan Revision and SWAS Report Revision.pdf>

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).



Letter to Planning Board and Town Council Members Signed 11-18-22.pdf  
19.4MB



## Hot Spot Study - Who Proposed What and When

Purpose: There has been much discussion about what CAMPO proposed, and this is to clear up some confusion. See e-mails behind this file for supporting documentation.

### History:

October 2018 - Sean Ryan stated previously that the Hot Spot Study was initiated in October 2018, but that date is not significant and will not need verification.

January 24, 2019 - The Hot Spot Study was presented to the Town planning staff. See Agenda (.pdf page 5 of this file). In addition, see meeting minute notes on Page 2 and 3 of this file where Jessica was interviewed. Jessica says when CAMPO and she came to Town Hall to present her recommendations, that was the Hot Spot Study. There were never any revisions to the Hot Spot Study and no further analysis was done when changes were requested at this meeting. During the meeting with Town staff (Gina Clapp, Kendra Parrish, and Rachel Jones), Ramey Kemp was asked to change the routing for Alternative 5. It was originally north of Honeycutt Rd in open field, but Ramey Kemp was requested to move south of Honeycutt into several people's yards. In the following pages, there are e-mails from Ken Withrow with notes and attendees from the meeting, followed by notes taken by town staff.

Someone else at Ramey Kemp made the requested changes to satisfy the customer, but that was not Jessica. Jessica said the move south had no impact on her analysis, and this is also reflected in her January 30<sup>th</sup> e-mail which is attached. Both CAMPO (Ken Withrow) and Ramey Kemp (Jessica McClure) stated that they were not opposed to moving the roadway alignment back north of Honeycutt Rd, but the change would need to go back to the town for approval.

In the town staff notes (attached), it can be seen that Gina Clapp asked about a Round About. So after Ramey Kemp took the action to change Alternative 5 routing, Roger Henderson responded to Rachel regarding the roundabout on March 11, 2019. He states that his preference is Alternative 5, and the town has labeled this file as the recommendation in the documents obtained via FOIA request. However, note that this "recommendation" does not say North or South of Honeycutt, and this is happening March 11, 2019. The request to move the alignment south of Honeycutt Rd during a meeting with the town had already occurred January 24, 2019 per Jessica McClure, the analyst who presented the Hot Spot Study.

Although the Hot Spot Study was never revised, the SWAS study incorporated the routing south of Honeycutt Rd on SWAS p. 173. The SWAS was later adopted by CAMPO on August 21, 2019. See Sean Ryan 09/15/2022 e-mail with the date of adoption.

Note: In recent 07/25/23 Planning Board meeting, a councilman asked what did CAMPO recommend. The response was that CAMPO recommended what was in the SWAS, but that is not what CAMPO and Ramey Kemp originally recommended. What is in the SWAS was influenced during the meeting with the town.

See following e-mail documentation.

## Meeting Minutes from 10/22/2022 teleconference (by Keith Henshaw)

From: haysede@aol.com  
To: jmcclure@rameykemp.com; kenneth.withrow@campo-nc.us  
Cc: mohans60@gmail.com  
Date: Monday, October 24, 2022 at 09:59 AM EDT

Ken / Jessica,

Thank you for the teleconference on Thursday, 10/20/22. I have typed meeting minutes below. If anything is incorrect, please let me know.

Meeting Date: 10/20/2022

Attendees: Ken Withrow (CAMPO), Jessica McClure (Ramey Kemp), Selva Mohan (homeowner affected by Honeycutt Rd realignment), Keith Henshaw (affected homeowner)

Purpose: In a previous teleconference between Ken Withrow (CAMPO) and Keith Henshaw, Keith had asked how the recommendation for Honeycutt Rd Wade Nash Rd alignment changed from what is shown as Alternative 5 in the attached Hot Spot Study to what is shown in the Southwest Area Study p. 173. Ken had previously stated the change was requested in a meeting with the town of Holly Springs, but he did not know who or why the suggestion was made. Therefore, he arranged the Thursday 10/20 meeting with their consultant, Ramey Kemp.

### Meeting Notes:

Jessica McClure attended the meeting representing Ramey Kemp. Jessica was the analyst who worked on the project. Jessica is a licensed professional engineer. The Alternative 5 drawing shown in the hot spot study was created by Jessica McClure. It is output from software that Ramey Kemp uses to analyze traffic flow. Note that the Alternative 5 drawing in Jessica's attached hot spot study shows the recommended route passing through cow pasture and cropland away from homes.

Per Jessica McClure, the request to move the road alignment to what is shown in p173 (adjacent to my home) came in a meeting with the town in January 2019. Those in attendance for the Town of Holly Springs included Gina Clapp, Kendra Parrish, and Rachel Jones. Jessica did not recommend the change, and she did not create the drawing shown on p173 of the SWAS which incorporated the requested change. The change was requested in the meeting with the town, and then Ramey Kemp incorporated the change into the SWAS. Jessica stated that her analysis was strictly operational, and as long as there was a four-way intersection as shown, moving the intersection north or south a little had no impact on the analysis. Analytically there was no issue moving the intersection to the south as requested, and there is no operational impact if it is moved back to the north. Jessica was not sure who the Ramey Kemp engineer was who incorporated the requested change, but it may have been Roger Henderson, who was the Ramey Kemp Project Manager and who is also a licensed professional engineer. Roger no longer works for Ramey Kemp and was thought to currently be working for the Town of Chapel Hill.

Jessica and Ken were not aware that the road alignment was so close to my house and other homes in the area such as that of Selva Mohan, and they understood our concerns. Neither Jessica McClure (Ramey Kemp) nor CAMPO were opposed to moving the roadway alignment back to the original Alternative 5 as shown in the hot spot study attachment. However, the change would need to go through the town for approval, and then it could be incorporated into the Study or CTP as requested. Ken will be at the meeting with the town on Thursday 10/27 to discuss with the town.

### Other information:

Study was done for 2045 plan year.

If anyone wants any changes or additions to these notes, let me know.

Thank you,  
Keith Henshaw  
haysede@aol.com

(804) 683-4674



Hot Spot Study attachment from Sean Ryan 09-13-22 e-mail.pdf

1.3MB



SWAS p173 picture.pdf

194.5kB

RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)

To: mohans60@gmail.com; gogetravi@gmail.com; haysede@aol.com; wmyers44@embargmail.com

Cc: kathy.carlisle@hollyspringsnc.gov; daniel.spruill@hollyspringsnc.gov; rachel.jones@hollyspringsnc.gov; cheryl.caines@hollyspringsnc.gov; Elizabeth.Goodson@hollyspringsnc.gov

Date: Monday, August 29, 2022 at 01:32 PM EDT

Good afternoon Mr. Mohan,

We appreciate you relaying your concerns and sharing with us your understanding of the impacts to this area and your property. It's extremely helpful to have community involvement as development occurs and we are happy to help answer your questions. We also received an email from Mr. Henshaw earlier last week expressing concerns with the future realignment of Honeycutt and Wade Nash Roads. With this email we hope to provide you all with the most up-to-date information we have on this project so that you are receiving consistent information from Town staff.

The realignment of Honeycutt Road and Wade Nash Road is a recommendation that originated from the 2018 Southwest Area Study (SWAS) conducted by the Capital Area Metropolitan Planning Organization (CAMPO) with consultant Ramey Kemp. As part of the Deficiency and Needs Analysis, the intersections for Honeycutt Road and Wade Nash Road at Piney Grove Wilbon Road were identified as having low level of service and selected for a hot spot study. This hot spot study looked at various ways to raise the level of service and produced a list of five alternatives:

1. Signalization of both intersections
2. Realign Piney Grove Wilbon Road east into Wade Nash Road
3. Convert into a partial superstreet with full signal at Honeycutt Rd and 2 two-phase signals on Piney Grove Wilbon Rd one at Wade Nash Rd and the other further down at a u-turn further south.
4. Dual roundabouts with slip lanes at both intersections
5. Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed.

Following public and stakeholder engagement, the current alignment was chosen as the preferred alternative. This design fulfilled level of service needs, while having the least number of impacts to the school and existing residential structures and lowest project costs. The project design was acknowledged and approved by CAMPO, NCDOT, the Town of Holly Springs, and the Town of Fuquay-Varina and was subsequently adopted as a recommendation in the recently adopted Holly Springs Comprehensive Transportation Plan (CTP).

I'm hopeful that the information below will help provide a little more insight into the development process and how the CTP comes into play.

- Each of the two proposed Rezoning Applications mentioned are required to submit a Traffic Impact Analysis (TIA) as part of the rezoning request.
- The TIAs were scoped with representatives from Town Staff, NCDOT and the applicant's Licensed Transportation Engineer in accordance with local and state policies.
- Both the Piney Grove Wilbon/Honeycutt Rd. intersection, as well as the Piney Grove Wilbon/Wade Nash intersection, are being evaluated with both proposals as part of their respective TIAs.
  - The Honeycutt Rd./Piney Grove intersection will be signalized in the coming months as part of the transportation improvements required of the Honeycutt Subdivision development. The rezoning requests will account for this in the respective traffic analyses.
- Part of the TIA requirement is to make recommendations for improvements at intersections that are performing below acceptable levels of service, based on the specific development impact.





## AGENDA

### Hot Spot Meeting in Holly Springs

January 24, 2019

2:00 – 3:00 PM

- |                                         |                      |
|-----------------------------------------|----------------------|
| 1. Opening Remarks                      | Roger Henderson, RKA |
| 2. Brief Background & Problem Statement | Jessica McClure, RKA |
| 3. Alternatives Considered              | Jessica              |
| 4. Preliminary Results                  | Jessica              |
| 5. Next Steps                           | Group                |

*HOT SPOT  
STUDY PRESENTED*

Project website [www.swastudy.com](http://www.swastudy.com) OR



#### Southwest Area Study GUIDING PRINCIPLES

- **Livability** – protecting community character while balancing the following:
  - Mobility needs
  - Housing and transportation affordability
  - Accommodating future growth
  - Facilitating active living / transportation
- **Mobility and Accessibility** – improving transportation choices for everyone with coordinated roadway, bicycle, pedestrian, and transit strategies that mutually support transportation and land use initiatives. Emphasizing multimodal connectivity, accessibility and improved choices in travel routes and modes for everyone, regardless of age or ability.
- **Technology** – embracing innovations that transform travel patterns and transportation habits.
- **Sustainability** – promoting, in three forms:
  - **Economic Vitality** – investing in transportation services and facilities that support a diversified economy with more jobs in the study area.
  - **Environmental Balance** – preserving environmentally sensitive areas, scenic viewsheds and rural heritage lands.
  - **System Preservation** – prioritizing investments to preserve the existing transportation system.

---

• Angier • Apex • Fuquay-Varina • Holly Springs • Harnett County • Wake County  
 • Capital Area Metropolitan Planning Organization (CAMPO) •  
 Kenneth Withrow Project Manager [kenneth.withrow@campo-nc.us](mailto:kenneth.withrow@campo-nc.us) 919.996.1728

RE: FW: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

From: Withrow, Kenneth (kenneth.withrow@campo-nc.us)  
To: mohans60@gmail.com; jmcclure@rameykemp.com  
Cc: haysede@aol.com  
Date: Wednesday, October 26, 2022 at 03:32 PM EDT

Good afternoon Selva,

Following some research, please see my responses in the [blue](#) font. Jessica, please feel free to confirm, or note if there are discrepancies.

**From:** Selva Mohan <mohans60@gmail.com>  
**Sent:** Wednesday, October 26, 2022 1:49 PM  
**To:** Jessica McClure <JMcClure@rameykemp.com>  
**Cc:** haysede@aol.com; Withrow, Kenneth <Kenneth.Withrow@campo-nc.us>  
**Subject:** Re: FW: SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hi Kenneth & Jessica,

I have one follow up question since this is not a true minutes of the meeting. Need to fill some gaps

1. Was this meeting in person ? [The meeting was conducted in person on Thursday, January 24, 2019.](#)
2. Where was it conducted - Physical location [The meeting was held in the town hall of Holly Springs](#)
3. What time to what time [The time period was between 2:00 to 3:00 pm](#)

Who all were the original invitees ? [The original invitees included: Jessica McClure - Ramey-Kemp](#)

[Kendra Parrish – Town of Holly Springs](#)

[Chris Lukasina – CAMPO](#)

[Kenneth Withrow - CAMPO](#)

[Gina Clapp – Town of Holly Springs](#)

[Rachel Jones – Town of Holly Springs](#)

[David Keilson - NCDOT](#)

[Doumit Ishak - NCDOT](#)

[Mark Eatman – NCDOT](#)

[Roger Henderson – Ramey-Kemp](#)

Please allow me to note that while this list of persons was invited, I do not recall all of them physically participating at the meeting.

[Thanks](#)

[Mo](#)

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*



On Thu, Oct 20, 2022 at 11:19 AM Jessica McClure <[JMCClure@rameykemp.com](mailto:JMCClure@rameykemp.com)> wrote:

---

**Jessica McClure, PE**

**State Traffic Engineering Lead**

T 919 872 5115



---

**From:** Jessica McClure <[JMCClure@rameykemp.com](mailto:JMCClure@rameykemp.com)>

**Sent:** Wednesday, January 30, 2019 6:23 PM

**To:** Withrow, Kenneth <[Kenneth.Withrow@campo-nc.us](mailto:Kenneth.Withrow@campo-nc.us)>; kendra.parrish@hollyspringsnc.us; Lukasina, Chris <[Chris.Lukasina@campo-nc.us](mailto:Chris.Lukasina@campo-nc.us)>; Gina Clapp ([gina.clapp@Hollyspringsnc.us](mailto:gina.clapp@Hollyspringsnc.us)) <[gina.clapp@Hollyspringsnc.us](mailto:gina.clapp@Hollyspringsnc.us)>; Rachel Jones <[rachel.jones@Hollyspringsnc.us](mailto:rachel.jones@Hollyspringsnc.us)>; PE David Keilson ([dpkeilson@ncdot.gov](mailto:dpkeilson@ncdot.gov)) <[dpkeilson@ncdot.gov](mailto:dpkeilson@ncdot.gov)>; Ishak, Doumit Y ([dishak@ncdot.gov](mailto:dishak@ncdot.gov)) <[dishak@ncdot.gov](mailto:dishak@ncdot.gov)>; mreatman@ncdot.gov

**Cc:** Roger Henderson <[rhenderson@rameykemp.com](mailto:rhenderson@rameykemp.com)>

**Subject:** SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)

Hi all – attached is the LOS summary table from the Hot Spot presentation last week, as well as a PDF of the presentation slides. I have placed the actual PowerPoint at the follow link if you need it:

<https://rameykemp.sharefile.com/d-s3516096e0354ce88>

A brief recap of our discussions:

- Alternative 1 (signalizing two offset existing intersections with appropriate turn lanes) operates well and served as out 'baseline' for comparison to other alternatives
- Alternative 2 -realign Piney Grove Wilbon Rd into Wade Nash (for a more direct path to Hilltop Needmore Extension and/or NC 55). This option was originally not favored due to strong North/South traffic patterns, but then there was a hefty discussion of if this option was completed, would this encourage more people head to NC 55 south of Town and circumvent the new Main St Extension/Ralph Stephens area?
- Alternative 3 (partial superstreet) would require a full signal at Honeycutt road and 2, two-phase signals on Piney Grove Wilbon – one at Wade Nash and one at the proposed U-turn location south
- Alternative 4 (roundabout) would require dual lane roundabouts with slip lanes at both intersections.
- Alternative 5 – much discussion was had about where to actually realign the roadways, but the operation of the signal would remain fairly similar regardless of where it was along Piney Grove Wilbon. We discussed turning Honeycutt Rd south some and Wade Nash Rd north to 'meet in the middle' of the two existing intersections (dubbed '5C' for Chris...). There was also discussion of if this intersection could operate acceptably as a roundabout instead of a signal.

This list appeared to be narrowed to Alternative 1, Alternative 2, and Alternative 5'C' by the end of the meeting.

Please let myself or Roger know if you have any questions as you continue reviewing and making decisions.

Thank you!

Jessica

Jessica McClure, PE

Public Sector Transportation Manager



5808 Faringdon Place, Suite 100

Raleigh, NC 27609

Office: 919.872.5115

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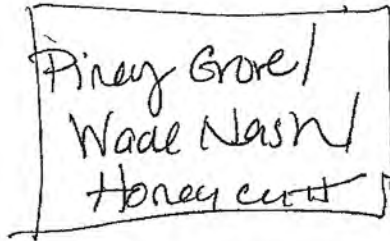
# Hot Spots Follow-up

CTA Amendment Request Attachment 4

SWAS 1/24/19

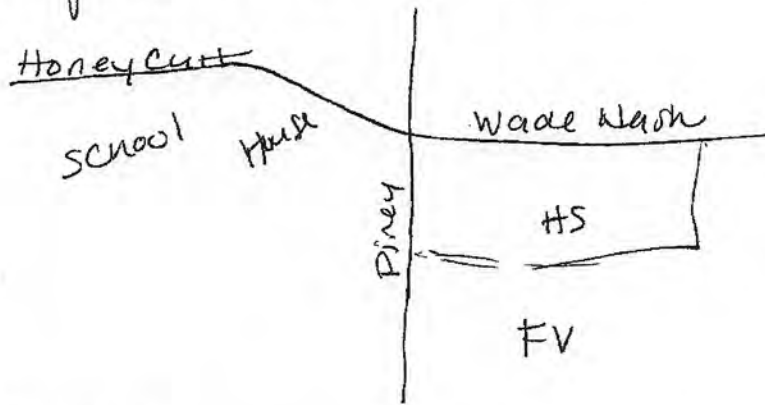
TRM

Honeycutt Build Traffic-2045  
Model Volumes



Jessica  
Roger  
Gina  
Kendra  
Rachel  
Chris.  
David

- ① — Look at Bordenway Realignment South  
Honeycutt to Wade Nash



- ② — Bennett  
Knoll open about a year. Need more time  
to evaluate results

ADT North of Honeycutt : ~ 20,000 for Alt 2

- ③ — 6-lanes on Bypass to Uda Hwy  
(SWAS 2045)

- ④ — Consider LAP projects

Gina: Realign w/ Round  
About ??

Feb 19th  
CTA

Presenting #  
Next Wed  
SOT meeting

**Rachel Jones**

**From:** Jessica McClure <JMCClure@rameykemp.com>  
**Sent:** Wednesday, January 30, 2019 6:23 PM  
**To:** Withrow, Kenneth; Kendra Parrish; Lukasina, Chris; Gina Clapp; Rachel Jones; PE David Keilson (dpkeilson@ncdot.gov); Ishak, Doumit Y (dishak@ncdot.gov); mreatman@ncdot.gov  
**Cc:** Roger Henderson  
**Subject:** SWAS Hot Spot - Holly Springs (Piney Grove Wilbon at Honeycutt/Wade Nash)  
**Attachments:** LOS Summary table.pdf; Hot Spot - HS Prelim Results.pdf  
**Categories:** SWAS

Hi all – attached is the LOS summary table from the Hot Spot presentation last week, as well as a PDF of the presentation slides. I have placed the actual PowerPoint at the follow link if you need it:

<https://rameykemp.sharefile.com/d-s3516096e0354ce88>

A brief recap of our discussions:

- Alternative 1 (signalizing two offset existing intersections with appropriate turn lanes) operates well and served as out 'baseline' for comparison to other alternatives
- Alternative 2 -realign Piney Grove Wilbon Rd into Wade Nash (for a more direct path to Hilltop Needmore Extension and/or NC 55). This option was originally not favored due to strong North/South traffic patterns, but then there was a hefty discussion of if this option was completed, would this encourage more people head to NC 55 south of Town and circumvent the new Main St Extension/Ralph Stephens area?
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This list appeared to be narrowed to Alternative 1, Alternative 2, and Alternative 5'C' by the end of the meeting.

Please let myself or Roger know if you have any questions as you continue reviewing and making decisions.

Thank you!

Jessica

Jessica McClure, PE  
 Public Sector Transportation Manager



5808 Faringdon Place, Suite 100  
 Raleigh, NC 27609  
 Office: 919.872.5115  
 Direct: 919.987.1283

Cell: 919.637.5553

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## Rachel Jones

---

**From:** Roger Henderson <rhenderson@rameykemp.com>  
**Sent:** Monday, March 11, 2019 2:17 PM  
**To:** Rachel Jones  
**Subject:** FW: SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment  
**Attachments:** \_Piney Grove Wilbon and Wade Nash\_Honeycutt SIDRA Results.pdf

Rachel,

RKA analyzed Alternative 5 with a roundabout and got some surprising results; it would need to be the biggest roundabout in North Carolina ... with three circulating lanes to serve northbound through traffic. It's the graphic on page 5 of the attached PDF (pages 1 through 4 result in less-than-acceptable levels of service).

A conventional signalized intersection would have a more-normal footprint with only 2 northbound through lanes + 2 northbound left-turn lanes (same in the southbound direction) and 1 through lane + exclusive left + exclusive right turn lanes in the eastbound and westbound directions. This would result in LOS D in the AM peak hour and LOS C in the pm peak hour. The conventional signalized intersection brings the east-west roadways together into one intersection; so Honeycutt on the west and Wade Nash on the east ... meet at one intersection on Piney Grove Wilbon Rd. This is the option I recommend.

Let me know if you want more info or to discuss.

Best regards,

Roger

Ps. Do you have a scheduled meeting with Kendra ... or are you on-call ?

---

**From:** Michael Karpinski <MKarpinski@rameykemp.com>  
**Sent:** Monday, March 11, 2019 12:58 PM  
**To:** Roger Henderson <rhenderson@rameykemp.com>  
**Cc:** Jessica McClure <JMCClure@rameykemp.com>  
**Subject:** RE: SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment

Roger –

Please find the below link where you will find the SIDRA analysis reports (also attached) for the realigned intersection of Piney Grove Wilbon Road and Honeycutt Road / Wade Nash Road. I have a hard copy printed out that I will bring over to discuss further.

[S:\2017 Projects\17355 CAMPO Southwest Area Study\RKA Traffic\Hot Spots\Analysis\Piney Grove Wilbon Road\ 3.11.19 SIDRA Analysis\Reports](#)

Thanks!

Michael Karpinski, EI  
Transportation Associate





5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
Main: 919-872-5115  
Direct: 919-987-1300

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---

**From:** Jessica McClure  
**Sent:** Monday, March 11, 2019 10:43 AM  
**To:** Michael Karpinski <[MKarpinski@rameykemp.com](mailto:MKarpinski@rameykemp.com)>  
**Cc:** Roger Henderson <[rhenderson@rameykemp.com](mailto:rhenderson@rameykemp.com)>  
**Subject:** SWAS Hot Spots - RaB analysis for PGW/Wade Nash realignment

[S:\2017 Projects\17355 CAMPO Southwest Area Study\RKA Traffic\Hot Spots\Analysis\Piney Grove Wilbon Road](#)

Michael - We need to run 'Alternative 5 – Wade Nash Realignment' numbers as a roundabout for AM and PM. The roundabout geometry will be based on what it takes to hit LOS D. I'll be by in a sec to discuss some more details.

Once we have results, please coordinate with Roger so he can relay the info to the Town.  
Thanks!

Jessica McClure, PE  
Public Sector Transportation Manager



5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
Office: 919.872.5115  
Direct: 919.987.1283  
Cell: 919.637.5553

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RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)  
To: haysede@aol.com  
Date: Thursday, September 15, 2022 at 05:07 PM EDT

Hi –

The study was adopted by CAMPO August 21, 2019.

NCDOT members involved were Mark Eatman (NCDOT Planning & Systems) and David Keilson (Division 5)

Sean



Sean Ryan, AICP | *Planning Manager*  
Town of Holly Springs | Development Services – Land Development  
PO Box 8 | 128 S Main St | Holly Springs, NC 27540  
Office: (919) 557-2903  
Email: [sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)  
[www.HollySpringsNC.gov/DevelopmentServices](http://www.HollySpringsNC.gov/DevelopmentServices)

**Warning:** This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**From:** haysede <haysede@aol.com>  
**Sent:** Thursday, September 15, 2022 4:14 PM  
**To:** Sean Ryan <sean.ryan@hollyspringsnc.gov>  
**Subject:** RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

And the hot spot study date and who signed off on it.

Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
Date: 9/15/22 4:03 PM (GMT-05:00)  
To: Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>, haysede <[haysede@aol.com](mailto:haysede@aol.com)>  
Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi –

Yes, that is the correct contact with CAMPO.

Sean



Sean Ryan, AICP | *Planning Manager*  
Town of Holly Springs | Development Services – Land Development  
PO Box 8 | 128 S Main St | Holly Springs, NC 27540  
Office: (919) 557-2903  
Email: [sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)  
[www.HollySpringsNC.gov/DevelopmentServices](http://www.HollySpringsNC.gov/DevelopmentServices)

**Warning:** This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**From:** Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>  
**Sent:** Thursday, September 15, 2022 3:20 PM  
**To:** haysede <[haysede@aol.com](mailto:haysede@aol.com)>  
**Cc:** Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
**Subject:** Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Keith,

I Noticed the PPT was done by

Kenneth Withrow, Senior Transportation Planner  
Phone: 919-996-4394

[kenneth.withrow@campo-nc.us](mailto:kenneth.withrow@campo-nc.us)

Thanks  
Mo

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

On Thu, Sep 15, 2022 at 2:51 PM haysede <[haysede@aol.com](mailto:haysede@aol.com)> wrote:

Can you please provide me the contact information for both the CAMPO point of contact for the Hot Spot Study and the NCDOT point of contact who was working with CAMPO and the town on the hot spot study. Also I would like the date for the hot spot study and who signed off on it.

Thanks,  
Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
Date: 9/15/22 2:40 PM (GMT-05:00)  
To: Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>  
Cc: Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>, Dan Berry <[Dan.Berry@hollyspringsnc.gov](mailto:Dan.Berry@hollyspringsnc.gov)>, Sean Mayefskie <[Sean.Mayefskie@hollyspringsnc.gov](mailto:Sean.Mayefskie@hollyspringsnc.gov)>, Shaun McGrath <[Shaun.McGrath@hollyspringsnc.gov](mailto:Shaun.McGrath@hollyspringsnc.gov)>, "Dr. Aaron Wolff" <[Aaron.Wolff@hollyspringsnc.gov](mailto:Aaron.Wolff@hollyspringsnc.gov)>, Kristi Bennett <[Kristi.Bennett@hollyspringsnc.gov](mailto:Kristi.Bennett@hollyspringsnc.gov)>, [haysede@aol.com](mailto:haysede@aol.com), Daniel Spruill <[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>, [wmyers44@embarqmail.com](mailto:wmyers44@embarqmail.com), Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>, Chris Hills <[chris.hills@hollyspringsnc.gov](mailto:chris.hills@hollyspringsnc.gov)>



Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Mo,

Please reach out when you are back in the country and we will schedule a time to meet. We will hopefully have more of the information you requested by then. The SWAS was initiated by CAMPO and they selected and hired the consultant to complete the study.

Thanks,



Sean Ryan, AICP | *Planning Manager*  
Town of Holly Springs | Development Services – Land Development  
PO Box 8 | 128 S Main St | Holly Springs, NC 27540  
Office: (919) 557-2903  
Email: [sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)  
[www.HollySpringsNC.gov/DevelopmentServices](http://www.HollySpringsNC.gov/DevelopmentServices)

**Warning:** This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

---

**From:** Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>  
**Sent:** Thursday, September 15, 2022 1:14 PM  
**To:** Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
**Cc:** Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; Dan Berry <[Dan.Berry@hollyspringsnc.gov](mailto:Dan.Berry@hollyspringsnc.gov)>; Sean Mayefskie <[Sean.Mayefskie@hollyspringsnc.gov](mailto:Sean.Mayefskie@hollyspringsnc.gov)>; Shaun McGrath <[Shaun.McGrath@hollyspringsnc.gov](mailto:Shaun.McGrath@hollyspringsnc.gov)>; Dr. Aaron Wolff <[Aaron.Wolff@hollyspringsnc.gov](mailto:Aaron.Wolff@hollyspringsnc.gov)>; Kristi Bennett <[Kristi.Bennett@hollyspringsnc.gov](mailto:Kristi.Bennett@hollyspringsnc.gov)>; [haysede@aol.com](mailto:haysede@aol.com);  
Daniel Spruill <[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>; [wmyers44@embarqmail.com](mailto:wmyers44@embarqmail.com); Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>; Chris Hills <[chris.hills@hollyspringsnc.gov](mailto:chris.hills@hollyspringsnc.gov)>  
**Subject:** Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Sean,

Thanks for the prompt response. I am Out of the country starting this Saturday and will be back on the 4th Oct. We can schedule a time then.

I am sure Keith and my Biz Partner Ravi would like to be there. I'll coordinate upon my return.

- Who initiated the SWAS study ?.
  - If CAMPO was hired as a consultant then the town should have access to all the material including the deliberation process.

Looking forward to the meeting and thanks again.

Thanks  
Mo

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

On Thu, Sep 15, 2022 at 11:59 AM Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)> wrote:

Good morning, Mo,



My apologies for any delay in providing information. Since the Town did not complete the SWAS study we are coordinating with CAMPO to see what information they can share that we can then provide you. I believe they are having to research some of this themselves which is resulting in some delay.

Please let me know when a good time would be for you to meet with some of our staff to discuss your questions in more detail and we will arrange a meeting.

Thank you,

Sean Ryan, AICP | *Planning Manager*  
Town of Holly Springs | Development Services – Land Development  
PO Box 8 | 128 S Main St | Holly Springs, NC 27540  
Office: (919) 557-2903  
Email: [sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)  
[www.HollySpringsNC.gov/DevelopmentServices](http://www.HollySpringsNC.gov/DevelopmentServices)

**Warning:** This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

---

**From:** Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>

**Sent:** Wednesday, September 14, 2022 9:14 PM

**To:** Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>; Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; Dan Berry <[Dan.Berry@hollyspringsnc.gov](mailto:Dan.Berry@hollyspringsnc.gov)>; Sean Mayefskie <[Sean.Mayefskie@hollyspringsnc.gov](mailto:Sean.Mayefskie@hollyspringsnc.gov)>; Shaun McGrath <[Shaun.McGrath@hollyspringsnc.gov](mailto:Shaun.McGrath@hollyspringsnc.gov)>; Dr. Aaron Wolff <[Aaron.Wolff@hollyspringsnc.gov](mailto:Aaron.Wolff@hollyspringsnc.gov)>; Kristi Bennett <[Kristi.Bennett@hollyspringsnc.gov](mailto:Kristi.Bennett@hollyspringsnc.gov)>

**Cc:** [haysede@aol.com](mailto:haysede@aol.com); Daniel Spruill <[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>; [wmyers44@embarqmail.com](mailto:wmyers44@embarqmail.com)

**Subject:** Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Sean,

I went thru the SWAS study PPT with a date stamp of 16th July 2019 which has this design



But the hotspot study has the following design

Can you please fill the void between these 2 designs

1. Date of each design
2. How and why it was modified - Justification by the team
3. I asked for the cost analysis
4. Did anyone do any prelim design, because the original one looks more professional and the final one looks like it is hand drawn
5. Team members names, involved in the design decisions
6. Scoring methodology and any excel spreadsheets used for scoring (This should be public domain)

I had asked for most of this info on 30 Aug and haven't received any info. Can you provide me with an ETA as to when we can expect this information. The planning meetings provide literally 5 to 10 min for us to voice our grievances which will not be enough. We have repeatedly asked for information and meetings and it has been totally ignored.

Thanks  
Mo

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

On Tue, Sep 13, 2022 at 10:11 PM Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)> wrote:

Sean,

Thanks again for sending the study. You mentioned "Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed"

Alternative 5 looks like below (In the study) - Doesn't run over anyone's house. It goes thru empty land and a much smoother transition. Why wasn't this adopted?

Looks like the original design would have impacted both the proposed developments

- 1100 Piney Grove Wilbon Rezoning: Srinija Tummalapalli;  
email: [srinija@shenandoahhomes.us](mailto:srinija@shenandoahhomes.us)
- Symphonia: Abriel Spittel; email: [aspittel@withersravenel.com](mailto:aspittel@withersravenel.com))

But the town is adopting the following design below which is not even in the document you sent. -  
Runs over one house and runs 25 ft from the other.

Also the study doesn't say

- When was it done - Month & Year
- Team Members who were involved in the study

Thanks  
Mo

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

On Tue, Sep 13, 2022 at 4:26 PM Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)> wrote:

Hi Keith,

I have attached the information we have from the Capital Area Metropolitan Planning Organization (CAMPO) who completed the study.

I hope this helps,  
Sean

Sean Ryan, AICP | Planning Manager



**Warning:** This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**From:** [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)>  
**Sent:** Tuesday, September 13, 2022 2:23 PM  
**To:** Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
**Cc:** [mohans60@gmail.com](mailto:mohans60@gmail.com)  
**Subject:** Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Sean,

In the e-mail below, for Option 5, "Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection," it states taht 3 options were reviewed. Can you please share information on what those three options were, how the three options were evaluated, and the basis for how the chosen option was selected.

Thank you,  
Keith Henshaw  
(804) 683-4674

-----Original Message-----

From: Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>  
To: Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>; Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; haysede <[haysede@aol.com](mailto:haysede@aol.com)>; [wmyers44@embargmail.com](mailto:wmyers44@embargmail.com) <[wmyers44@embargmail.com](mailto:wmyers44@embargmail.com)>  
Cc: Kathy Carlisle <[kathy.carlisle@hollyspringsnc.gov](mailto:kathy.carlisle@hollyspringsnc.gov)>; Daniel Spruill <[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>; Rachel Jones <[rachel.jones@hollyspringsnc.gov](mailto:rachel.jones@hollyspringsnc.gov)>; Cheryl Caines <[cheryl.caines@hollyspringsnc.gov](mailto:cheryl.caines@hollyspringsnc.gov)>; Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>  
Sent: Mon, Aug 29, 2022 1:30 pm  
Subject: RE: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Good afternoon Mr. Mohan,

We appreciate you relaying your concerns and sharing with us your understanding of the impacts to this area and your property. It's extremely helpful to have community involvement as development occurs and we are happy to help answer your questions. We also received an email from Mr. Henshaw earlier last week expressing concerns with the future realignment of Honeycutt and Wade Nash Roads. With this email we hope to provide you all with the most up-to-date information we have on this project so that you are receiving consistent information from Town staff.

The realignment of Honeycutt Road and Wade Nash Road is a recommendation that originated from the 2018 Southwest Area Study (SWAS) conducted by the Capital Area Metropolitan Planning Organization (CAMPO) with consultant Ramey Kemp. As part of the Deficiency and Needs Analysis, the intersections for Honeycutt Road and Wade Nash Road at Piney Grove Wilbon Road were identified as having low level of service and selected for a hot spot study. This hot spot study looked at various ways to raise the level of service and produced a list of five alternatives:

1. Signalization of both intersections
2. Realign Piney Grove Wilbon Road east into Wade Nash Road
3. Convert into a partial superstreet with full signal at Honeycutt Rd and 2 two-phase signals on Piney Grove Wilbon Rd one at Wade Nash Rd and the other further down at a u-turn further south.
4. Dual roundabouts with slip lanes at both intersections
5. Realign Honeycutt Rd and Wade Nash Rd to meet for a full intersection. There were 3 options reviewed.



Following public and stakeholder engagement, the current alignment was chosen as the preferred alternative. This design fulfilled level of service needs, while having the least number of impacts to the school and existing residential structures and lowest project costs. The project design was acknowledged and approved by CAMPO, NCDOT, the Town of Holly Springs, and the Town of Fuquay-Varina and was subsequently adopted as a recommendation in the recently adopted Holly Springs Comprehensive Transportation Plan (CTP).

I'm hopeful that the information below will help provide a little more insight into the development process and how the CTP comes into play.

- Each of the two proposed Rezoning Applications mentioned are required to submit a Traffic Impact Analysis (TIA) as part of the rezoning request.
- The TIAs were scoped with representatives from Town Staff, NCDOT and the applicant's Licensed Transpiration Engineer in accordance with local and state policies.
- Both the Piney Grove Wilbon/Honeycutt Rd. intersection, as well as the Piney Grove Wilbon/Wade Nash intersection, are being evaluated with both proposals as part of their respective TIAs.
  - The Honeycutt Rd./Piney Grove intersection will be signalized in the coming months as part of the transportation improvements required of the Honeycutt Subdivision development. The rezoning requests will account for this in the respective traffic analyses.
- Part of the TIA requirement is to make recommendations for improvements at intersections that are performing below acceptable levels of service, based on the specific development impact.
- The applicants utilize local and regional transportation plans, like the Town's CTP, the regional Metropolitan Transportation Plan (MTP) and Southwest Area Study (SWAS), to inform their recommendations in the TIA, as well as transportation engineering standards and best practices.
- Depending on the results of the TIA, it is possible that the intersection realignment shown in the local and regional plans be recommended to mitigate the development's impacts. However, alternative, viable solutions could also be proposed by the applicant team to address the project impact. These would need to be reviewed not only by the Town, but by the Town's 3<sup>rd</sup> party consultant and the NCDOT for adequacy and compliance. Since the Town shares ownership of Wade Nash Rd. with the Town of Fuquay-Varina, they would likely need to be consulted as well.
- Another scenario that could occur, depending on the project impacts, is that a fee-in-lieu of construction of an improvement is contributed by the developer and put toward the future, more regional realignment efforts in accordance with the long range, local and regional plans. If a future road improvement project is not completed as development occurs, it typically occurs as a capital improvement project budgeted for by the Town for a future year, or becomes a state project when funding becomes available.

Please let us know if you have any additional questions.

Sean Ryan, AICP | *Planning Manager*  
 Town of Holly Springs | Development Services – Land Development  
 PO Box 8 | 128 S Main St | Holly Springs, NC 27540  
 Office: (919) 557-2903  
 Email: [sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)  
[www.HollySpringsNC.gov/DevelopmentServices](http://www.HollySpringsNC.gov/DevelopmentServices)

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**From:** Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>  
**Sent:** Thursday, August 25, 2022 11:21 AM



**To:** Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>; Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; haysede <[haysede@aol.com](mailto:haysede@aol.com)>; [wmyers44@embargmail.com](mailto:wmyers44@embargmail.com)  
**Cc:** Kathy Carlisle <[kathy.carlisle@hollyspringsnc.gov](mailto:kathy.carlisle@hollyspringsnc.gov)>; Daniel Spruill <[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>; Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>; Rachel Jones <[rachel.jones@hollyspringsnc.gov](mailto:rachel.jones@hollyspringsnc.gov)>; Cheryl Caines <[cheryl.caines@hollyspringsnc.gov](mailto:cheryl.caines@hollyspringsnc.gov)>  
**Subject:** Re: --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

Hi Elizabeth,

Thanks for the reply. I have copied some of the neighbors who are adversely affected by this new proposed design.

Again, the most concerning thing we heard on that call is this

1. The town communicated to the developer that the town would be charging an in-lieu fee for the road development which will happen in the future and the developer is free to move forward.

I was a PE and worked on multiple projects in Florida (Bridges & Highways) and I know the developers always reach out to the town and have communications open to make sure that they are heading in the right direction. Their statement (mentioned above) makes me wonder if a decision has been made.

#### Bottom Line

This corner is being developed (90+ acres). If the town is keen on aligning the roads, now is the time and if this opportunity is missed there will never be another opportunity to meet the long term goal of the town.

If the original design wasn't implemented, we are better off leaving the current intersection as is instead of introducing 2 consecutive reverse horizontal curves within a 0.2 mile distance which leads to substantial reduction in speed, poor line of sight, more expensive (due to camber etc), not to mention the safety.

I have attached a PDF showing the comparison of current intersection, to the original design to the new proposed design. I would be more than happy to meet you along with my neighbors if that is warranted.

Thanks  
Mo  
919-434-5002

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

On Thu, Aug 25, 2022 at 8:56 AM Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)> wrote:

Mo,

I apologize for not replying sooner. The Planning Board meeting this week had a different item on the agenda from what I believe you were interested in. The projects located near the corner of Honeycutt and Piney Grove Wilbon and Wade Nash is in the early stage of review with our team and not yet ready to go to Planning Board or Town Council.

One of the first steps for a developer of a potential project is to hold a neighborhood meeting like you attended recently. The town values the community's feedback throughout the process and the neighborhood meeting was shifted earlier in the process to ensure we get the feedback from those in the nearby area early.

This developer has met with staff initially and received initial feedback however this neighborhood meeting is required prior to them submitting to the town for review. Our team is aware of the need for improvements to Piney Grove Wilbon Road and these 2 intersections and this will be a part of the review and discussions throughout their process. A final determination of the improvements we will see



constructed versus what may be appropriate to collect a fee-in-lieu instead of construction will be determined through that process. We appreciate your thoughts and feedback and I am copying a few additional members of my team that are involved with process so they are aware of your concerns.

Feel free to reach out to any of us with any additional thoughts or feedback on this area.

Elizabeth

**Elizabeth C. Goodson, PE | Division Manager**

Town of Holly Springs Development Services – Land Development

PO Box 8 | 128 S Main St | Holly Springs, NC 27540

Main Office: (919)557-3908 | Direct: (919)557-3933 | Mobile: (919) 291-9795

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

---

**From:** Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>

**Sent:** Monday, August 22, 2022 9:49 PM

**To:** Kathy Carlisle <[kathy.carlisle@hollyspringsnc.gov](mailto:kathy.carlisle@hollyspringsnc.gov)>; Daniel Spruill

<[daniel.spruill@hollyspringsnc.gov](mailto:daniel.spruill@hollyspringsnc.gov)>; Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>

**Subject:** --[EXTERNAL]--Fwd: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

I would like to see if I can attend the 7 PM meeting tomorrow.

Thanks  
Mo

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

----- Forwarded message -----

From: **Selva Mohan** <[mohans60@gmail.com](mailto:mohans60@gmail.com)>

Date: Mon, Aug 22, 2022 at 8:57 PM

Subject: Development - Corner of Honey Cutt & Piney Grove and Wade Nash

To: <[sean.mayefskie@hollyspringsnc.gov](mailto:sean.mayefskie@hollyspringsnc.gov)>

Cc: <[timothy.forrest@hollyspringsnc.gov](mailto:timothy.forrest@hollyspringsnc.gov)>, Dan Berry <[dan.berry@hollyspringsnc.gov](mailto:dan.berry@hollyspringsnc.gov)>,

<[shaun.mcgrath@hollyspringsnc.gov](mailto:shaun.mcgrath@hollyspringsnc.gov)>, <[aaron.wolff@hollyspringsnc.gov](mailto:aaron.wolff@hollyspringsnc.gov)>,

<[kristi.bennett@hollyspringsnc.gov](mailto:kristi.bennett@hollyspringsnc.gov)>, Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>, haysede

<[haysede@aol.com](mailto:haysede@aol.com)>

All,

We attended the neighborhood meeting regarding the subject property and wanted to summarize our thoughts.

1. We were told by the developer that they have been talking to the town planning and transportation engineers (for around 5 months) and the town is aware that the road alignment will not happen as part of this development .
2. The town communicated to the developer that the town would be charging an in-lieu fee for the road development which will happen in the future and the developer is free to move forward. This is very concerning.

**SUMMARY**

- 90 Acres of Development in that Corner
  - If the Roads are not aligned now, it never will happen
- Original Design was a smooth Transition



- Affected only unbuilt land
- Safer
- 0.50 Miles in Length
- Newer Design -- Abrupt Transition
  - Unsafe Design with less Sight Distance
  - Only 0.09 miles over wetland (Things are built over wetland all the time in exceptional cases)
  - Affects existing home
- All Roof Tops
- No Mixed Use for people to walk to neighborhood eateries etc.
- Donut hole - The town has always insisted on not leaving donut holes unless the land owner doesn't want to be part of the development

I used to be an Engineer and involved in Design & construction of bridges in Florida in my past life. I have attached a document that summarizes my thoughts.

You can reach me at 919-434-5002

Regards  
Mo

*" Life is a succession of dreams. My ambition is to be a conscious dreamer"*

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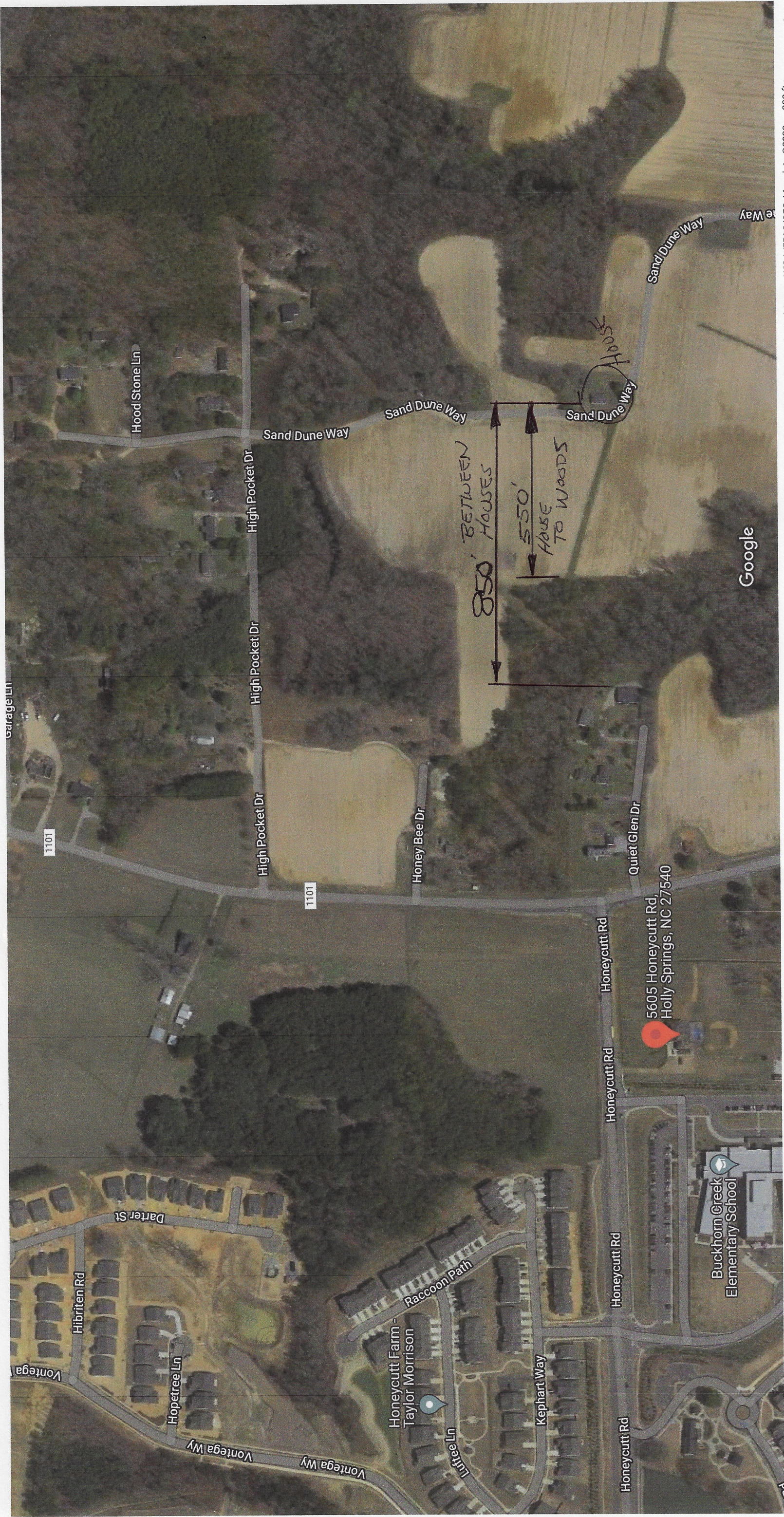




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Attachment S

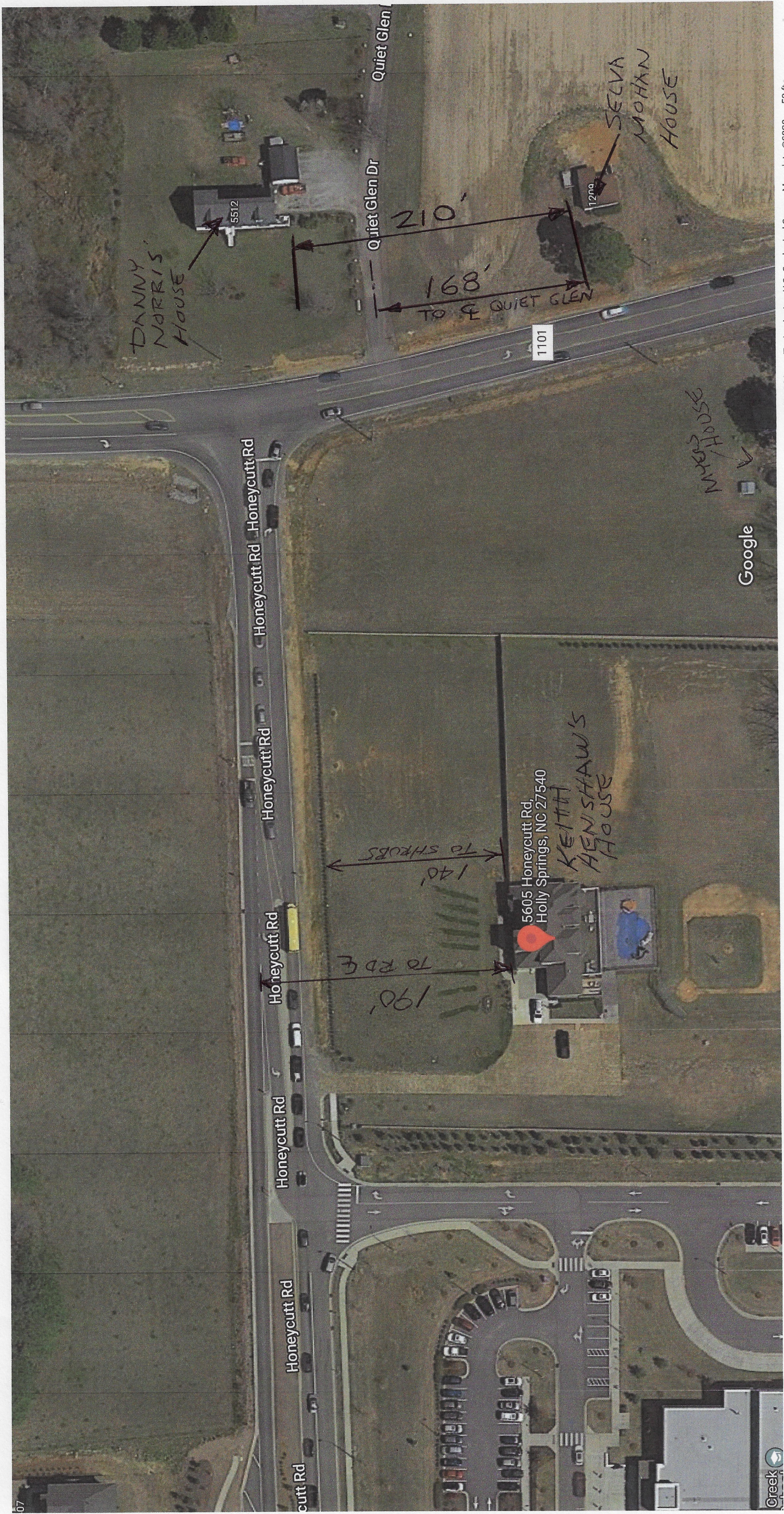




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Attachment 6

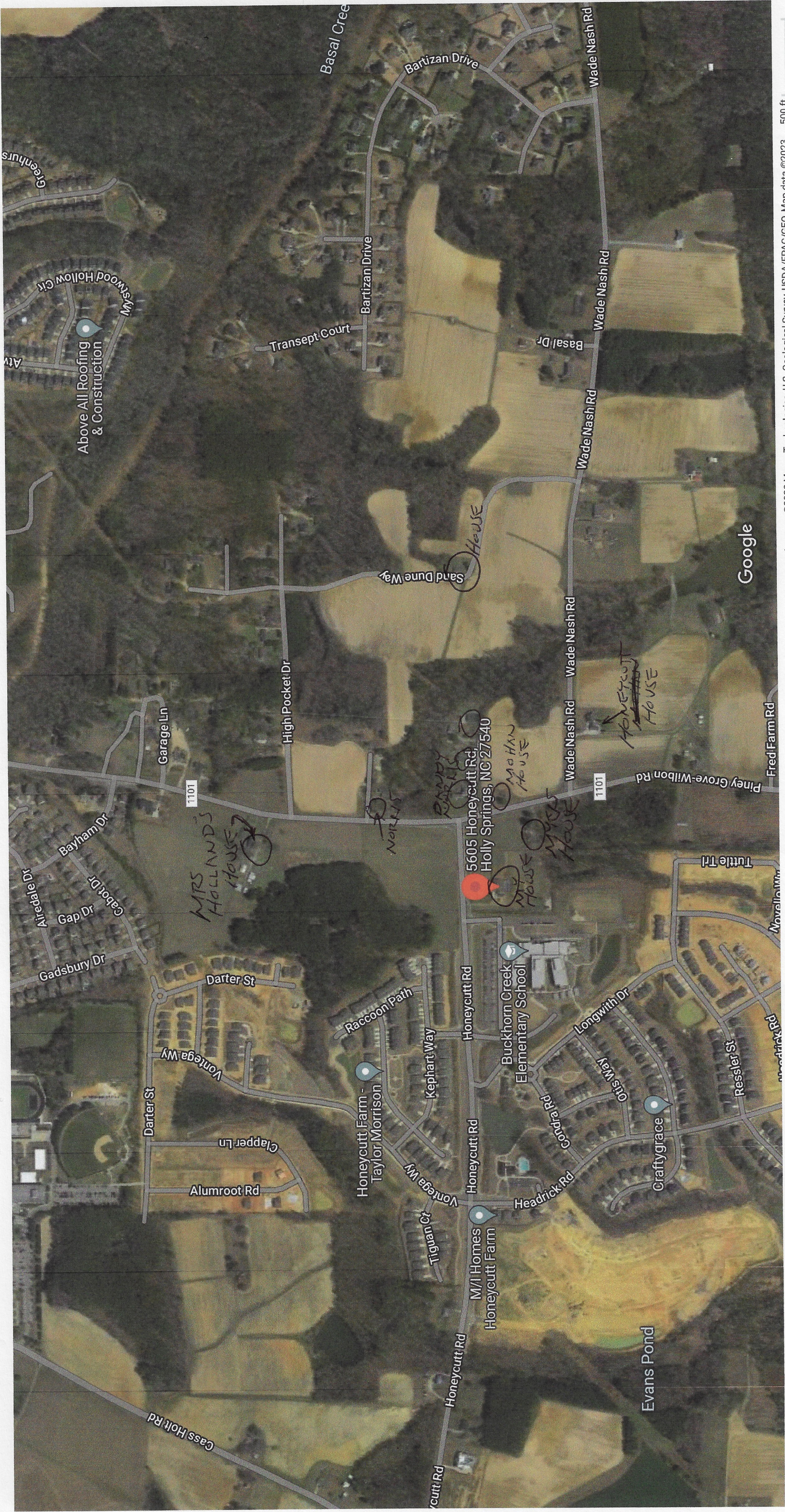




Imagery ©2023 Maxar Technologies, U.S. Geological Survey, Map data ©2023 50 ft

Attachment 7





GENERAL AREA  
Attachment 8





# **HOT SPOT**

**PINEY GROVE WILBON  
ROAD AT HONEYCUTT ROAD  
AND WADE NASH ROAD**

**HOLLY SPRINGS, NC**

**PRELIMINARY RECOMMENDATIONS**

# Attachment 9 - Hot Spot Study



## **HOT-SPOT** PINEY GROVE WILBON RD AT HONEYCUTT RD & WADE NASH RD

- *Significant north/south commuter route; realignment of Honeycutt and Wade Nash to create east/west connector; school in SW quad; residential and support development planned*

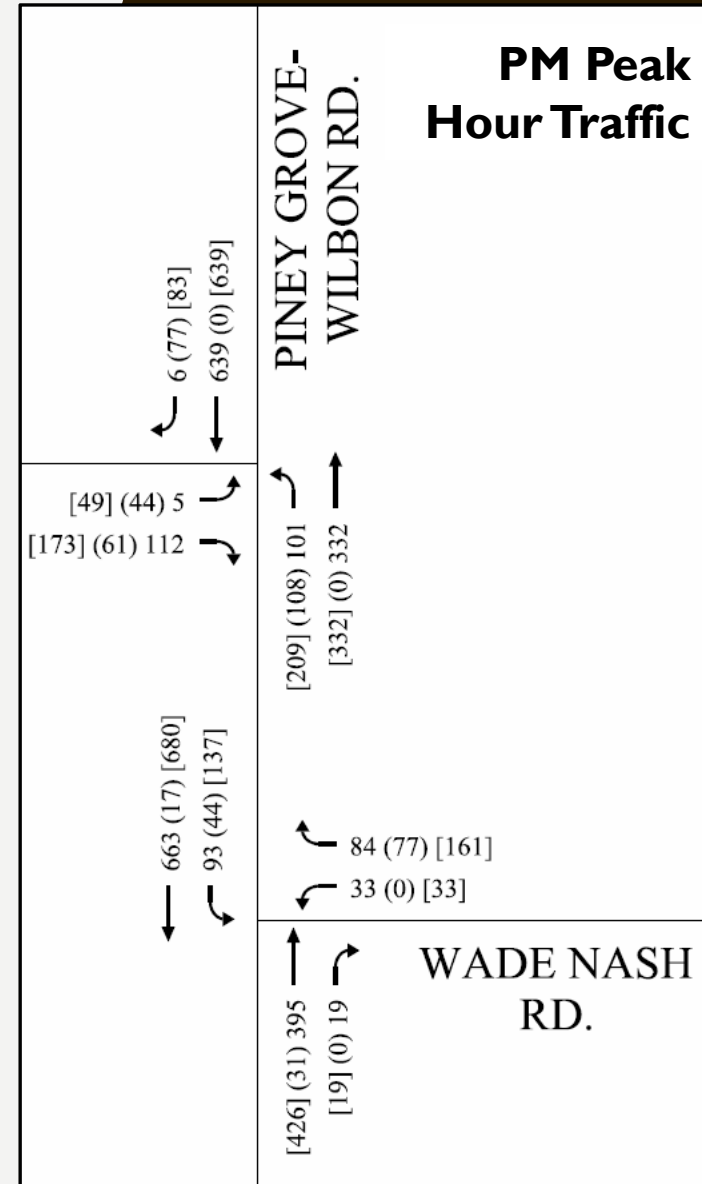
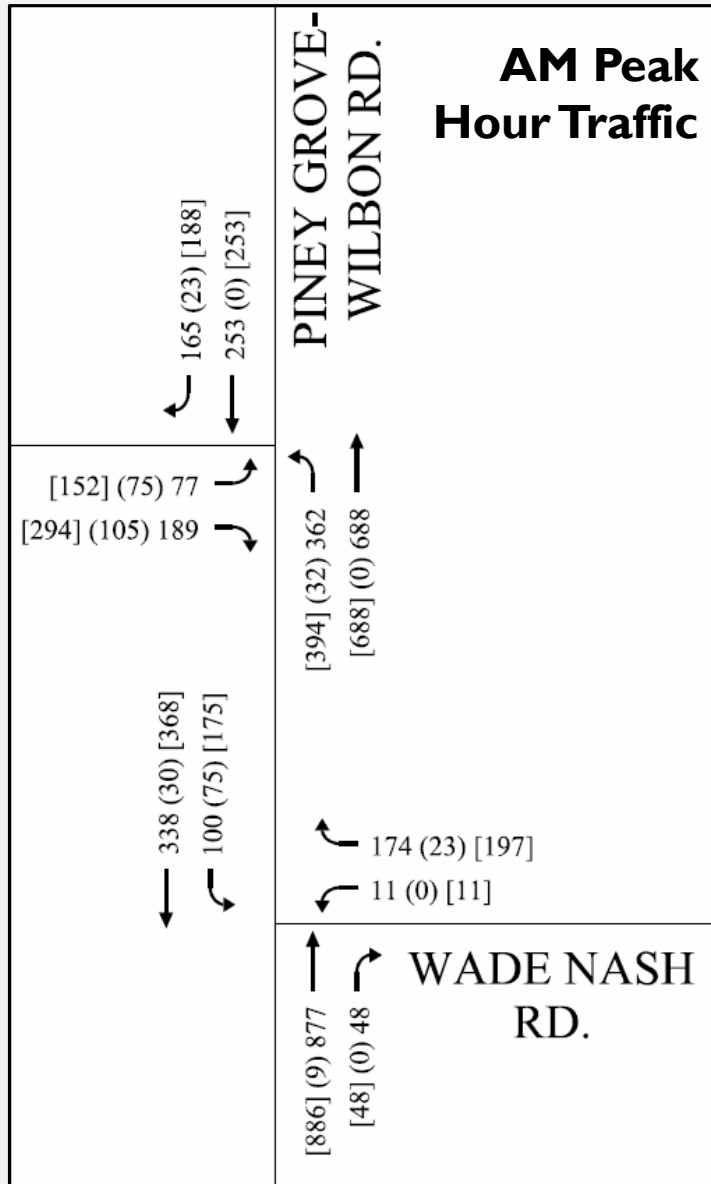


## Attachment 9 - Hot Spot Study





## Build AM/PM Traffic Volumes – Honeycutt Farms TIA



# Attachment 9 - Hot Spot Study

Piney Grove Wilbon Road at Honeycutt Road and Wade Nash Road

| ANALYSIS SCENARIO                                             |                                       | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | LANE CONFIGURATIONS                                                             | WEEKDAY AM PEAK HOUR LEVEL OF SERVICE |                       | WEEKDAY PM PEAK HOUR LEVEL OF SERVICE |                       |
|---------------------------------------------------------------|---------------------------------------|--------------------------------------|---------------------------------------------------------------------------------|---------------------------------------|-----------------------|---------------------------------------|-----------------------|
|                                                               |                                       |                                      |                                                                                 | Approach                              | Overall (seconds)     | Approach                              | Overall (seconds)     |
| Alternative 1 - Baseline                                      | Honeycutt Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | 1 LT, 1 RT<br>--<br>2 LT, 2 TH<br>2 TH, 1 RT                                    | C<br>--<br>A<br>C                     | B<br>(15)             | C<br>--<br>B<br>B                     | B<br>(17)             |
|                                                               | Wade Nash Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | --<br>1 LT-RT, 1 RT<br>2 TH, 1 RT<br>2 LT, 2 TH                                 | --<br>D<br>B<br>B                     | C<br>(21)             | --<br>C<br>B<br>B                     | B<br>(16)             |
| Alternative 2 - Realign PGW                                   | Honeycutt Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | 1 LT, 1 RT<br>--<br>2 LT, 2 TH<br>2 TH, 1 RT                                    | C<br>--<br>B<br>B                     | B<br>(19)             | C<br>--<br>B<br>B                     | B<br>(18)             |
|                                                               | Wade Nash Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | 2 LT, 2 TH<br>2 TH, 1 RT<br>--<br>2 LT, 1 RT                                    | C<br>D<br>--<br>B                     | C<br>(20)             | B<br>--<br>B<br>A                     | B<br>(14)             |
| Alternative 3 - Partial SS<br><br>(XX)* - U-turn location LOS | Honeycutt Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | 1 LT, 2 RT<br>--<br>1 U-LT, 1 LT, 2 TH<br>2 TH, 1 RT                            | C<br>--<br>B<br>C                     | C<br>(22)             | C<br>--<br>B<br>C                     | C<br>(22)             |
|                                                               | Wade Nash Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | --<br>2 RT<br>2 TH, 1 RT (2 TH)*<br>(1 UT)*                                     | --<br>C<br>A (B)*<br>(C)*             | A<br>(8)<br>B<br>(18) | --<br>C<br>A (B)*<br>(C)*             | A<br>(9)<br>B<br>(12) |
| Alternative 4 - Dual Roundabouts<br><br>**full slip lane      | Honeycutt Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | 1 LT-RT, 1 RT<br>--<br>1 LT-TH, 1 TH**<br>1 TH, 1 TH-RT                         | D<br>--<br>B<br>D                     | C<br>(18)             | A<br>--<br>E<br>D                     | D<br>(26)             |
|                                                               | Wade Nash Rd at PGW Rd                | EB<br>WB<br>NB<br>SB                 | --<br>1 LT, 1 RT**<br>2TH, 1 RT**<br>1 LT-TH, 1 TH                              | --<br>A<br>F<br>A                     | E<br>(41)             | --<br>A<br>A<br>C                     | B<br>(13)             |
| Alternative 5 - Realign Wade Nash Rd                          | Honeycutt Rd / Wade Nash Rd at PGW Rd | EB<br>WB<br>NB<br>SB                 | 1 LT, 1 TH, 1 RT<br>1 LT, 1 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>2 LT, 2 TH, 1 RT | C<br>D<br>D<br>D                      | D<br>(40)             | C<br>D<br>C<br>C                      | C<br>(29)             |

## Alternative I - Baseline Scenario





## Alternative 2 – Realign Piney Grove Wilbon Road



### CHALLENGES

- Need to serve North/South commuter traffic pattern
- Property acquisitions likely

## Alternative 3 – Partial Superstreet



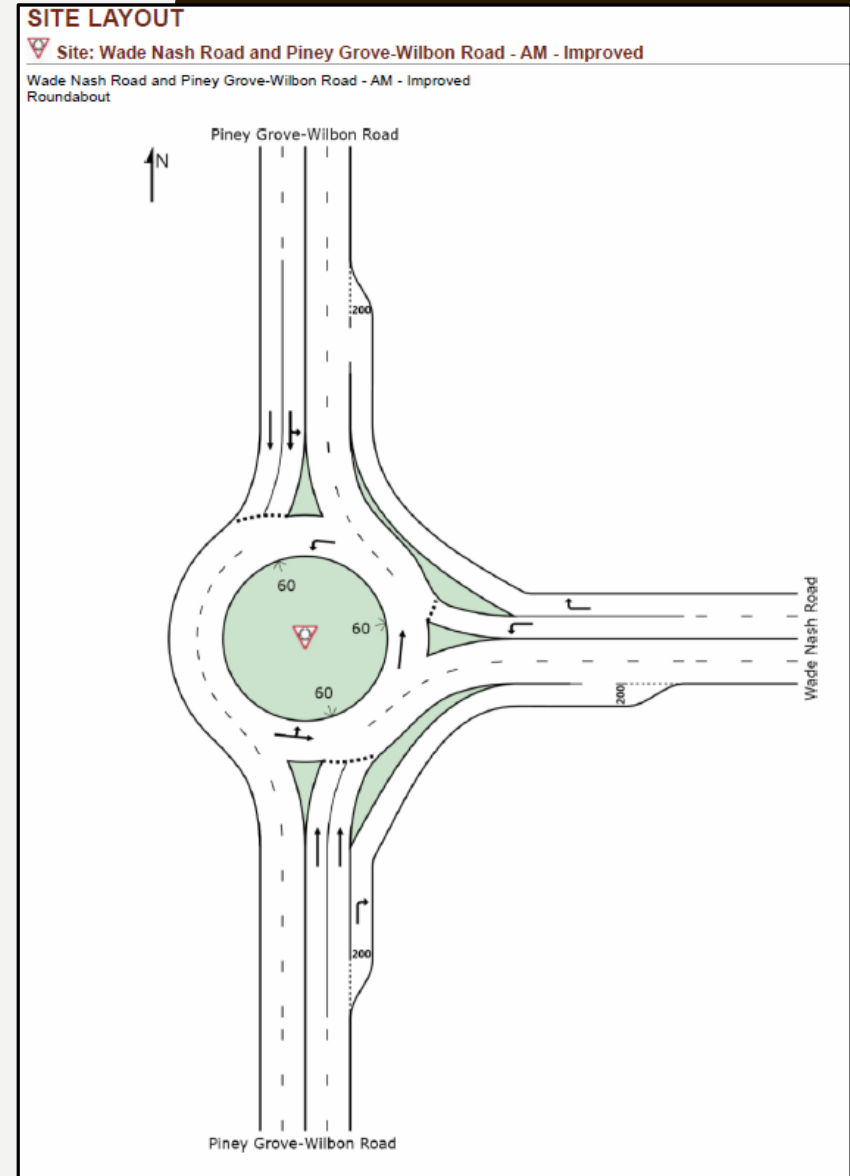
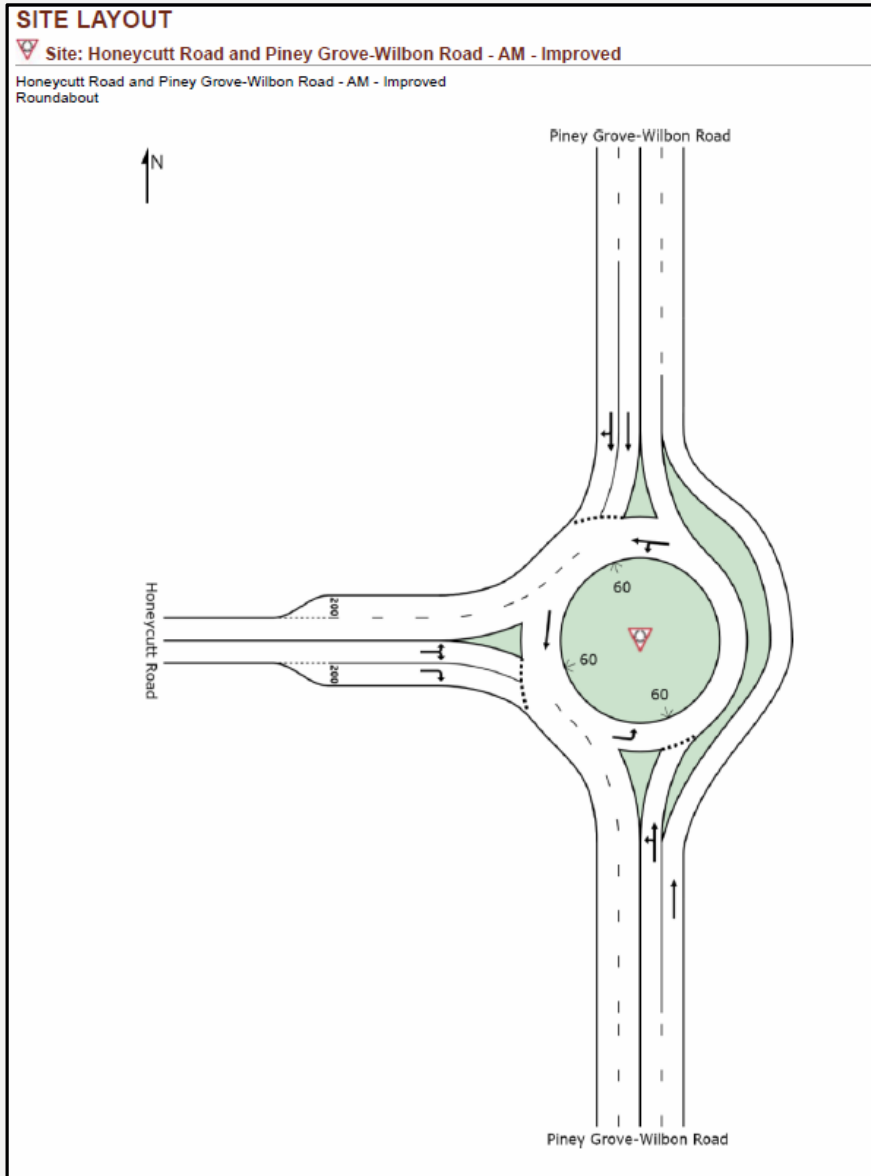
### CHALLENGES

- Signals needed at Honeycutt Rd, Wade Nash Road, U-turn location based on turning movements
- AM northbound queueing



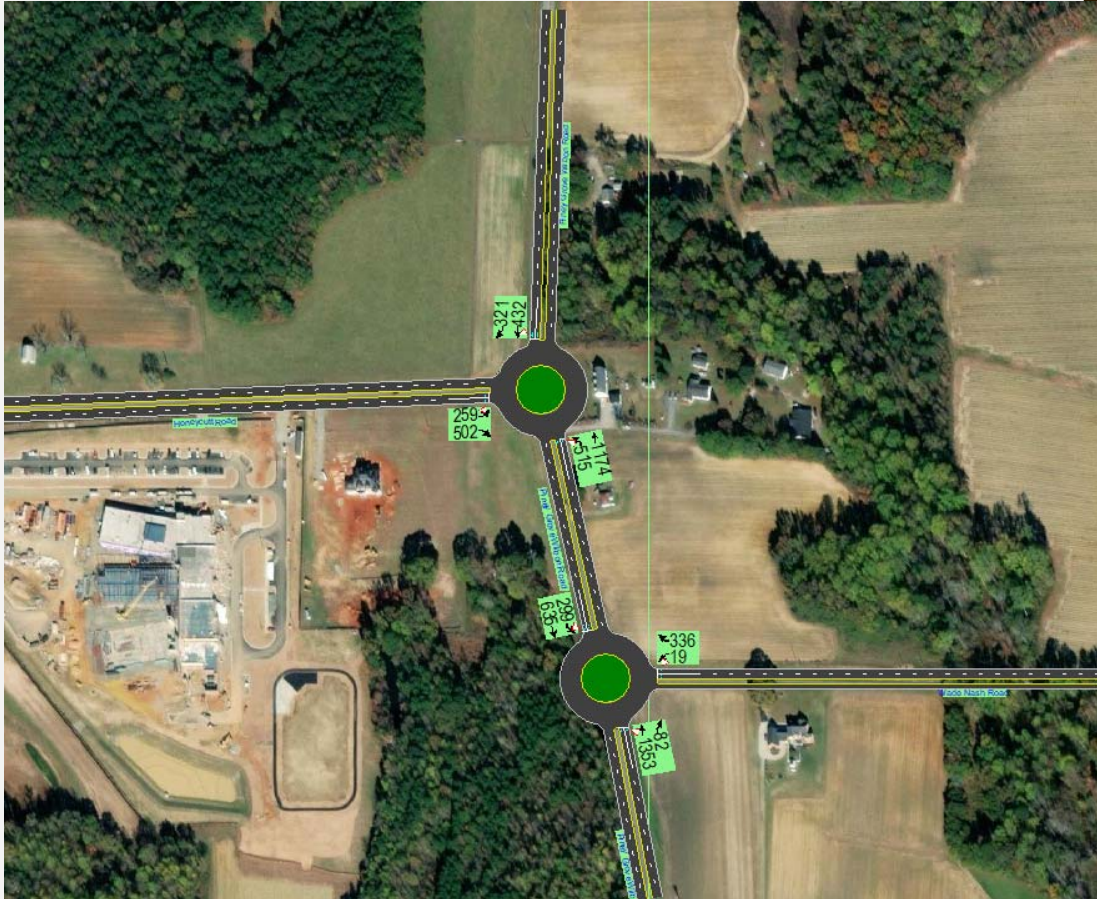
# Attachment 9 - Hot Spot Study

## Alternative 4 – Dual Roundabouts





## Alternative 4 – Dual Roundabouts



### CHALLENGES

- Property acquisitions likely
- Construction costs
- School Bus design accommodations

## Alternative 5 – Realign Honeycutt Rd / Wade Nash Rd

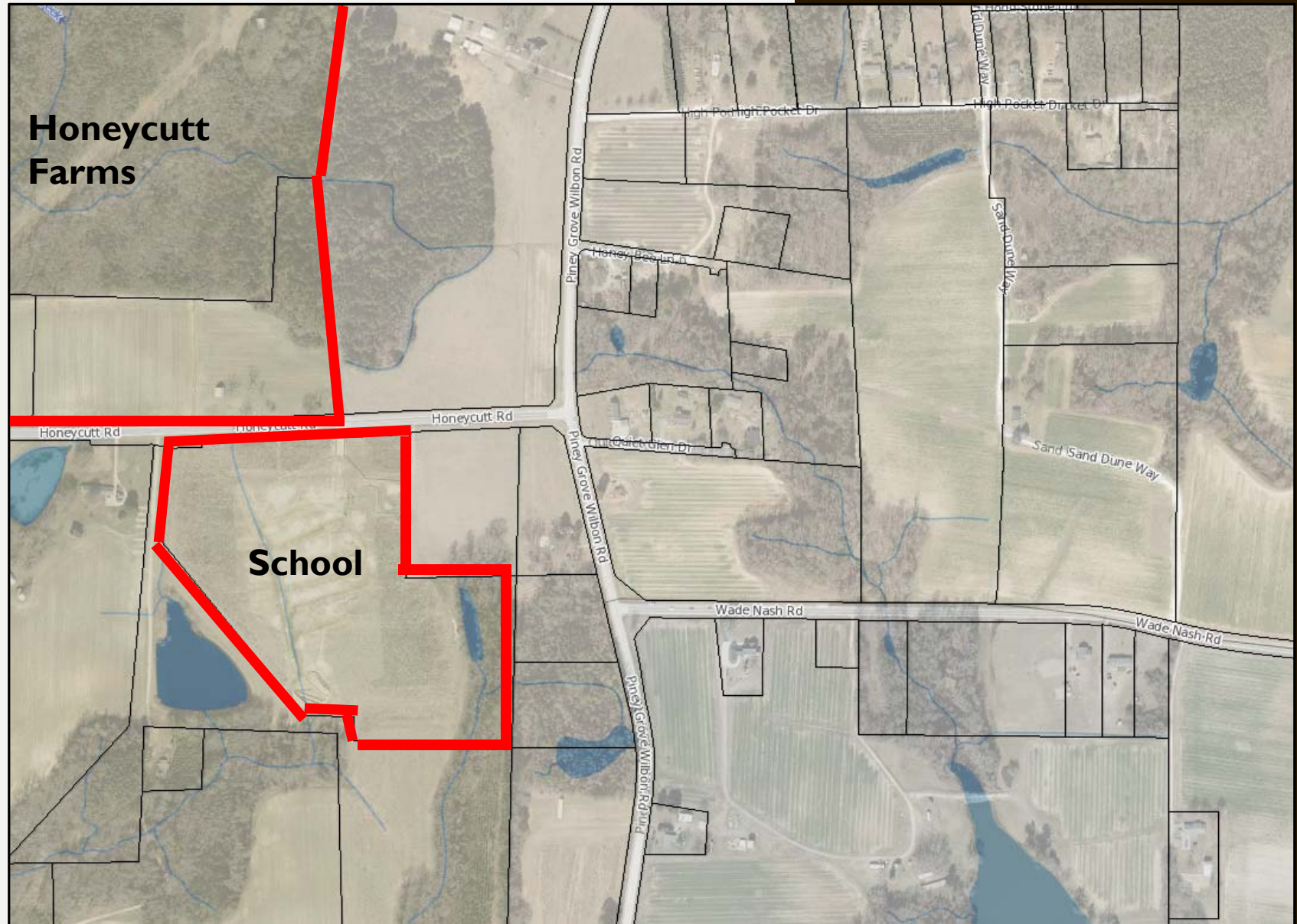


### CHALLENGES

- Honeycutt Farms property line
- Property acquisitions likely



# Attachment 9 - Hot Spot Study





## Attachment 9 - Hot Spot Study



### **HOT-SPOT** **PINEY GROVE** **WILBON RD AT** **HONEYCUTT RD** **AND WADE NASH** **RD**

*Significant north/south commuter route; realignment of Honeycutt and Wade Nash to create east/west connector; school in SW quad; residential and support development planned*

- **Suggestion 1** – signalize offset intersections with planned four lane cross sections plus turn lanes
- **Suggestion 2** – realign Honeycutt Rd and Wade Nash Road



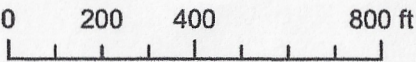


Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements





TITLE



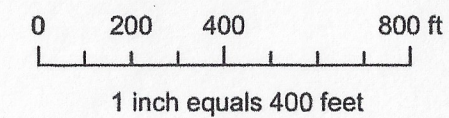
1 inch equals 400 feet

**Disclaimer**  
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.





**TITLE**

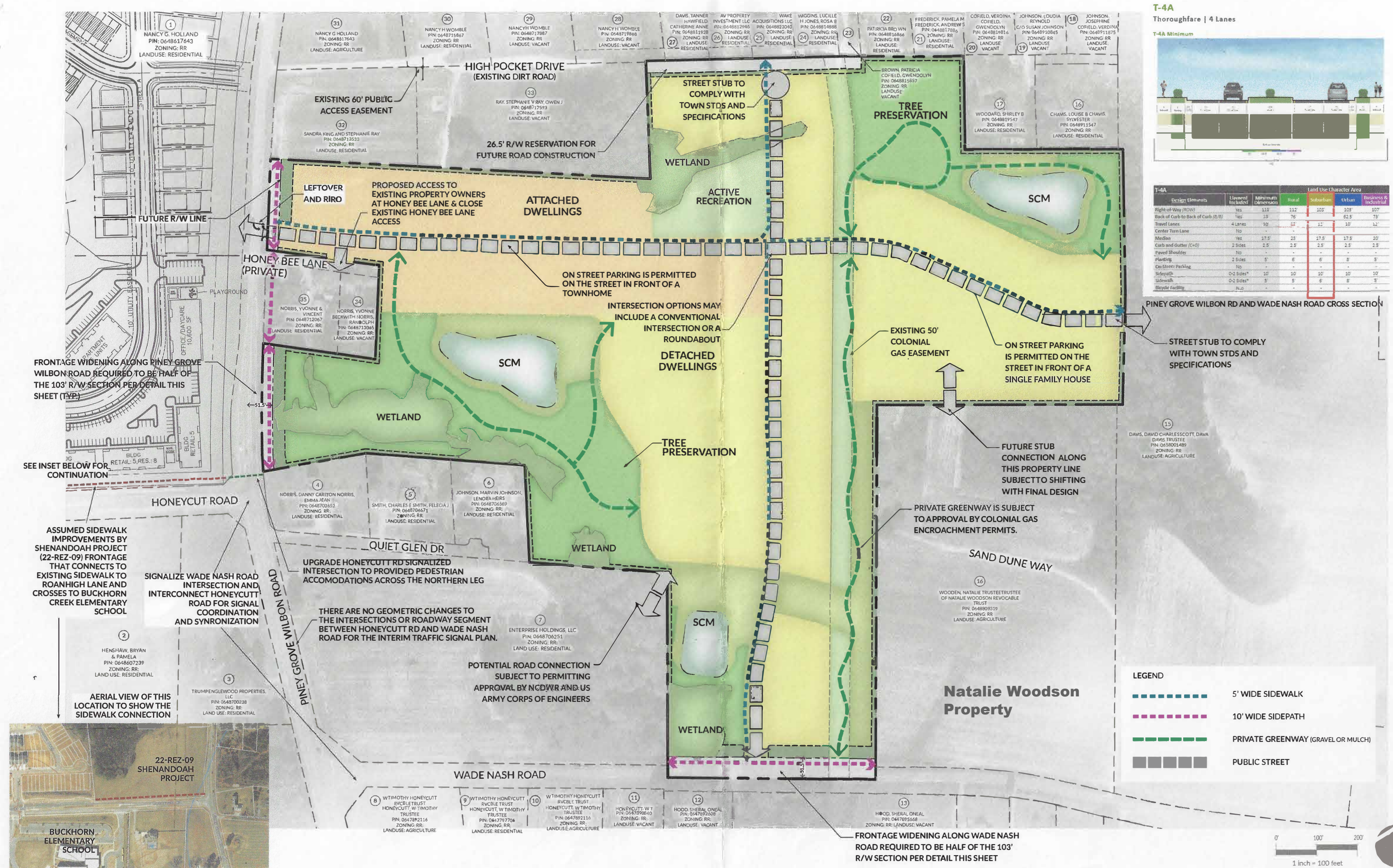


**Disclaimer**  
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



Attachment 13 Not Used





T-4A  
Thoroughfare | 4 Lanes



| Design Elements                    | Element Included | Minimum Dimension | Land Use Character Area |          |       |                       |
|------------------------------------|------------------|-------------------|-------------------------|----------|-------|-----------------------|
|                                    |                  |                   | Rural                   | Suburban | Urban | Business & Industrial |
| Right-of-Way (ROW)                 | Yes              | 110'              | 112'                    | 103'     | 103'  | 107'                  |
| Back of Curb to Back of Curb (B/C) | Yes              | 75'               | 76'                     | 62.5'    | 62.5' | 78'                   |
| Travel Lanes                       | 4 Lanes          | 30'               | 32'                     | 11'      | 10'   | 12'                   |
| Center Turn Lane                   | No               | -                 | -                       | -        | -     | -                     |
| Median                             | Yes              | 17.5'             | 25'                     | 17.5'    | 17.5' | 20'                   |
| Curb and Gutter (C/G)              | 2 Sides          | 2.5'              | 2.5'                    | 2.5'     | 2.5'  | 2.5'                  |
| Shoulder                           | No               | -                 | -                       | -        | -     | -                     |
| Parking                            | 2 Sides          | 5'                | 6'                      | 6'       | 8'    | 5'                    |
| On-Street Parking                  | No               | -                 | -                       | -        | -     | -                     |
| Sidepath                           | 0-2 Sides*       | 10'               | 10'                     | 10'      | 10'   | 10'                   |
| Sidewalk                           | 0-2 Sides*       | 5'                | 5'                      | 5'       | 5'    | 5'                    |
| Bicycle Facility                   | No               | -                 | -                       | -        | -     | -                     |

PINEY GROVE WILSON RD AND WADE NASH ROAD CROSS SECTION



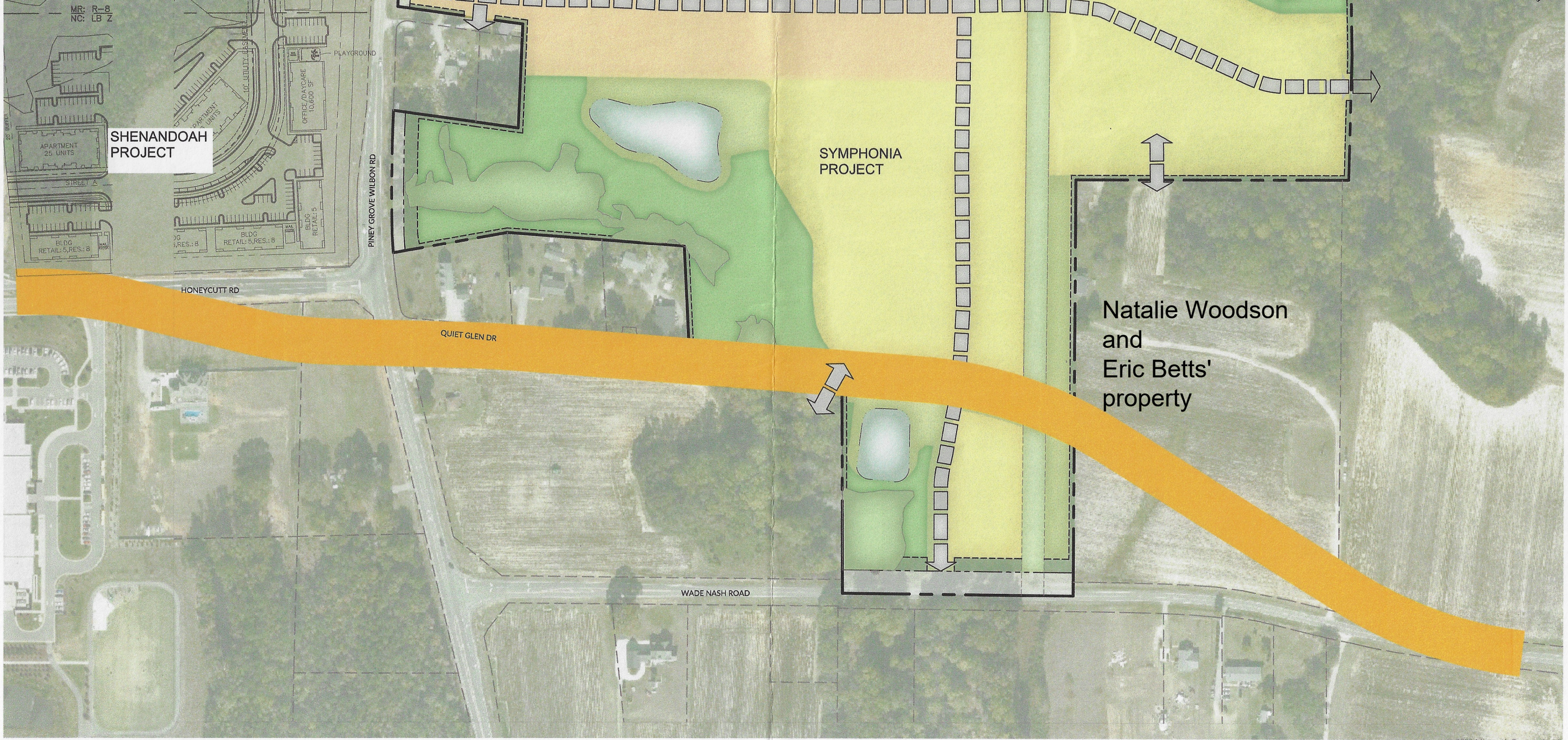
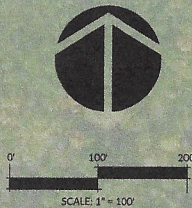
Attachment 15 - Symphonia Proposed Alignment - Presented in July 25, 2023 Planning Board Meeting



SYMPHONIA  
CONCEPTUAL OVERLAY WITH AERIAL  
06/09/2023

THE FUTURE ROADWAY ALIGNMENT FOR HONEYCUTT/WADE NASH ROAD DEPICTED ON THIS EXHIBIT IS CONCEPTUAL AND HAS NOT BEEN ADOPTED BY THE TOWN OF HOLLY SPRINGS. THIS CONCEPT SHALL NOT BE RELIED UPON FOR FUTURE ALIGNMENT UNTIL IT IS ADOPTED BY THE TOWN IF THEY CHOOSE TO AMEND THE COMPREHENSIVE TRANSPORTATION PLAN.

IT IS SHOWN FOR ILLUSTRATIVE PURPOSES AS REQUESTED BY THE TOWN AS PART OF THE 22-REZ-10





Fwd: Comprehensive Plan Amendment Process

---

From: haysede@aol.com

To: jbarron@morningstarlawgroup.com; john@adcocklawfirm.com

Cc: john.schifano@hollyspringsnc.gov; elizabeth.goodson@hollyspringsnc.gov; sean.ryan@hollyspringsnc.gov; aragouy@yahoo.com; mohans60@gmail.com; gogetravi@gmail.com

Date: Thursday, December 8, 2022 at 08:23 PM EST

---

Jason,

In response to the e-mail below, you called me to discuss the Honeycutt Rd road alignment and what your subdivision would propose. You stated that you would be proposing two stop lights at the existing intersections of Piney Grove Wilbon/Honeycutt Rd and at Piney Grove Wilbon/Wade Nash. You did not know what 1100 Piney Grove Wilbon/Shenandoah Homes subdivision was going to propose. You took the action to reach out to the other subdivision (1100 Piney Grove Wilbon - Shenandoah Homes) to see if they wanted to get together with you and I to discuss what would be proposed with respect to roadway alignment. I believe a meeting would ensure that we are on the same page and that could eliminate delays down the road and lessen the chance that objections are raised. I have not heard anything from you since that phone call, and I have not heard from anyone with the 1100 Piney Grove Wilbon / Shenandoah homes. Is a meeting going to happen to discuss this topic?

John Adcock - See e-mail string below. I have not heard anything from anyone with the 1100 Piney Grove Wilbon / Shenandoah homes project. John Schifano (Holly Springs town attorney) had recommended that I reach out to you and Jason Barron. Would you, or if you are not the correct person, someone else from the 1100 Piney Grove Wilbon / Shenandoah homes project like to discuss the subdivision recommendations on Honeycutt Rd changes and potential impacts to my property at 5605 Honeycutt Rd, or is the first time we meet going to be during the public hearings for rezoning? If you (or another subdivision project representative) would like to discuss, please call me at (804) 683-4674.

Thank you,  
Keith Henshaw  
(804) 683-4674

-----Original Message-----

From: haysede <haysede@aol.com>

To: john.schifano@hollyspringsnc.gov <john.schifano@hollyspringsnc.gov>; mohans60@gmail.com <mohans60@gmail.com>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Sean Ryan <sean.ryan@hollyspringsnc.gov>

Cc: jbarron@morningstarlawgroup.com <jbarron@morningstarlawgroup.com>; john@adcocklawfirm.com <john@adcocklawfirm.com>; aragouy@yahoo.com <aragouy@yahoo.com>

Sent: Mon, Nov 21, 2022 10:03 am

Subject: Re: Comprehensive Plan Amendment Process

Sent from my Verizon, Samsung Galaxy smartphone

Resending this e-mail from last week and adding Sean Ryan and Beth Goodson with my proposed resolution

Keith Henshaw

----- Original message -----

From: haysede@aol.com

Date: 11/17/22 10:56 AM (GMT-05:00)

To: john.schifano@hollyspringsnc.gov, mohans60@gmail.com



## Attachment 16

Cc: jbarron@morningstarlawgroup.com, john@adcocklawfirm.com, aragouy@yahoo.com  
Subject: Re: Comprehensive Plan Amendment Process

I would be willing to meet with Mr. Barron and Mr. Adcock. I believe I have a solution that would eliminate all impact to Mr. Mohan and Jason Barron's Symphonia subdivision, and have minimal impact to myself and the 1100 Piney Grove subdivision.

It involves putting traffic lights at the Honeycutt Rd / Piney Grove Wilson intersection and the Wade Nash / Piney Grove intersection. This was one of the options chosen as finalists in the Ramey Kemp Hot Spot Study in 2019, and was a valid alternative. I have already planted landscaping at 50' from Honeycutt Rd centerline based on input from the town of Holly Springs in 2015 and based on input from the DOT in 2017 (during road improvements for Buckhorn Elementary). If we can avoid that landscaping, that would help me get on board with subdivision plans. The cross sections of the new road are 102', 105' or 112' depending on which cross section or e-mail you look at (102' and 105' in zoning application, and 112' based on e-mail I received from Sean Ryan). That would mean that 1/2 of the roadway cross section from Honeycutt Road Centerline to edge of ROW would be 51', 52.5' or 56'. Submittal comments to the developer already asks the developer to account for half of the overall road/ROW width. To not affect my landscaping, and limit my impact to 50' from highway centerline, 1100 Piney Grove Wilbon would need to allow 52', 55', or 62' from Honeycutt Road centerline. Restated, worst case if 1100 Piney Grove Wilbon could absorb an extra 6 feet of width in their planning (1, 2.5' or 6' depending on cross section), the impact on my property would be limited to the 50' the town originally told me and I would be happy.

This proposal would eliminate all impact on Symphonia and Mr. Mohan. It would minimize impact on my property and Mr. Myers and have very little impact on Shenandoah homes. Note that if the road runs through my yard as page 173 of the SWAS shows, then Shenandoah homes would not be able to access Honeycutt Rd which would not work for them either.

Developers Representatives - Please let me know if you would like to discuss this. I am available any time during business hours.

Thank you,  
Keith Henshaw (Owner of 5605 Honeycutt Rd)  
(804) 683-4674

-----Original Message-----

From: John Schifano <john.schifano@hollyspringsnc.gov>  
To: haysede@aol.com <haysede@aol.com>; mohans60@gmail.com <mohans60@gmail.com>  
Cc: Jason Barron <jbarron@morningstarlawgroup.com>; john@adcocklawfirm.com <john@adcocklawfirm.com>  
Sent: Mon, Oct 31, 2022 10:08 am  
Subject: Comprehensive Plan Amendment Process

Messrs. Henshaw & Mohan,

I understand that you both have recently met with the Development Services staff in Holly Springs. You have also made several public records requests regarding the proposed Wade Nash- Honeycutt Rd. connection. I will verify the status of this document request today.

Below is a snapshot of what would be required for a comprehensive plan amendment for the town council to consider. As you know, this Wade Nash- Honeycutt Road connection is part of the town's comprehensive plan. If you would like to change the proposed alignment in a significant way, a comprehensive plan amendment would be required. I have mentioned to Mr. Mohan via email that there are other property owners/developers interested in a change in this proposed alignment as well. Working with the others may be beneficial to your interests. The other property owners are represented by attorneys Jason Barron and John Adcock. They are cc'd here.

I believe the Development Services staff has now responded to your inquiries to the extent they are able on this issue. If you have further requests for documents on this issue, please route them through me.

John Schifano  
Town Attorney, Town of Holly Springs, NC  
PO Box 8  
Holly Springs, NC  
919-557-2917 (o)  
[john.schifano@hollyspringsnc.gov](mailto:john.schifano@hollyspringsnc.gov)



[www.hollyspringsnc.gov](http://www.hollyspringsnc.gov)

During your meeting with Development Services staff on October 27, you requested information on how you could request an amendment to the Comprehensive Plan. Below is an outline of the steps that need to be taken to submit this request.

- A Comprehensive Plan Amendment Application must be completed. The Application is available at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/646/A02-Rezoning-?bidId=>
  - Complete the Application
  - Assemble the required supporting documentation as indicated on the "Comprehensive Plan Amendment" checklist
- The application and supporting materials must be submitted through the CityView portal
  - The CityView portal is located at the following link: <https://cityview.hollyspringsnc.us/portal>
  - You will select Apply for a Planning & Zoning Review
  - Login to the portal. If you do not have an account, you will need to register.
  - Once in the portal, you will select Application Type: Comprehensive Plan Amendment.
  - Complete the application in CityView and upload the completed application and supporting materials.
- Applications are accepted on a monthly basis. The submittal calendar can be found at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/39426/Town-Council-Projects-2022>. The next submittal dates are as follows:
  - November 23
  - December 30
- Once the application is submitted, you will be contacted to pay the fee based on the Town's adopted fee schedule, available at this link: <https://www.hollyspringsnc.us/DocumentCenter/View/644/Development-Petition-Submittals-FY-22-23-Fee-Schedule?bidId=>
  - Amendment to Comp Plan: \$700
- The application will be reviewed according to the review schedule.

Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).



Traffic Impact Analysis for

# **Symphonia – Holly Springs Assemblage Development**

Holly Springs, North Carolina

Prepared for:

**Marina Holly Springs**

Prepared by:

**Kimley-Horn and Associates, Inc.**

NC License #F-0102  
421 Fayetteville Street, Suite 600  
Raleigh, NC 27701  
(919) 677-2000

August 2022

014249001



#### 6.4 Piney Grove-Wilbon Road at Wade Nash Road

Analyses indicate that the unsignalized intersection of Piney Grove-Wilbon Road at Wade Nash Road currently operates with moderate delays in the AM peak hour and short delays in the PM peak hour on the minor street approach (Wade Nash Road).

##### Study Year 2026 Conditions

With the addition of background growth and approved development traffic, this intersection is expected to operate with long delays on the minor street approach in the study year 2026 with or without the Symphonia development in place.



As identified in the Piney Grove TIA, a scenario was studied to signalize this intersection, which resulted in overall moderate to long delays. However, signalization is not recommended due to signal spacing to Honeycutt Road and the potential future realignment of Honeycutt Road and Wade Nash Road. It should also be noted that the proposed development is only anticipated to account for 1% of the total future traffic at this intersection. Based on the minimal impact of the project on intersection volumes and queues, no improvements are recommended to be performed at this intersection as part of this development.

##### Study Year 2031 Conditions

Analyses indicate that long delays on the minor street approach anticipated in the study year 2026 are expected to continue in the year 2031 with or without the proposed development in place.

Table 6.4 summarizes the operation of the intersection of Piney Grove-Wilbon Road at Wade Nash Road for the existing (2022), the projected (2026) background and build-out traffic conditions, and the projected (2031) background and build-out traffic conditions.

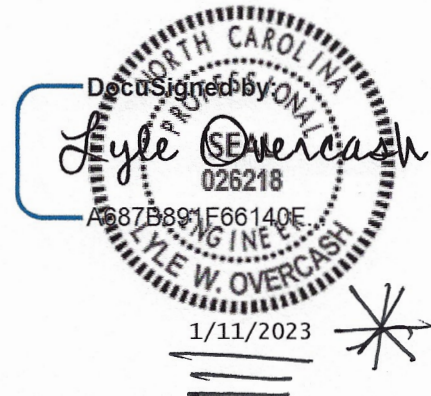




KIMLEY-HORN AND ASSOCIATES, INC  
NC License #F-0102

January 11, 2023

Nikki St. Pierre  
Development Review Coordinator  
Town of Holly Springs  
PO Box 8  
128 S Main Street  
Holly Springs, NC 27540



RE: **PLSS202200248**  
***Symphonia TIA Addendum Response to 1<sup>st</sup> Review Comments***  
***Holly Springs, North Carolina***

The *Symphonia Development TIA* (Kimley-Horn, August 2022) has been reviewed by both the Town of Holly Springs and NCDOT. NCDOT issued their TIA review letter on October 10, 2022, the Town issued their review letter on November 7, 2022. Copies of both TIA reviews are included as an attachment to this document. NCDOT agreed with all the recommendations in the TIA with one exception. NCDOT also recommended an additional northbound right-turn lane with 50 feet of storage at Site Driveway 1 along Piney Grove-Wilbon Road. This has been incorporated into this addendum analysis.

The Town's comments predominantly revolved around improvement options for the intersections of Honeycutt Road and Wade Nash Road at Piney Grove-Wilbon Road. To discuss options, a meeting was held with the Town and NCDOT on December 8, 2022, to discuss various alternatives for improvements to these intersections. Therefore, the following topics will be addressed in this addendum that cover the Town's comments in their initial review of the TIA and additional items discussed at the December meeting:

- Re-evaluate Site Driveway 1 (Honeybee) along Piney Grove to change from full access to a restricted access, left-in/right-in/right-out.
- Evaluate a build-out scenario that incorporates dual signalized intersections at Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road.
- Perform a signal warrant analysis for Wade Nash Road at Piney Grove-Wilbon Road intersection
- Safety analysis for Piney Grove-Wilbon Road at Honeycutt Road and Wade Nash Road intersections
- Re-alignment analysis per the Town's Transportation Plan at Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road, with comparison to dual signal analysis
- Future year (2045) dual roundabout analysis

This analysis is an addendum to the *Symphonia Development TIA* and utilized the same assumptions as the TIA. As stated in the original Memorandum of Understanding (MOU) included in the TIA, existing peak hour factors were maintained through the analysis, in lieu of using 0.90 throughout the TIA. Some PHFs were slightly less than 0.90, while some higher. Overall, the presence of schools in the study



There were 12 reported crashes at or in the vicinity of Piney Grove-Wilbon at Honeycutt Road during the time period where data was provided. There were four (4) Class C crashes and eight (8) property-damage only crashes at the intersection. There were six (6) left turn crashes and two (2) rear-end crashes at this intersection. The calculated severity index for this intersection is 3.47. A severity index above 8.4 indicates a severe crash location.

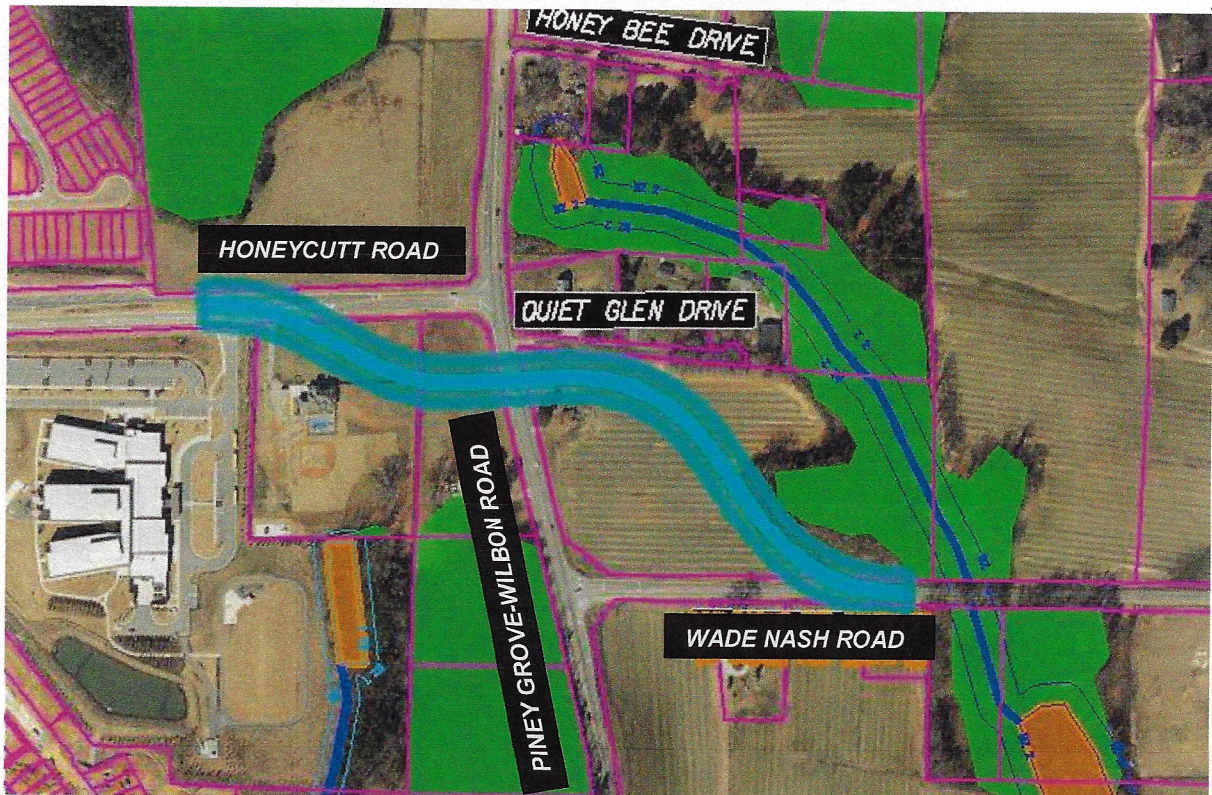
## REALIGNMENT ANALYSIS

### Assumptions

As mentioned previously, in their review the Town requested an analysis of the realignment of Wade Nash and Honeycutt Roads to form a 4-leg intersection, which was also recommended in the Southwest Area Study (SWS). Geometric and volume development assumptions for the realigned Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road intersection were taken from the Hot Spot preliminary recommendations.

The presence of wetlands east and west of Piney Grove-Wilbon Road and north of Wade Nash Road along create challenges with a realignment of these roadways. In addition, previous development in the southwest quadrant of the Honeycutt Road intersection, existing homes east of Honeycutt Road, and planned development in the northwest quadrant all contribute to the complicated realignment design.

Below is a schematic of how the roads could possibly be realigned. However, this alignment assumes a 35 mph design speed, while the roads in the study area are all posted at 45 mph.





**Capacity Analysis**

A capacity analysis was performed for this intersection for the Build-out (2026 and 2031) traffic conditions. Table 12 summarizes the operations for the AM and PM peak hour traffic conditions.

| <b>Table 12<br/>Level-of-Service Summary</b>                                 |                                     |                                     |
|------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
| <b>Condition</b>                                                             | <b>AM Peak Hour<br/>LOS (Delay)</b> | <b>PM Peak Hour<br/>LOS (Delay)</b> |
| <b>Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road (Signalized)</b> |                                     |                                     |
| Build-out (2026) Traffic                                                     | C (33.0)                            | D (52.8)                            |
| Build-out (2031) Traffic                                                     | D (50.1)                            | E (68.1)                            |

 The signalized offset T scenario (700' spacing) operates as well or even better than the realignment of the intersections, in addition, offset 3-leg intersections can also provide a number of advantages of a conventional 4-leg intersection, including:

- Safety
- Cost, for both the new facilities, and lost cost of recently improved roadways
- Impact to adjacent properties, many of the neighbors have expressed concerns with the realignment
- Environmental impacts

Therefore, it is recommended to signalize the intersection in coordination with the Piney Grove-Wilbon Road at Honeycutt Road intersection to the north. This will require a fiber connection between the intersections. Wood poles should be utilized in the construction to be consistent with the Honeycutt Road signal, given the future widening along Piney Grove-Wilbon Road ultimately.

**ROUNABOUT ANALYSIS**

An additional alternative to realignment or dual signals would be roundabouts at each intersection. A request was made for an analysis be done for the consideration of dual roundabouts at the intersections of Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road to determine feasibility at a future year of 2045. Traffic was grown at 1% from 2031 to 2045. Year 2045 was selected as the build year for the roundabout analysis, as the investments in roundabout would be significant and once constructed, roundabouts are not easily expanded for additional capacity.

**Capacity Analysis**

The roundabout designs that were deemed necessary for the roundabouts to function with acceptable LOS and v/c ratio are shown below:



# Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

## Development Services

(919) 557-3939 • (919) 552-9881 fax • [www.hollyspringsnc.us](http://www.hollyspringsnc.us)

|                    |                                            |                  |                                                                                                       |
|--------------------|--------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------|
| <b>Project:</b>    | <u>Symphonia - TIA</u>                     | <b>Project #</b> | <u>22-15-TIA</u>                                                                                      |
| <b>Petitioner:</b> | <u>Lyle Overcash</u><br><u>Kimley-Horn</u> | <b>E-mail:</b>   | <u><a href="mailto:lyle.overcash@kimley-horn.com">lyle.overcash@kimley-horn.com</a></u>               |
|                    |                                            | <b>Phone:</b>    | <u>919-678-4131</u>                                                                                   |
| <b>CC:</b>         | <u>Ed Tang</u>                             | <b>E-mail:</b>   | <u><a href="mailto:etang@withersravenel.com">etang@withersravenel.com</a></u>                         |
|                    | <u>Withers Ravenel</u>                     | <b>Phone:</b>    | <u>919-238-0338</u>                                                                                   |
| <b>CC:</b>         | <u>Monty Steckler</u>                      |                  | <u><a href="mailto:monty@thesnrgroup.com">monty@thesnrgroup.com</a></u>                               |
|                    | <u>Marina Holly Springs, LLC</u>           |                  | <u>919-773-2914</u>                                                                                   |
| <b>CC:</b>         | <u>Elizabeth Goodson, TOHS</u>             |                  | <u><a href="mailto:Elizabeth.goodson@hollyspringsnc.gov">Elizabeth.goodson@hollyspringsnc.gov</a></u> |
| <b>Date:</b>       | <u>November 7, 2022</u>                    | <b>From:</b>     | <u>Rachel Jones</u>                                                                                   |
| <b>Review:</b>     | <u>1<sup>st</sup> Review</u>               | <b>Pages:</b>    | <u>3</u>                                                                                              |

### APPLICATION#: PLSS202200248

#### FOR RESUBMITAL:

Submit one (1) revised copy of your report with written responses via the [CityView Portal](#) and any model files to the following link [Model & Synchro Files](#) by **Friday at noon** to be routed in that week's review cycle

#### DEVELOPMENT SERVICES: Rachel Jones (919) 577-3161 [Rachel.Jones@hollyspringsnc.gov](mailto:Rachel.Jones@hollyspringsnc.gov)

The Town of Holly Springs uses a consultant to outsource review of special studies or other aspects of the plan. The following review may contain all or a portion of the consultant's comments, combined with comments from the Town of Holly Springs.

#### General Information

1. Please be aware that the fee for the third-party review of this document will be billed at a later time. Please return the payment as soon as possible to prevent delay in your project later in the process. All fees billed to date should be paid prior to resubmittal of this study.
2. Please be aware that this Special Study must be finalized with all review comments fully addressed prior to this project being scheduled for Planning Board and Town Council.
3. Have you received review comments from the NCDOT Congestion Management? Please include those with your next TIA submittal to the Town and verify that all comments have been addressed, with all recommendations incorporated into your project.
4. The Build-out analysis included a mix of background improvements and recommended development mitigations. If the assumed background projects do not occur, it should be the developer's sole responsibility to construct all of the background improvements included in the TIA unless additional analysis can be provided to demonstrate the background mitigations are not warranted by the subject development.



# Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

## Development Services

(919) 557-3939 • (919) 552-9881 fax • [www.hollyspringsnc.us](http://www.hollyspringsnc.us)

5. Additional comments on potential transportation improvements and mitigation requirements may be provided after further review.

### Summary of Comments

1. Per NCDOT Congestion Management Guidelines and the MOU, peak hour factors (PHFs) collected within the traffic counts should only be used for existing conditions analysis. A PHF greater than 0.90 should not be utilized for any future year analysis. The TIA should be revised to be consistent with this guidance. Lower PHFs should be considered at intersections along Honeycutt Road due to impact of school traffic operations.
2. The Build-out (2026 and 2031) – with Improvements analysis does not identify sufficient improvements to meet the Town of Holly Springs TIA Study Policy. Additional mitigation options should be identified within these scenarios (such as widening along Piney Grove-Wilbon Road, realignment of Honeycutt Road/Wade Nash Road or Alternative Solution, etc.) to improve the study intersections to meet the TIA Study Policy standards.
3. In accordance with the Town's UDO, the property frontage across Piney Grove Wilbon and Wade Nash are required to be improved to meet half of the ultimate street cross sections in the town's CTP. Please refer to the Cross Sections Maps in Section 3 and Section 5 <https://www.hollyspringsnc.gov/327/Comprehensive-Plan>

### Report:

4. Northbound left-turn volume total on Figure 5.6 is incorrect for the Background (2031) PM calculation.
5. Table 6.6 in the TIA shows LOS B on the westbound approach at the intersection of Piney Grove-Wilbon/Site Access #1 under the 2031 conditions, which contradicts the Synchro model results.
6. The improvement recommendations for Site Access #1 are repeated instead of listing the recommendations for Site Access #2.
7. Piney Grove-Wilbon Road at Honeycutt Road and at Wade Nash Road: Additional improvements should be identified to meet the Town of Holly Springs UDO, CTP and NCDOT engineering requirements:

- Per the Town's Comprehensive Transportation Plan (CTP), Honeycutt Rd. and Wade Nash Rd. are planned to be realigned. This was also a Hot Spot Study in the 2019 SWAS. The Town's new CTP was adopted May 17, 2022 and shows the preferred layout (see snip-it below), where Honeycutt would be rerouted south to align with Wade Nash. Since this project property is at the intersection and has frontage along the subject roadways, please evaluate the intersection realignment and determine if this is a viable solution to resolve the issues at the intersections. This intersection is often brought up by our Town Council members as an area of concern. Continue to coordinate with the Town on next steps to explore the implementation of improvements at these intersections:



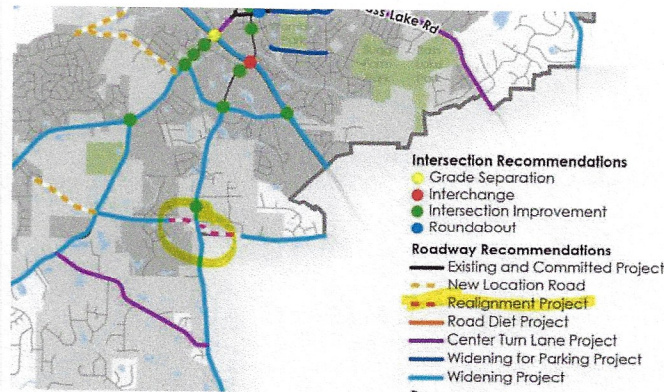
# Town of Holly Springs

SPECIAL STUDY STAFF REVIEW COMMENTS

## Development Services

(919) 557-3939 • (919) 552-9881 fax • [www.hollyspringsnc.us](http://www.hollyspringsnc.us)

- As discussed at the meeting held on 10/21/22 with the Town and project applicant, alternative solutions to address intersection deficiencies should be provided as part of the TIA review. The TIA should provide alternative recommendations for how the study intersections will be improved to address safety and LOS standards for both NCDOT and the Town. Alternatives to the full intersection realignment shown in the CTP will be considered and reviewed as part of the TIA review process by the Town and the NCDOT.



### Inclusion of Piney Grove Property:

8. Site Access #1: Sufficient spacing from the Honeycutt Road intersection and Wade Nash Rd. intersection should be provided at this site access to allow for consideration of a full movement driveway. If permitted as a full movement driveway, this site access would need to meet spacing requirements and should align with the Piney Grove Property Driveway proposed at High Pocket Rd.
9. If an alternative (RI/RO) access scenario was assumed for Piney Grove Property, U-turn traffic at the Piney Grove-Wilbon/Honeycutt Road intersection should be included in the analysis.
10. The applicant should coordinate with the Town, NCDOT and Piney Grove Property for access location and mitigation determinations, particularly concerning widening along Piney Grove-Wilbon Road and realignment options of Honeycutt Road/Wade Nash Road.
  - › Piney Grove-Wilbon Road at Site Access #1:
11. Site Access #1 needs to align with Piney Grove Property at High Pocket Dr. driveway to be considered as a full movement driveway. If permitted as a full movement driveway, this site access would need to meet spacing requirements. Revise capacity analysis to include the planned Piney Grove Property driveway as the fourth leg at this intersection.
12. Piney Grove-Wilbon Road at Ralph Stephens Road:
  - The analysis should revise the storage length assumptions for the northbound shared through/right-turn lane to fully contain projected queues along Piney Grove-Wilbon Road.

### END COMMENTS

Please contact [DSIntake@hollyspringsnc.gov](mailto:DSIntake@hollyspringsnc.gov) for questions regarding our submittal process and submittal fee payment





KIMLEY-HORN AND ASSOCIATES, INC  
NC License #F-0102

## MEMORANDUM

To: Catherine Jacobs, PE, CFM  
Town of Holly Springs

From: Lyle Overcash, PE  
Kimley-Horn and Associates, Inc.

Date: May 31, 2023

Subject: Symphonia Development 2050 Analysis



This memorandum is to serve as a supplement to the *Symphonia Development TIA* (Kimley-Horn, August 2022) and the TIA Addendum from January 11, 2023. This updated analysis utilizes the 2031 dual signal and realignment analysis as presented in the TIA Addendum and projects those volumes to future year 2050 conditions. This document presents the 2031 to 2050 growth rate determination methodology, as well as the level of service results for the two scenarios.

In the original TIA and TIA Addendum, a 5% growth rate was used from 2022 to 2026 and a 3% growth rate was used from 2026 to 2031. These growth rates excluded approved development traffic, which was manually added to the background volumes in the TIA.

The 2050 Triangle Regional Model in the study area shows low growth rates on Piney Grove Wilbon Road, which does not seem realistic. This is likely due to how centroid connectors for Traffic Analysis Zones (TAZ) are coded. However, the TAZ growth rates for the study area are reasonable and were therefore averaged along with Piney Grove Wilbon Road to determine a more representative growth rate for the study area intersections. The average growth rate calculated from the TAZ and corridor growth resulted in a 2.3% growth rate for the period 2020 to 2050. Adjusting for the intermediate growth rates utilized in the TIA resulted in a growth rate of 1.55% for the post build time period of 2031 to 2050. The Piney Grove Growth Calculations document attached includes the Triangle Regional Model in this area, as well as additional description about the growth rate determination.

The Synchro files used in the TIA Addendum were used in this analysis, focusing on only the applicable study intersections. The volumes shown in those files were grown using the Synchro Volume Adjustment Factor. Roadway laneage for each scenario has Piney Grove-Wilbon Road, Wade Nash Road, and Honeycutt Road as 4-lane sections, as shown in the Southwest Area Study and Comprehensive Transportation Plan Cross Section Map, along with turn lanes at the intersections to have the scenarios be consistent. Both scenarios perform with acceptable and comparable delay and level of service (better than LOS D) with the dual signal solution actually performing better than the realigned scenario. Synchro Reports and a compiled LOS table are attached.

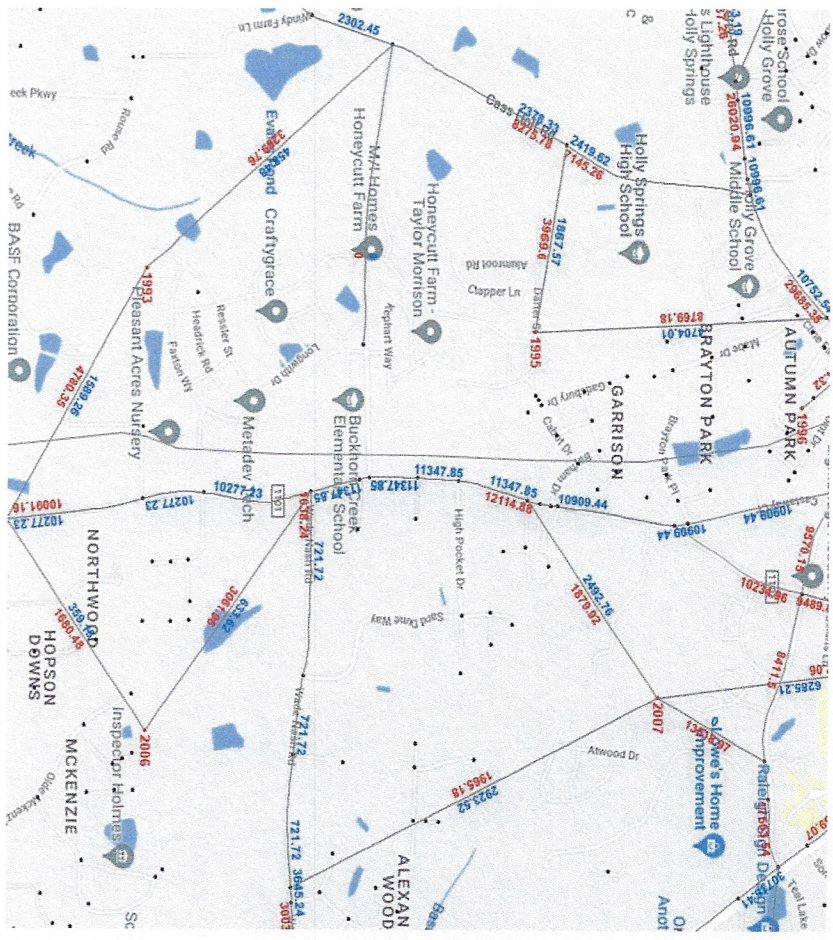
Should you have any questions or comments, please do not hesitate to contact me at (919) 678-4131 or [lyle.overcash@kimley-horn.com](mailto:lyle.overcash@kimley-horn.com).

**Attachments:** LOS Table, Piney Growth Wilbon Growth Calculations, Synchro Reports



| Year 2050 - Level of Service Summary                     |                                  |          |                       |          |  |
|----------------------------------------------------------|----------------------------------|----------|-----------------------|----------|--|
| Intersection and Approach/Movement                       | Build-out - Offset Intersections |          | Build-out - Realigned |          |  |
|                                                          | AM                               | PM       | AM                    | PM       |  |
| Piney Grove-Wilbon Road at Honeycutt Road                | B (14.0)                         | C (28.4) | N/A                   | N/A      |  |
| Eastbound                                                | B (19.1)                         | D (53.0) |                       |          |  |
| Northbound                                               | A (8.9)                          | B (15.1) |                       |          |  |
| Southbound                                               | B (19.9)                         | C (30.2) |                       |          |  |
| Piney Grove-Wilbon Road at Wade Nash Road                | C (23.1)                         | A (9.3)  | N/A                   | N/A      |  |
| Westbound                                                | D (48.5)                         | C (32.0) |                       |          |  |
| Northbound                                               | C (28.3)                         | B (12.0) |                       |          |  |
| Southbound                                               | A (8.2)                          | A (5.1)  |                       |          |  |
| Piney Grove-Wilbon Road at Honeycutt Road/Wade Nash Road | N/A                              |          | D (37.9)              | C (31.2) |  |
| Eastbound                                                |                                  |          | D (40.0)              | D (42.6) |  |
| Westbound                                                |                                  |          | C (29.9)              | C (27.2) |  |
| Northbound                                               |                                  |          | D (49.3)              | C (20.8) |  |
| Southbound                                               |                                  |          | C (22.5)              | D (34.4) |  |





|                                      |  |       |             |
|--------------------------------------|--|-------|-------------|
| Piney Grove Wilbourn at Wade Nash Rd |  | 2020  | 2050 Growth |
| PGW north of Wade Nash               |  | 11347 | 12114 0.2%  |
| Wade Nash                            |  | 721   | 1038 1.2%   |
| PGW south of Wade Nash               |  | 10277 | 10091 -0.1% |
| Tot TAZ 2006                         |  | 992   | 4741 5.4%   |
| Tot TAZ 2007                         |  | 11700 | 24859 2.5%  |
| Tot TAZ 1995                         |  | 6571  | 12738 2.2%  |
| Tot TAZ 1993                         |  | 2047  | 8069 4.7%   |
| AVERAGE                              |  |       | 2.3%        |

2020 - 2050 Growth = 2.3%

|                            |                                                                                                                                                                                                                         |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2020 - 2022 Growth = 2.3%  |                                                                                                                                                                                                                         |
| 2022 - 2026 Growth = 5%    | Growth Rate used in TIA - does not include Approved developments which would account for even more growth above 5% over this time period                                                                                |
| 2026 - 2031 Growth = 3%    | Growth Rate used in TIA - does not include Approved developments which would account for even more growth than 3% over this time period                                                                                 |
| 2031 - 2050 Growth = 1.55% | Assuming an average growth rate of 2.3% over 2020 to 2050, a 1.55% growth rate was calculated for us from 2031 to 2050 when taken into account that traffic was grown for 5% from 2022 to 2026 and 3% from 2026 to 2031 |



# Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Dual Signals

3: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |  |  |  |  |  |
| Traffic Volume (vph)    | 170                                                                               | 269                                                                               | 367                                                                               | 1294                                                                              | 615                                                                               | 421                                                                               |
| Future Volume (vph)     | 170                                                                               | 269                                                                               | 367                                                                               | 1294                                                                              | 615                                                                               | 421                                                                               |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)         | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                |
| Grade (%)               | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Storage Length (ft)     | 250                                                                               | 0                                                                                 | 100                                                                               |                                                                                   |                                                                                   | 150                                                                               |
| Storage Lanes           | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Taper Length (ft)       | 100                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)       | 3433                                                                              | 1583                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Flt Permitted           | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)       | 3433                                                                              | 1583                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Right Turn on Red       |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)       |                                                                                   | 46                                                                                |                                                                                   |                                                                                   |                                                                                   | 42                                                                                |
| Link Speed (mph)        | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 2155                                                                              |                                                                                   |                                                                                   | 710                                                                               | 1048                                                                              |                                                                                   |
| Travel Time (s)         | 32.7                                                                              |                                                                                   |                                                                                   | 10.8                                                                              | 15.9                                                                              |                                                                                   |
| Confl. Peds. (#/hr)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)     |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Growth Factor           | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              |
| Heavy Vehicles (%)      | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                |
| Bus Blockages (#/hr)    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Parking (#/hr)          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Mid-Block Traffic (%)   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)   | 253                                                                               | 401                                                                               | 546                                                                               | 1927                                                                              | 916                                                                               | 627                                                                               |
| Turn Type               | Prot                                                                              | pm+ov                                                                             | Prot                                                                              | NA                                                                                | NA                                                                                | pm+ov                                                                             |
| Protected Phases        | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 | 4                                                                                 |
| Permitted Phases        |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |
| Detector Phase          | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 | 4                                                                                 |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 12.0                                                                              | 12.0                                                                              | 7.0                                                                               |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 19.0                                                                              | 19.0                                                                              | 14.0                                                                              |
| Total Split (s)         | 21.0                                                                              | 23.0                                                                              | 23.0                                                                              | 59.0                                                                              | 36.0                                                                              | 21.0                                                                              |
| Total Split (%)         | 26.3%                                                                             | 28.8%                                                                             | 28.8%                                                                             | 73.8%                                                                             | 45.0%                                                                             | 26.3%                                                                             |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag                |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?      |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | C-Min                                                                             | C-Min                                                                             | None                                                                              |
| Act Effct Green (s)     | 17.5                                                                              | 41.0                                                                              | 18.5                                                                              | 52.5                                                                              | 29.0                                                                              | 51.5                                                                              |
| Actuated g/C Ratio      | 0.22                                                                              | 0.51                                                                              | 0.23                                                                              | 0.66                                                                              | 0.36                                                                              | 0.64                                                                              |
| v/c Ratio               | 0.34                                                                              | 0.48                                                                              | 0.69                                                                              | 0.83                                                                              | 0.72                                                                              | 0.61                                                                              |
| Control Delay           | 28.1                                                                              | 13.4                                                                              | 21.5                                                                              | 5.3                                                                               | 25.9                                                                              | 11.0                                                                              |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay             | 28.1                                                                              | 13.4                                                                              | 21.5                                                                              | 5.3                                                                               | 25.9                                                                              | 11.0                                                                              |
| LOS                     | C                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | B                                                                                 |
| Approach Delay          | 19.1                                                                              |                                                                                   |                                                                                   | 8.9                                                                               | 19.9                                                                              |                                                                                   |
| Approach LOS            | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |
| Queue Length 50th (ft)  | 54                                                                                | 98                                                                                | 102                                                                               | 76                                                                                | 214                                                                               | 162                                                                               |
| Queue Length 95th (ft)  | 90                                                                                | 190                                                                               | m126                                                                              | m67                                                                               | 259                                                                               | 239                                                                               |
| Internal Link Dist (ft) | 2075                                                                              |                                                                                   |                                                                                   | 630                                                                               | 968                                                                               |                                                                                   |
| Turn Bay Length (ft)    | 250                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 150                                                                               |
| Base Capacity (vph)     | 756                                                                               | 825                                                                               | 819                                                                               | 2393                                                                              | 1401                                                                              | 1016                                                                              |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 31                                                                                | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio       | 0.33                                                                              | 0.49                                                                              | 0.67                                                                              | 0.82                                                                              | 0.65                                                                              | 0.62                                                                              |

## Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

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Kimley-Horn

Synchro 11 Report



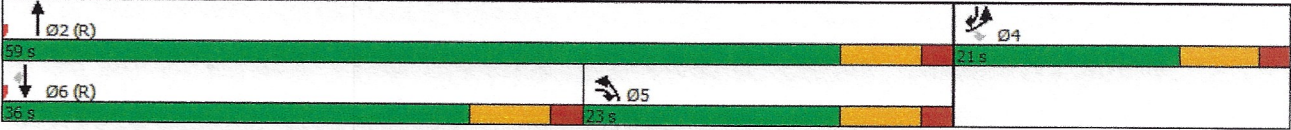
Attachment 19

Symphonia - Holly Springs  
3: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) AM - Dual Signals  
05/31/2023

|                                                                     |                        |
|---------------------------------------------------------------------|------------------------|
| Offset: 4 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 60                                                   |                        |
| Control Type: Actuated-Coordinated                                  |                        |
| Maximum v/c Ratio: 0.83                                             |                        |
| Intersection Signal Delay: 14.0                                     | Intersection LOS: B    |
| Intersection Capacity Utilization 62.8%                             | ICU Level of Service B |
| Analysis Period (min) 15                                            |                        |
| m Volume for 95th percentile queue is metered by upstream signal.   |                        |

Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road





# Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

|                           | ↙     | ↖     | ↑     | ↗     | ↘     | ↓     |
|---------------------------|-------|-------|-------|-------|-------|-------|
| Lane Group                | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations       | ↙     | ↖     | ↑↑    | ↗     | ↘     | ↑↑    |
| Traffic Volume (vph)      | 14    | 210   | 1472  | 18    | 182   | 729   |
| Future Volume (vph)       | 14    | 210   | 1472  | 18    | 182   | 729   |
| Ideal Flow (vphpl)        | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)           | 12    | 12    | 12    | 12    | 12    | 12    |
| Grade (%)                 | 0%    |       | 0%    |       |       | 0%    |
| Storage Length (ft)       | 125   | 0     |       | 125   | 100   |       |
| Storage Lanes             | 0     | 1     |       | 1     | 2     |       |
| Taper Length (ft)         | 100   |       |       |       | 100   |       |
| Satd. Flow (prot)         | 1770  | 1583  | 3539  | 1583  | 3433  | 3539  |
| Flt Permitted             | 0.950 |       |       |       | 0.950 |       |
| Satd. Flow (perm)         | 1770  | 1583  | 3539  | 1583  | 3433  | 3539  |
| Right Turn on Red         |       | Yes   |       | Yes   |       |       |
| Satd. Flow (RTOR)         |       | 6     |       | 25    |       |       |
| Link Speed (mph)          | 45    |       | 45    |       |       | 45    |
| Link Distance (ft)        | 2064  |       | 1137  |       |       | 710   |
| Travel Time (s)           | 31.3  |       | 17.2  |       |       | 10.8  |
| Confl. Peds. (#/hr)       |       |       |       |       |       |       |
| Confl. Bikes (#/hr)       |       |       |       |       |       |       |
| Peak Hour Factor          | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  |
| Growth Factor             | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  |
| Heavy Vehicles (%)        | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    |
| Bus Blockages (#/hr)      | 0     | 0     | 0     | 0     | 0     | 0     |
| Parking (#/hr)            |       |       |       |       |       |       |
| Mid-Block Traffic (%)     | 0%    |       | 0%    |       |       | 0%    |
| Shared Lane Traffic (%)   |       |       |       |       |       |       |
| Lane Group Flow (vph)     | 21    | 313   | 2192  | 27    | 271   | 1085  |
| Turn Type                 | Prot  | pm+ov | NA    | pm+ov | Prot  | NA    |
| Protected Phases          | 8     | 1     | 2     | 8     | 1     | 6     |
| Permitted Phases          |       | 8     |       | 2     |       |       |
| Detector Phase            | 8     | 1     | 2     | 8     | 1     | 6     |
| Switch Phase              |       |       |       |       |       |       |
| Minimum Initial (s)       | 7.0   | 7.0   | 12.0  | 7.0   | 7.0   | 12.0  |
| Minimum Split (s)         | 14.0  | 14.0  | 19.0  | 14.0  | 14.0  | 19.0  |
| Total Split (s)           | 14.0  | 15.0  | 51.0  | 14.0  | 15.0  | 66.0  |
| Total Split (%)           | 17.5% | 18.8% | 63.8% | 17.5% | 18.8% | 82.5% |
| Yellow Time (s)           | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)          | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)      | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  |
| Total Lost Time (s)       | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                  |       | Lag   | Lead  |       | Lag   |       |
| Lead-Lag Optimize?        |       | Yes   | Yes   |       | Yes   |       |
| Recall Mode               | None  | None  | C-Max | None  | None  | C-Max |
| Act Effct Green (s)       | 9.0   | 18.4  | 51.6  | 60.0  | 10.0  | 68.6  |
| Actuated g/C Ratio        | 0.11  | 0.23  | 0.64  | 0.75  | 0.12  | 0.86  |
| v/c Ratio                 | 0.11  | 0.85  | 0.96  | 0.02  | 0.63  | 0.36  |
| Control Delay             | 33.4  | 49.5  | 28.7  | 1.2   | 36.0  | 1.2   |
| Queue Delay               | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay               | 33.4  | 49.5  | 28.7  | 1.2   | 36.0  | 1.2   |
| LOS                       | C     | D     | C     | A     | D     | A     |
| Approach Delay            | 48.5  |       | 28.3  |       |       | 8.2   |
| Approach LOS              | D     |       | C     |       |       | A     |
| Queue Length 50th (ft)    | 10    | 133   | ~653  | 0     | 69    | 18    |
| Queue Length 95th (ft)    | 31    | 220   | #789  | 5     | 108   | 54    |
| Internal Link Dist (ft)   | 1984  |       | 1057  |       |       | 630   |
| Turn Bay Length (ft)      | 125   |       |       | 125   | 100   |       |
| Base Capacity (vph)       | 199   | 369   | 2282  | 1193  | 429   | 3034  |
| Starvation Cap Reductn    | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn       | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio         | 0.11  | 0.85  | 0.96  | 0.02  | 0.63  | 0.36  |
| Intersection Summary      |       |       |       |       |       |       |
| Area Type:                | Other |       |       |       |       |       |
| Cycle Length: 80          |       |       |       |       |       |       |
| Actuated Cycle Length: 80 |       |       |       |       |       |       |

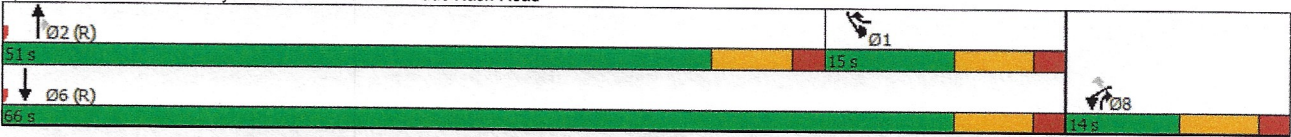
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Kimley-Horn

Synchro 11 Report



|                                                                     |                        |
|---------------------------------------------------------------------|------------------------|
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 90                                                   |                        |
| Control Type: Actuated-Coordinated                                  |                        |
| Maximum v/c Ratio: 0.96                                             |                        |
| Intersection Signal Delay: 23.1                                     | Intersection LOS: C    |
| Intersection Capacity Utilization 80.3%                             | ICU Level of Service D |
| Analysis Period (min) 15                                            |                        |
| ~ Volume exceeds capacity, queue is theoretically infinite.         |                        |
| Queue shown is maximum after two cycles.                            |                        |
| # 95th percentile volume exceeds capacity, queue may be longer.     |                        |
| Queue shown is maximum after two cycles.                            |                        |

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road





## Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

3: Piney Grove-Wilbon Road &amp; Honeycutt Road

05/31/2023

|                            |  |  |  |  |  |  |
|----------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group                 | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations        |  |  |  |  |  |  |
| Traffic Volume (vph)       | 150                                                                               | 295                                                                               | 274                                                                               | 764                                                                               | 1360                                                                              | 224                                                                               |
| Future Volume (vph)        | 150                                                                               | 295                                                                               | 274                                                                               | 764                                                                               | 1360                                                                              | 224                                                                               |
| Ideal Flow (vphpl)         | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Lane Width (ft)            | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                | 12                                                                                |
| Grade (%)                  | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Storage Length (ft)        | 250                                                                               | 0                                                                                 | 100                                                                               |                                                                                   |                                                                                   | 150                                                                               |
| Storage Lanes              | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Taper Length (ft)          | 100                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)          | 3433                                                                              | 1583                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Flt Permitted              | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)          | 3433                                                                              | 1583                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Right Turn on Red          |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   | Yes                                                                               |
| Satd. Flow (RTOR)          |                                                                                   | 10                                                                                |                                                                                   |                                                                                   |                                                                                   | 35                                                                                |
| Link Speed (mph)           | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)         | 2155                                                                              |                                                                                   |                                                                                   | 710                                                                               | 1048                                                                              |                                                                                   |
| Travel Time (s)            | 32.7                                                                              |                                                                                   |                                                                                   | 10.8                                                                              | 15.9                                                                              |                                                                                   |
| Confl. Peds. (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Confl. Bikes (#/hr)        |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Peak Hour Factor           | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Growth Factor              | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              | 134%                                                                              |
| Heavy Vehicles (%)         | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                | 2%                                                                                |
| Bus Blockages (#/hr)       | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Parking (#/hr)             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Mid-Block Traffic (%)      | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                | 0%                                                                                |                                                                                   |
| Shared Lane Traffic (%)    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)      | 223                                                                               | 439                                                                               | 408                                                                               | 1138                                                                              | 2025                                                                              | 334                                                                               |
| Turn Type                  | Prot                                                                              | pm+ov                                                                             | Prot                                                                              | NA                                                                                | NA                                                                                | pm+ov                                                                             |
| Protected Phases           | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 | 4                                                                                 |
| Permitted Phases           |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | 6                                                                                 |
| Detector Phase             | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 | 4                                                                                 |
| Switch Phase               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)        | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 12.0                                                                              | 12.0                                                                              | 7.0                                                                               |
| Minimum Split (s)          | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 19.0                                                                              | 19.0                                                                              | 14.0                                                                              |
| Total Split (s)            | 15.0                                                                              | 21.0                                                                              | 21.0                                                                              | 85.0                                                                              | 64.0                                                                              | 15.0                                                                              |
| Total Split (%)            | 15.0%                                                                             | 21.0%                                                                             | 21.0%                                                                             | 85.0%                                                                             | 64.0%                                                                             | 15.0%                                                                             |
| Yellow Time (s)            | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| All-Red Time (s)           | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |
| Lost Time Adjust (s)       | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |
| Total Lost Time (s)        | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag                   |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?         |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |
| Recall Mode                | None                                                                              | None                                                                              | None                                                                              | C-Min                                                                             | C-Min                                                                             | None                                                                              |
| Act Effct Green (s)        | 10.0                                                                              | 31.0                                                                              | 16.0                                                                              | 80.0                                                                              | 59.0                                                                              | 74.0                                                                              |
| Actuated g/C Ratio         | 0.10                                                                              | 0.31                                                                              | 0.16                                                                              | 0.80                                                                              | 0.59                                                                              | 0.74                                                                              |
| v/c Ratio                  | 0.65                                                                              | 0.88                                                                              | 0.74                                                                              | 0.40                                                                              | 0.97                                                                              | 0.28                                                                              |
| Control Delay              | 52.9                                                                              | 53.1                                                                              | 51.2                                                                              | 2.2                                                                               | 34.4                                                                              | 4.5                                                                               |
| Queue Delay                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay                | 52.9                                                                              | 53.1                                                                              | 51.2                                                                              | 2.2                                                                               | 34.4                                                                              | 4.5                                                                               |
| LOS                        | D                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 |
| Approach Delay             | 53.0                                                                              |                                                                                   |                                                                                   | 15.1                                                                              | 30.2                                                                              |                                                                                   |
| Approach LOS               | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |
| Queue Length 50th (ft)     | 71                                                                                | 259                                                                               | 135                                                                               | 10                                                                                | 605                                                                               | 51                                                                                |
| Queue Length 95th (ft)     | 110                                                                               | #441                                                                              | 186                                                                               | 24                                                                                | #827                                                                              | 82                                                                                |
| Internal Link Dist (ft)    | 2075                                                                              |                                                                                   |                                                                                   | 630                                                                               | 968                                                                               |                                                                                   |
| Turn Bay Length (ft)       | 250                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 150                                                                               |
| Base Capacity (vph)        | 343                                                                               | 498                                                                               | 550                                                                               | 2831                                                                              | 2088                                                                              | 1179                                                                              |
| Starvation Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Spillback Cap Reductn      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Storage Cap Reductn        | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Reduced v/c Ratio          | 0.65                                                                              | 0.88                                                                              | 0.74                                                                              | 0.40                                                                              | 0.97                                                                              | 0.28                                                                              |
| Intersection Summary       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Area Type:                 | Other                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Cycle Length: 100          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Actuated Cycle Length: 100 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

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Synchro 11 Report



Attachment 19

Symphonia - Holly Springs  
3: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) PM - Dual Signals  
05/31/2023

|                                                                       |                        |
|-----------------------------------------------------------------------|------------------------|
| Offset: 90 (90%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 90                                                     |                        |
| Control Type: Actuated-Coordinated                                    |                        |
| Maximum v/c Ratio: 0.97                                               |                        |
| Intersection Signal Delay: 28.4                                       | Intersection LOS: C    |
| Intersection Capacity Utilization 83.2%                               | ICU Level of Service E |
| Analysis Period (min) 15                                              |                        |
| # 95th percentile volume exceeds capacity, queue may be longer.       |                        |
| Queue shown is maximum after two cycles.                              |                        |

Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road





# Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

|                         | ↙     | ↖     | ↑     | ↗     | ↘     | ↓     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Lane Group              | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations     | ↙     | ↖     | ↑↑    | ↗     | ↘     | ↑↑    |
| Traffic Volume (vph)    | 18    | 180   | 879   | 22    | 221   | 1453  |
| Future Volume (vph)     | 18    | 180   | 879   | 22    | 221   | 1453  |
| Ideal Flow (vphpl)      | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)         | 12    | 12    | 12    | 12    | 12    | 12    |
| Grade (%)               | 0%    |       | 0%    |       |       | 0%    |
| Storage Length (ft)     | 125   | 0     |       | 125   | 100   |       |
| Storage Lanes           | 0     | 1     |       | 1     | 2     |       |
| Taper Length (ft)       | 100   |       |       |       | 100   |       |
| Satd. Flow (prot)       | 1770  | 1583  | 3539  | 1583  | 3433  | 3539  |
| Flt Permitted           | 0.950 |       |       |       | 0.950 |       |
| Satd. Flow (perm)       | 1770  | 1583  | 3539  | 1583  | 3433  | 3539  |
| Right Turn on Red       |       | Yes   |       | Yes   |       |       |
| Satd. Flow (RTOR)       |       | 56    |       | 33    |       |       |
| Link Speed (mph)        | 45    |       | 45    |       |       | 45    |
| Link Distance (ft)      | 2064  |       | 1137  |       |       | 710   |
| Travel Time (s)         | 31.3  |       | 17.2  |       |       | 10.8  |
| Confl. Peds. (#/hr)     |       |       |       |       |       |       |
| Confl. Bikes (#/hr)     |       |       |       |       |       |       |
| Peak Hour Factor        | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  |
| Growth Factor           | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  |
| Heavy Vehicles (%)      | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    |
| Bus Blockages (#/hr)    | 0     | 0     | 0     | 0     | 0     | 0     |
| Parking (#/hr)          |       |       |       |       |       |       |
| Mid-Block Traffic (%)   | 0%    |       | 0%    |       |       | 0%    |
| Shared Lane Traffic (%) |       |       |       |       |       |       |
| Lane Group Flow (vph)   | 27    | 268   | 1309  | 33    | 329   | 2163  |
| Turn Type               | Prot  | pm+ov | NA    | pm+ov | Prot  | NA    |
| Protected Phases        | 8     | 1     | 2     | 8     | 1     | 6     |
| Permitted Phases        |       | 8     |       | 2     |       |       |
| Detector Phase          | 8     | 1     | 2     | 8     | 1     | 6     |
| Switch Phase            |       |       |       |       |       |       |
| Minimum Initial (s)     | 7.0   | 7.0   | 12.0  | 7.0   | 7.0   | 12.0  |
| Minimum Split (s)       | 14.0  | 14.0  | 19.0  | 14.0  | 14.0  | 19.0  |
| Total Split (s)         | 14.0  | 22.0  | 64.0  | 14.0  | 22.0  | 86.0  |
| Total Split (%)         | 14.0% | 22.0% | 64.0% | 14.0% | 22.0% | 86.0% |
| Yellow Time (s)         | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)        | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  |
| Total Lost Time (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                |       | Lag   | Lead  |       | Lag   |       |
| Lead-Lag Optimize?      |       | Yes   | Yes   |       | Yes   |       |
| Recall Mode             | None  | None  | C-Max | None  | None  | C-Max |
| Act Effct Green (s)     | 9.0   | 25.4  | 64.6  | 73.0  | 17.0  | 88.6  |
| Actuated g/C Ratio      | 0.09  | 0.25  | 0.65  | 0.73  | 0.17  | 0.89  |
| v/c Ratio               | 0.17  | 0.60  | 0.57  | 0.03  | 0.56  | 0.69  |
| Control Delay           | 44.8  | 30.7  | 12.3  | 1.4   | 30.5  | 1.2   |
| Queue Delay             | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.1   |
| Total Delay             | 44.8  | 30.7  | 12.3  | 1.4   | 30.5  | 1.3   |
| LOS                     | D     | C     | B     | A     | C     | A     |
| Approach Delay          | 32.0  |       | 12.0  |       |       | 5.1   |
| Approach LOS            | C     |       | B     |       |       | A     |
| Queue Length 50th (ft)  | 16    | 109   | 265   | 0     | 97    | 78    |
| Queue Length 95th (ft)  | 43    | 189   | 333   | 7     | m100  | m68   |
| Internal Link Dist (ft) | 1984  |       | 1057  |       |       | 630   |
| Turn Bay Length (ft)    | 125   |       |       | 125   | 100   |       |
| Base Capacity (vph)     | 159   | 443   | 2286  | 1164  | 583   | 3135  |
| Starvation Cap Reductn  | 0     | 0     | 0     | 0     | 0     | 169   |
| Spillback Cap Reductn   | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio       | 0.17  | 0.60  | 0.57  | 0.03  | 0.56  | 0.73  |

## Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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Synchro 11 Report



Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Dual Signals

4: Piney Grove-Wilbon Road & Wade Nash Road

05/31/2023

|                                                                       |                        |
|-----------------------------------------------------------------------|------------------------|
| Offset: 80 (80%), Referenced to phase 2:NBT and 6:SBT, Start of Green |                        |
| Natural Cycle: 60                                                     |                        |
| Control Type: Actuated-Coordinated                                    |                        |
| Maximum v/c Ratio: 0.69                                               |                        |
| Intersection Signal Delay: 9.3                                        | Intersection LOS: A    |
| Intersection Capacity Utilization 68.0%                               | ICU Level of Service C |
| Analysis Period (min) 15                                              |                        |
| m Volume for 95th percentile queue is metered by upstream signal.     |                        |

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road





# Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Realigned

1: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

|                            | ↖     | →     | ↗     | ↖     | ←     | ↖     | ↖     | ↑     | ↗     | ↘     | ↓     | ↙     |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                 | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations        | ↖     | ↖↖    | ↖     | ↖     | ↖↖    | ↖     | ↖↖    | ↖↖    | ↖     | ↖     | ↖↖    | ↖     |
| Traffic Volume (vph)       | 170   | 80    | 189   | 14    | 148   | 63    | 300   | 1172  | 18    | 100   | 515   | 421   |
| Future Volume (vph)        | 170   | 80    | 189   | 14    | 148   | 63    | 300   | 1172  | 18    | 100   | 515   | 421   |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    |
| Grade (%)                  |       | 0%    |       |       | 0%    |       |       | 0%    |       |       | 0%    |       |
| Storage Length (ft)        | 150   |       | 150   | 150   |       | 150   | 250   |       | 150   | 250   |       | 150   |
| Storage Lanes              | 1     |       | 1     | 1     |       | 1     | 2     |       | 1     | 1     |       | 1     |
| Taper Length (ft)          | 100   |       |       | 100   |       |       | 100   |       |       | 100   |       |       |
| Satd. Flow (prot)          | 1770  | 3539  | 1583  | 1770  | 3539  | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted              | 0.586 |       |       | 0.677 |       |       | 0.950 |       |       | 0.087 |       |       |
| Satd. Flow (perm)          | 1092  | 3539  | 1583  | 1261  | 3539  | 1583  | 3433  | 3539  | 1583  | 162   | 3539  | 1583  |
| Right Turn on Red          |       |       | Yes   |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)          |       |       | 176   |       |       | 196   |       |       | 120   |       |       | 196   |
| Link Speed (mph)           |       | 30    |       |       | 30    |       |       | 45    |       |       | 45    |       |
| Link Distance (ft)         |       | 2351  |       |       | 1947  |       |       | 1596  |       |       | 1292  |       |
| Travel Time (s)            |       | 53.4  |       |       | 44.3  |       |       | 24.2  |       |       | 19.6  |       |
| Confl. Peds. (#/hr)        |       |       |       |       |       |       |       |       |       |       |       |       |
| Confl. Bikes (#/hr)        |       |       |       |       |       |       |       |       |       |       |       |       |
| Peak Hour Factor           | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  |
| Growth Factor              | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Parking (#/hr)             |       |       |       |       |       |       |       |       |       |       |       |       |
| Mid-Block Traffic (%)      |       | 0%    |       |       | 0%    |       |       | 0%    |       |       | 0%    |       |
| Shared Lane Traffic (%)    |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)      | 253   | 119   | 281   | 21    | 220   | 94    | 447   | 1745  | 27    | 149   | 767   | 627   |
| Turn Type                  | D.P+P | NA    | pm+ov | D.P+P | NA    | pm+ov | Prot  | NA    | pm+ov | D.P+P | NA    | pm+ov |
| Protected Phases           | 7     | 4     | 5     | 3     | 8     | 1     | 5     | 2     | 3     | 1     | 6     | 7     |
| Permitted Phases           | 8     |       | 4     | 4     |       | 8     |       |       | 2     | 2     |       | 6     |
| Detector Phase             | 7     | 4     | 5     | 3     | 8     | 1     | 5     | 2     | 3     | 1     | 6     | 7     |
| Switch Phase               |       |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)        | 5.0   | 7.0   | 7.0   | 5.0   | 5.0   | 5.0   | 7.0   | 12.0  | 5.0   | 5.0   | 12.0  | 5.0   |
| Minimum Split (s)          | 12.0  | 14.0  | 14.0  | 12.0  | 25.0  | 12.0  | 14.0  | 19.0  | 12.0  | 12.0  | 19.0  | 12.0  |
| Total Split (s)            | 12.0  | 25.0  | 24.0  | 12.0  | 25.0  | 12.0  | 24.0  | 51.0  | 12.0  | 12.0  | 39.0  | 12.0  |
| Total Split (%)            | 12.0% | 25.0% | 24.0% | 12.0% | 25.0% | 12.0% | 24.0% | 51.0% | 12.0% | 12.0% | 39.0% | 12.0% |
| Yellow Time (s)            | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)           | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)       | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  |
| Total Lost Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                   | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  |
| Lead-Lag Optimize?         | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode                | None  | None  | None  | None  | None  | None  | None  | C-Min | None  | None  | C-Min | None  |
| Act Effct Green (s)        | 20.5  | 18.3  | 43.2  | 22.5  | 13.5  | 29.3  | 19.9  | 48.7  | 60.7  | 59.5  | 39.6  | 51.6  |
| Actuated g/C Ratio         | 0.20  | 0.18  | 0.43  | 0.22  | 0.14  | 0.29  | 0.20  | 0.49  | 0.61  | 0.60  | 0.40  | 0.52  |
| v/c Ratio                  | 0.93  | 0.18  | 0.36  | 0.07  | 0.46  | 0.16  | 0.65  | 1.01  | 0.03  | 0.55  | 0.55  | 0.69  |
| Control Delay              | 76.5  | 36.7  | 8.5   | 27.6  | 42.7  | 0.6   | 41.4  | 52.1  | 0.0   | 22.9  | 26.2  | 17.8  |
| Queue Delay                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                | 76.5  | 36.7  | 8.5   | 27.6  | 42.7  | 0.6   | 41.4  | 52.1  | 0.0   | 22.9  | 26.2  | 17.8  |
| LOS                        | E     | D     | A     | C     | D     | A     | D     | D     | A     | C     | C     | B     |
| Approach Delay             |       | 40.0  |       |       | 29.9  |       |       | 49.3  |       |       | 22.5  |       |
| Approach LOS               |       | D     |       |       | C     |       |       | D     |       |       | C     |       |
| Queue Length 50th (ft)     | 141   | 36    | 43    | 10    | 68    | 0     | 134   | -635  | 0     | 34    | 198   | 202   |
| Queue Length 95th (ft)     | #263  | 61    | 95    | 28    | 102   | 0     | 182   | #791  | 0     | 103   | 279   | 376   |
| Internal Link Dist (ft)    |       | 2271  |       |       | 1867  |       |       | 1516  |       |       | 1212  |       |
| Turn Bay Length (ft)       | 150   |       | 150   | 150   |       | 150   | 250   |       | 150   | 250   |       | 150   |
| Base Capacity (vph)        | 271   | 754   | 796   | 319   | 707   | 602   | 714   | 1722  | 1007  | 270   | 1400  | 911   |
| Starvation Cap Reductn     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn      | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio          | 0.93  | 0.16  | 0.35  | 0.07  | 0.31  | 0.16  | 0.63  | 1.01  | 0.03  | 0.55  | 0.55  | 0.69  |
| Intersection Summary       |       |       |       |       |       |       |       |       |       |       |       |       |
| Area Type:                 | Other |       |       |       |       |       |       |       |       |       |       |       |
| Cycle Length: 100          |       |       |       |       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 100 |       |       |       |       |       |       |       |       |       |       |       |       |

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Kimley-Horn

Synchro 11 Report



# Attachment 19

Symphonia - Holly Springs

Build-out (2050) AM - Realigned

1: Piney Grove-Wilbon Road & Honeycutt Road

05/31/2023

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:SBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 37.9

Intersection LOS: D

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

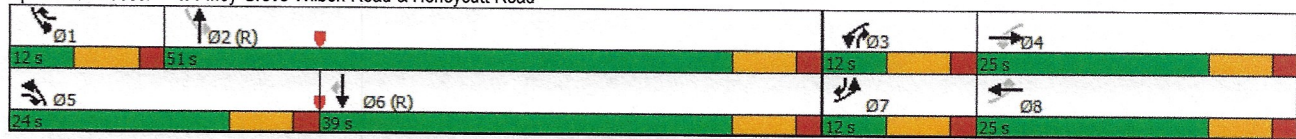
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Piney Grove-Wilbon Road & Honeycutt Road





## Attachment 19

Symphonia - Holly Springs

Build-out (2050) PM - Realigned

1: Piney Grove-Wilbon Road &amp; Honeycutt Road

05/31/2023

|                            | →     | →     | ↘     | ↙     | ←     | ↖     | ↗     | ↑     | ↘     | ↙     | ↓     | ↖     |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group                 | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations        | ↖     | ↗     | ↗     | ↖     | ↗     | ↗     | ↖     | ↗     | ↗     | ↖     | ↗     | ↖     |
| Traffic Volume (vph)       | 150   | 71    | 224   | 18    | 74    | 107   | 200   | 679   | 22    | 150   | 1210  | 224   |
| Future Volume (vph)        | 150   | 71    | 224   | 18    | 74    | 107   | 200   | 679   | 22    | 150   | 1210  | 224   |
| Ideal Flow (vphpl)         | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Lane Width (ft)            | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    | 12    |
| Grade (%)                  |       | 0%    |       |       | 0%    |       |       | 0%    |       |       | 0%    |       |
| Storage Length (ft)        | 150   |       | 150   | 150   |       | 150   | 250   |       | 150   | 250   |       | 150   |
| Storage Lanes              | 1     |       | 1     | 1     |       | 1     | 2     |       | 1     | 1     |       | 1     |
| Taper Length (ft)          | 100   |       |       | 100   |       |       | 100   |       |       | 100   |       |       |
| Satd. Flow (prot)          | 1770  | 3539  | 1583  | 1770  | 3539  | 1583  | 3433  | 3539  | 1583  | 1770  | 3539  | 1583  |
| Flt Permitted              | 0.682 |       |       | 0.685 |       |       | 0.071 |       |       | 0.187 |       |       |
| Satd. Flow (perm)          | 1270  | 3539  | 1583  | 1276  | 3539  | 1583  | 257   | 3539  | 1583  | 348   | 3539  | 1583  |
| Right Turn on Red          |       |       | Yes   |       |       | Yes   |       |       | Yes   |       |       | Yes   |
| Satd. Flow (RTOR)          |       |       | 109   |       |       | 109   |       |       | 109   |       |       | 202   |
| Link Speed (mph)           |       | 30    |       |       | 30    |       |       | 45    |       |       | 45    |       |
| Link Distance (ft)         |       | 2351  |       |       | 1947  |       |       | 1596  |       |       | 1292  |       |
| Travel Time (s)            |       | 53.4  |       |       | 44.3  |       |       | 24.2  |       |       | 19.6  |       |
| Confl. Peds. (#/hr)        |       |       |       |       |       |       |       |       |       |       |       |       |
| Confl. Bikes (#/hr)        |       |       |       |       |       |       |       |       |       |       |       |       |
| Peak Hour Factor           | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  |
| Growth Factor              | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  | 134%  |
| Heavy Vehicles (%)         | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    |
| Bus Blockages (#/hr)       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Parking (#/hr)             |       |       |       |       |       |       |       |       |       |       |       |       |
| Mid-Block Traffic (%)      |       | 0%    |       |       | 0%    |       |       | 0%    |       |       | 0%    |       |
| Shared Lane Traffic (%)    |       |       |       |       |       |       |       |       |       |       |       |       |
| Lane Group Flow (vph)      | 223   | 106   | 334   | 27    | 110   | 159   | 298   | 1011  | 33    | 223   | 1802  | 334   |
| Turn Type                  | D.P+P | NA    | pm+ov | D.P+P | NA    | pm+ov | D.P+P | NA    | pm+ov | D.P+P | NA    | pm+ov |
| Protected Phases           | 7     | 4     | 5     | 3     | 8     | 1     | 5     | 2     | 3     | 1     | 6     | 7     |
| Permitted Phases           | 8     |       | 4     | 4     |       | 8     | 6     |       | 2     | 2     |       | 6     |
| Detector Phase             | 7     | 4     | 5     | 3     | 8     | 1     | 5     | 2     | 3     | 1     | 6     | 7     |
| Switch Phase               |       |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)        | 7.0   | 7.0   | 7.0   | 5.0   | 5.0   | 5.0   | 7.0   | 12.0  | 5.0   | 5.0   | 12.0  | 7.0   |
| Minimum Split (s)          | 14.0  | 14.0  | 14.0  | 12.0  | 25.0  | 12.0  | 14.0  | 19.0  | 12.0  | 12.0  | 19.0  | 14.0  |
| Total Split (s)            | 14.0  | 27.0  | 14.0  | 12.0  | 25.0  | 21.0  | 14.0  | 50.0  | 12.0  | 21.0  | 57.0  | 14.0  |
| Total Split (%)            | 12.7% | 24.5% | 12.7% | 10.9% | 22.7% | 19.1% | 12.7% | 45.5% | 10.9% | 19.1% | 51.8% | 12.7% |
| Yellow Time (s)            | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| All-Red Time (s)           | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)       | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  | -2.0  |
| Total Lost Time (s)        | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Lead/Lag                   | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  | Lead  | Lag   | Lead  |
| Lead-Lag Optimize?         | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Recall Mode                | None  | None  | None  | None  | None  | None  | None  | C-Min | None  | None  | C-Min | None  |
| Act Effct Green (s)        | 19.8  | 15.2  | 32.9  | 20.8  | 10.8  | 30.3  | 70.2  | 55.7  | 67.7  | 70.2  | 57.5  | 71.5  |
| Actuated g/C Ratio         | 0.18  | 0.14  | 0.30  | 0.19  | 0.10  | 0.28  | 0.64  | 0.51  | 0.62  | 0.64  | 0.52  | 0.65  |
| v/c Ratio                  | 0.83  | 0.22  | 0.61  | 0.10  | 0.32  | 0.31  | 0.56  | 0.56  | 0.03  | 0.54  | 0.98  | 0.30  |
| Control Delay              | 65.1  | 44.3  | 27.0  | 33.8  | 48.2  | 11.6  | 21.0  | 21.4  | 0.1   | 12.9  | 42.7  | 4.3   |
| Queue Delay                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay                | 65.1  | 44.3  | 27.0  | 33.8  | 48.2  | 11.6  | 21.0  | 21.4  | 0.1   | 12.9  | 42.7  | 4.3   |
| LOS                        | E     | D     | C     | C     | D     | B     | C     | C     | A     | B     | D     | A     |
| Approach Delay             |       | 42.6  |       |       | 27.2  |       |       | 20.8  |       |       | 34.4  |       |
| Approach LOS               |       | D     |       |       | C     |       |       | C     |       |       | C     |       |
| Queue Length 50th (ft)     | 140   | 36    | 140   | 15    | 38    | 27    | 48    | 247   | 0     | 51    | 622   | 32    |
| Queue Length 95th (ft)     | #243  | 62    | 223   | 38    | 65    | 71    | 93    | 366   | 0     | 92    | #887  | 82    |
| Internal Link Dist (ft)    |       | 2271  |       |       | 1867  |       |       | 1516  |       |       | 1212  |       |
| Turn Bay Length (ft)       | 150   |       | 150   | 150   |       | 150   | 250   |       | 150   | 250   |       | 150   |
| Base Capacity (vph)        | 268   | 710   | 550   | 272   | 643   | 549   | 532   | 1790  | 1015  | 450   | 1848  | 1099  |
| Starvation Cap Reductn     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn      | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio          | 0.83  | 0.15  | 0.61  | 0.10  | 0.17  | 0.29  | 0.56  | 0.56  | 0.03  | 0.50  | 0.98  | 0.30  |
| Intersection Summary       |       |       |       |       |       |       |       |       |       |       |       |       |
| Area Type:                 | Other |       |       |       |       |       |       |       |       |       |       |       |
| Cycle Length: 110          |       |       |       |       |       |       |       |       |       |       |       |       |
| Actuated Cycle Length: 110 |       |       |       |       |       |       |       |       |       |       |       |       |

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Kimley-Horn

Synchro 11 Report



Attachment 19

Symphonia - Holly Springs  
1: Piney Grove-Wilbon Road & Honeycutt Road

Build-out (2050) PM - Realigned  
05/31/2023

|                                                                       |                        |
|-----------------------------------------------------------------------|------------------------|
| Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green |                        |
| Natural Cycle: 110                                                    |                        |
| Control Type: Actuated-Coordinated                                    |                        |
| Maximum v/c Ratio: 0.98                                               |                        |
| Intersection Signal Delay: 31.2                                       | Intersection LOS: C    |
| Intersection Capacity Utilization 82.8%                               | ICU Level of Service E |
| Analysis Period (min) 15                                              |                        |
| # 95th percentile volume exceeds capacity, queue may be longer.       |                        |
| Queue shown is maximum after two cycles.                              |                        |

Splits and Phases: 1: Piney Grove-Wilbon Road & Honeycutt Road





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June 7, 2023

**VIA ELECTRONIC MAIL ONLY**

[chris.hills@hollyspringsnc.gov](mailto:chris.hills@hollyspringsnc.gov)

[elizabeth.goodson@hollyspringsnc.gov](mailto:elizabeth.goodson@hollyspringsnc.gov)

Town of Holly Springs  
Development Services  
128 South Main Street  
Holly Springs, NC 27540

Re: PLCPA202300070 (23-CPA-01) - Symphonia  
Filed in relation to PLRZ202200239 (22-REZ-10)

Chris and Elizabeth,

In relation to 22-REZ-10, and at the direction of the Town, the Applicant, Marina Holly Springs, LLC, moved forward with a Comprehensive Plan Amendment application. The application was submitted March 17, 2023, following discussion wherein the Town identified the intersection of Piney Gove Wilbon Road and Honeycutt Road and Piney Grove Wilbon Road and Wade Nash Road to be realigned in the future with the development of adjoining properties that have direct frontage to the realignment. During rezoning review, proposed solutions to alleviate existing traffic concerns were offered and the Town directed the Applicant to request amendment to the current Comprehensive Transportation Plan to be consistent with the solutions proposed.

Multiple options were provided and ultimately the TIA was revised to reflect a dual signalization of the intersections of Piney Grove Wilbon with Honeycutt Road and Wade Nash Road as the best solution.

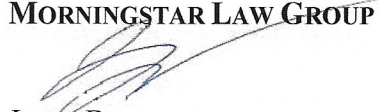
After further review and collaboration between the Applicant and the Town, it has been determined that an amendment to the Comprehensive Transportation Plan is not an appropriate tool to resolving the possible future realignment, at least not at this time.



As such, we withdraw the application and respectfully request reimbursement of all submittal fees regarding the Comprehensive Plan Amendment application. Should you wish to discuss or have any questions or concerns, please feel free to contact me.

Sincerely,

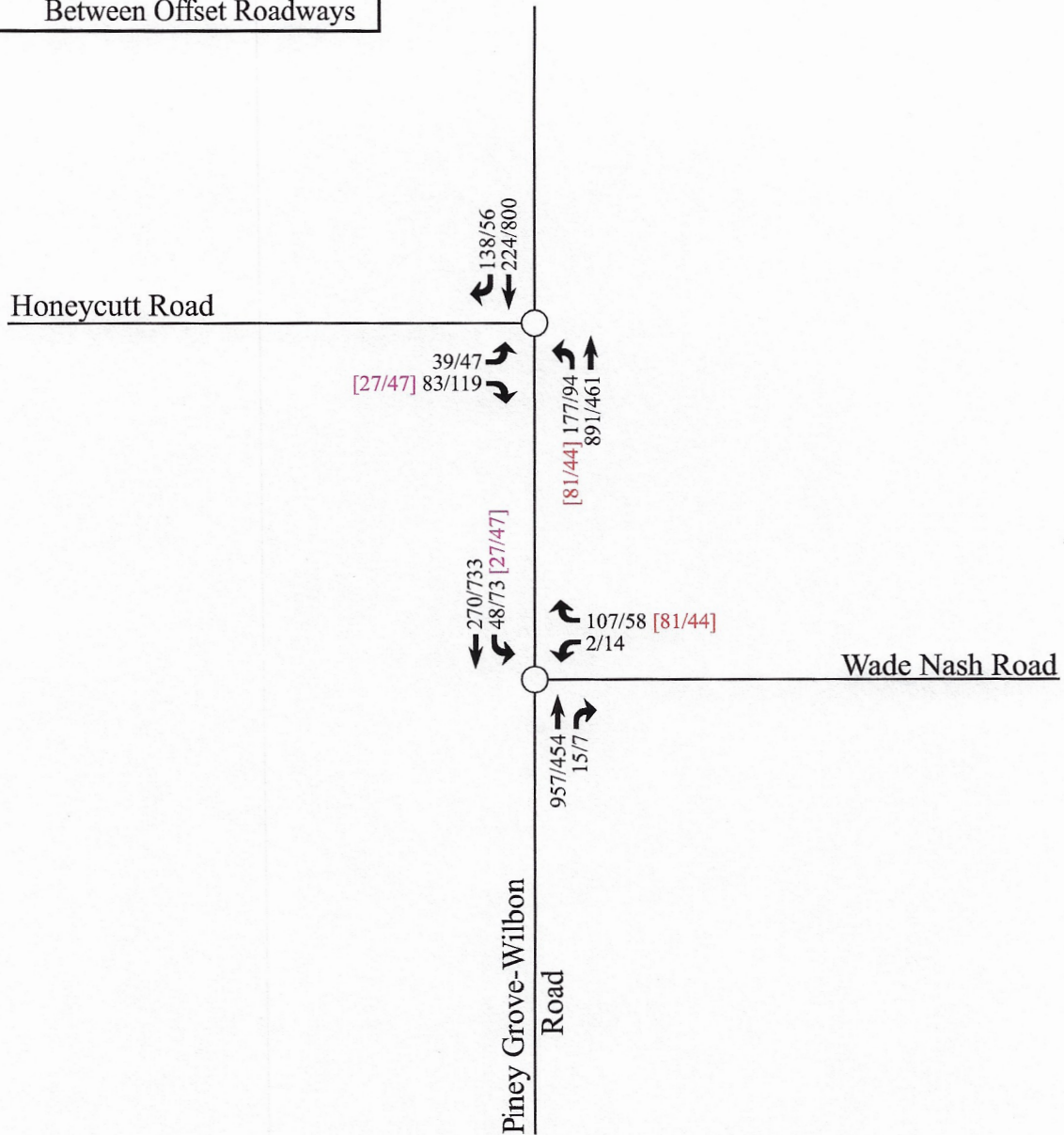
**MORNINGSTAR LAW GROUP**

A handwritten signature in blue ink, appearing to read "Jason Barron", is written over the printed name.

Jason Barron  
Partner

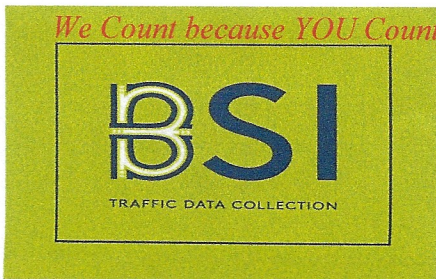
**LEGEND**

- Unsignalized Intersection
- X/Y → AM / PM Peak Hour Traffic
- X/Y → Volume from Turning
- Movement Count Traveling
- Between Offset Roadways



|                                                                                                                                                    |                                                        |                                                    |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------------------|--|
|  <b>RAMEY KEMP &amp; ASSOCIATES</b><br>TRANSPORTATION ENGINEERS | Southwest Area Study<br>- Hot Spots<br>Wake County, NC | Existing (2018)<br>Unbalanced<br>Peak Hour Traffic |  |
|                                                                                                                                                    |                                                        | Scale: Not to Scale                                |  |





File Name : FuquayVarina(Piney Grove and Honeycutt) AM Peak

Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

|             | Piney Grove Wilbon Road<br>Southbound |      |            | Piney Grove Wilbon Road<br>Northbound |      |            | Honeycutt Road<br>Eastbound |      |            |            |
|-------------|---------------------------------------|------|------------|---------------------------------------|------|------------|-----------------------------|------|------------|------------|
| Start Time  | Right                                 | Thru | App. Total | Thru                                  | Left | App. Total | Right                       | Left | App. Total | Int. Total |
| 07:00       | 80                                    | 45   | 125        | 201                                   | 49   | 250        | 17                          | 14   | 31         | 406        |
| 07:15       | 31                                    | 56   | 87         | 214                                   | 42   | 256        | 24                          | 11   | 35         | 378        |
| 07:30       | 8                                     | 66   | 74         | 229                                   | 34   | 263        | 16                          | 8    | 24         | 361        |
| 07:45       | 19                                    | 57   | 76         | 247                                   | 52   | 299        | 26                          | 6    | 32         | 407        |
| Total       | 138                                   | 224  | 362        | 891                                   | 177  | 1068       | 83                          | 39   | 122        | 1552       |
| 08:00       | 12                                    | 84   | 96         | 173                                   | 39   | 212        | 20                          | 12   | 32         | 340        |
| 08:15       | 19                                    | 78   | 97         | 155                                   | 22   | 177        | 16                          | 11   | 27         | 301        |
| 08:30       | 24                                    | 61   | 85         | 154                                   | 41   | 195        | 12                          | 7    | 19         | 299        |
| 08:45       | 29                                    | 79   | 108        | 145                                   | 40   | 185        | 45                          | 39   | 84         | 377        |
| Total       | 84                                    | 302  | 386        | 627                                   | 142  | 769        | 93                          | 69   | 162        | 1317       |
| Grand Total | 222                                   | 526  | 748        | 1518                                  | 319  | 1837       | 176                         | 108  | 284        | 2869       |
| Apprch %    | 29.7                                  | 70.3 |            | 82.6                                  | 17.4 |            | 62                          | 38   |            |            |
| Total %     | 7.7                                   | 18.3 | 26.1       | 52.9                                  | 11.1 | 64         | 6.1                         | 3.8  | 9.9        |            |
| Cars +      | 222                                   | 518  | 740        | 1509                                  | 319  | 1828       | 176                         | 108  | 284        | 2852       |
| % Cars +    | 100                                   | 98.5 | 98.9       | 99.4                                  | 100  | 99.5       | 100                         | 100  | 100        | 99.4       |
| Trucks      | 0                                     | 8    | 8          | 9                                     | 0    | 9          | 0                           | 0    | 0          | 17         |
| % Trucks    | 0                                     | 1.5  | 1.1        | 0.6                                   | 0    | 0.5        | 0                           | 0    | 0          | 0.6        |



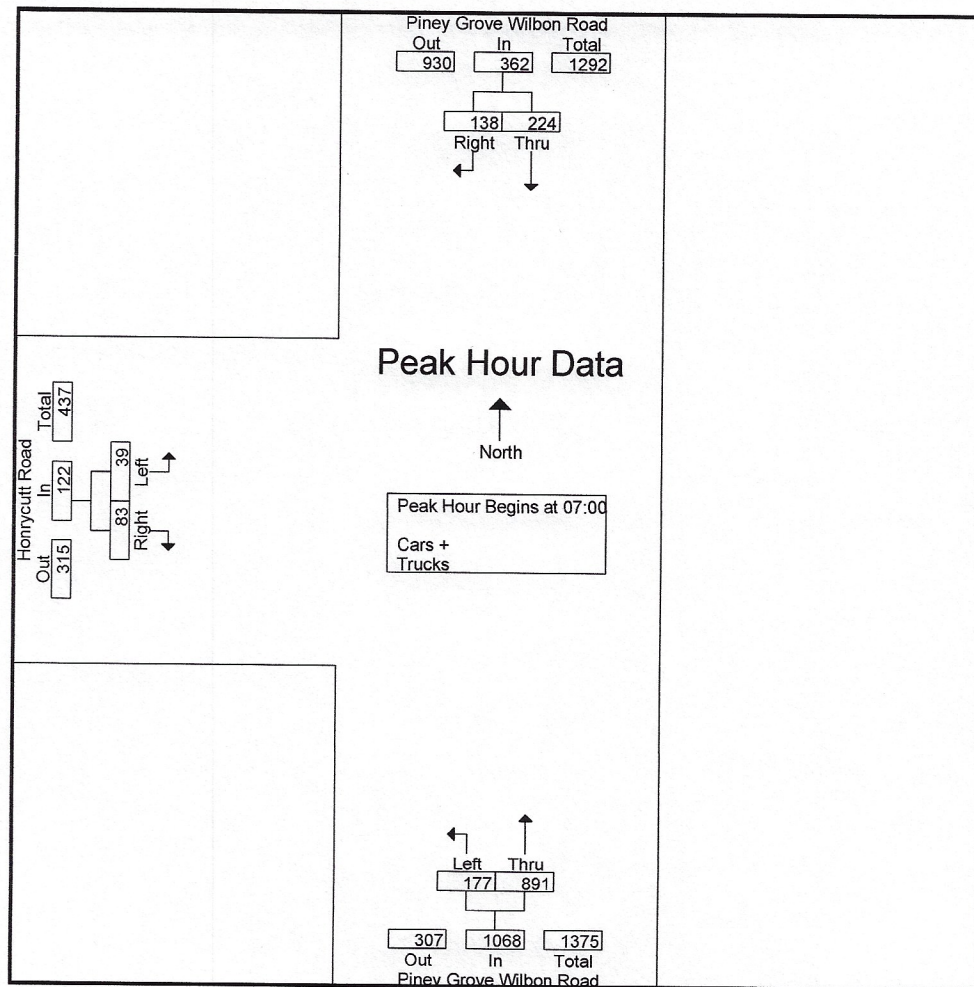
File Name : FuquayVarina(Piney Grove and Honeycutt) AM Peak

Site Code :

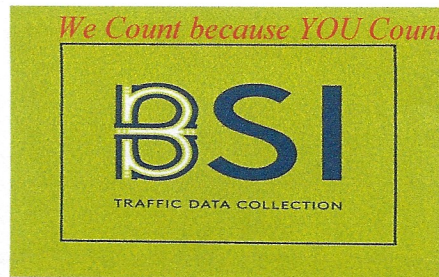
Start Date : 10/4/2018

Page No : 2

|                                                      | Piney Grove Wilbon Road<br>Southbound |      |            | Piney Grove Wilbon Road<br>Northbound |      |            | Honeycutt Road<br>Eastbound |      |            |            |
|------------------------------------------------------|---------------------------------------|------|------------|---------------------------------------|------|------------|-----------------------------|------|------------|------------|
| Start Time                                           | Right                                 | Thru | App. Total | Thru                                  | Left | App. Total | Right                       | Left | App. Total | Int. Total |
| Peak Hour Analysis From 06:45 to 08:45 - Peak 1 of 1 |                                       |      |            |                                       |      |            |                             |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                                       |      |            |                                       |      |            |                             |      |            |            |
| 07:00                                                | 80                                    | 45   | 125        | 201                                   | 49   | 250        | 17                          | 14   | 31         | 406        |
| 07:15                                                | 31                                    | 56   | 87         | 214                                   | 42   | 256        | 24                          | 11   | 35         | 378        |
| 07:30                                                | 8                                     | 66   | 74         | 229                                   | 34   | 263        | 16                          | 8    | 24         | 361        |
| 07:45                                                | 19                                    | 57   | 76         | 247                                   | 52   | 299        | 26                          | 6    | 32         | 407        |
| Total Volume                                         | 138                                   | 224  | 362        | 891                                   | 177  | 1068       | 83                          | 39   | 122        | 1552       |
| % App. Total                                         | 38.1                                  | 61.9 |            | 83.4                                  | 16.6 |            | 68                          | 32   |            |            |
| PHF                                                  | .431                                  | .848 | .724       | .902                                  | .851 | .893       | .798                        | .696 | .871       | .953       |







File Name : FuquayVarina(Piney Grove and Honeycutt) PM Peak

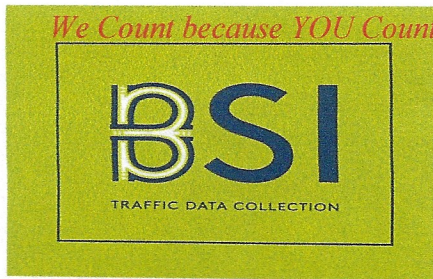
Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

|             | Piney Grove Wilbon Road<br>Southbound |      |            | Piney Grove Wilbon Road<br>Northbound |      |            | Honeycutt Road<br>Eastbound |      |            |            |
|-------------|---------------------------------------|------|------------|---------------------------------------|------|------------|-----------------------------|------|------------|------------|
| Start Time  | Right                                 | Thru | App. Total | Thru                                  | Left | App. Total | Right                       | Left | App. Total | Int. Total |
| 16:00       | 16                                    | 180  | 196        | 53                                    | 31   | 84         | 32                          | 24   | 56         | 336        |
| 16:15       | 12                                    | 199  | 211        | 84                                    | 30   | 114        | 25                          | 21   | 46         | 371        |
| 16:30       | 16                                    | 143  | 159        | 103                                   | 21   | 124        | 39                          | 11   | 50         | 333        |
| 16:45       | 17                                    | 156  | 173        | 73                                    | 21   | 94         | 33                          | 14   | 47         | 314        |
| Total       | 61                                    | 678  | 739        | 313                                   | 103  | 416        | 129                         | 70   | 199        | 1354       |
| 17:00       | 19                                    | 190  | 209        | 96                                    | 29   | 125        | 30                          | 13   | 43         | 377        |
| 17:15       | 9                                     | 198  | 207        | 131                                   | 18   | 149        | 36                          | 6    | 42         | 398        |
| 17:30       | 16                                    | 203  | 219        | 119                                   | 19   | 138        | 22                          | 12   | 34         | 391        |
| 17:45       | 12                                    | 209  | 221        | 115                                   | 28   | 143        | 31                          | 16   | 47         | 411        |
| Total       | 56                                    | 800  | 856        | 461                                   | 94   | 555        | 119                         | 47   | 166        | 1577       |
| Grand Total | 117                                   | 1478 | 1595       | 774                                   | 197  | 971        | 248                         | 117  | 365        | 2931       |
| Apprch %    | 7.3                                   | 92.7 |            | 79.7                                  | 20.3 |            | 67.9                        | 32.1 |            |            |
| Total %     | 4                                     | 50.4 | 54.4       | 26.4                                  | 6.7  | 33.1       | 8.5                         | 4    | 12.5       |            |
| Cars +      | 117                                   | 1472 | 1589       | 771                                   | 197  | 968        | 248                         | 117  | 365        | 2922       |
| % Cars +    | 100                                   | 99.6 | 99.6       | 99.6                                  | 100  | 99.7       | 100                         | 100  | 100        | 99.7       |
| Trucks      | 0                                     | 6    | 6          | 3                                     | 0    | 3          | 0                           | 0    | 0          | 9          |
| % Trucks    | 0                                     | 0.4  | 0.4        | 0.4                                   | 0    | 0.3        | 0                           | 0    | 0          | 0.3        |



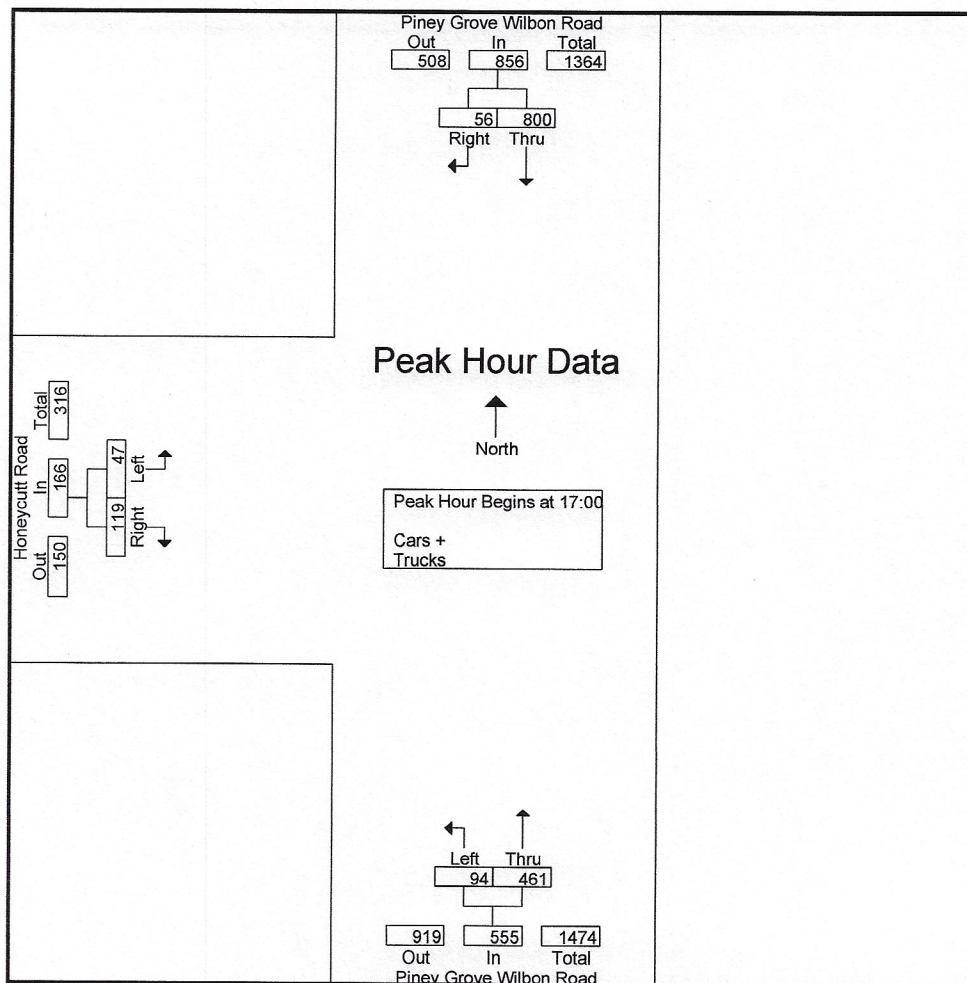
File Name : FuquayVarina(Piney Grove and Honeycutt) PM Peak

Site Code :

Start Date : 10/4/2018

Page No : 2

|                                                      | Piney Grove Wilbon Road Southbound |      |            | Piney Grove Wilbon Road Northbound |      |            | Honeycutt Road Eastbound |      |            |            |
|------------------------------------------------------|------------------------------------|------|------------|------------------------------------|------|------------|--------------------------|------|------------|------------|
| Start Time                                           | Right                              | Thru | App. Total | Thru                               | Left | App. Total | Right                    | Left | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 |                                    |      |            |                                    |      |            |                          |      |            |            |
| Peak Hour for Entire Intersection Begins at 17:00    |                                    |      |            |                                    |      |            |                          |      |            |            |
| 17:00                                                | 19                                 | 190  | 209        | 96                                 | 29   | 125        | 30                       | 13   | 43         | 377        |
| 17:15                                                | 9                                  | 198  | 207        | 131                                | 18   | 149        | 36                       | 6    | 42         | 398        |
| 17:30                                                | 16                                 | 203  | 219        | 119                                | 19   | 138        | 22                       | 12   | 34         | 391        |
| 17:45                                                | 12                                 | 209  | 221        | 115                                | 28   | 143        | 31                       | 16   | 47         | 411        |
| Total Volume                                         | 56                                 | 800  | 856        | 461                                | 94   | 555        | 119                      | 47   | 166        | 1577       |
| % App. Total                                         | 6.5                                | 93.5 |            | 83.1                               | 16.9 |            | 71.7                     | 28.3 |            |            |
| PHF                                                  | .737                               | .957 | .968       | .880                               | .810 | .931       | .826                     | .734 | .883       | .959       |







File Name : FuquayVarina(Piney Grove and Wade Nash) AM Peak

Site Code :

Start Date : 10/4/2018

Page No : 1

Groups Printed- Cars + - Trucks

| Start Time  | Piney Grove Wilbon Drive<br>Southbound |      |            | Wade Nash Road<br>Westbound |      |            | Piney Grove Wilbon Drive<br>Northbound |      |            | Int. Total |
|-------------|----------------------------------------|------|------------|-----------------------------|------|------------|----------------------------------------|------|------------|------------|
|             | Thru                                   | Left | App. Total | Right                       | Left | App. Total | Right                                  | Thru | App. Total |            |
| 07:00 AM    | 60                                     | 8    | 68         | 32                          | 0    | 32         | 5                                      | 226  | 231        | 331        |
| 07:15 AM    | 64                                     | 15   | 79         | 28                          | 1    | 29         | 1                                      | 230  | 231        | 339        |
| 07:30 AM    | 73                                     | 9    | 82         | 18                          | 1    | 19         | 3                                      | 245  | 248        | 349        |
| 07:45 AM    | 73                                     | 16   | 89         | 29                          | 0    | 29         | 6                                      | 256  | 262        | 380        |
| Total       | 270                                    | 48   | 318        | 107                         | 2    | 109        | 15                                     | 957  | 972        | 1399       |
| 08:00 AM    | 96                                     | 8    | 104        | 19                          | 0    | 19         | 1                                      | 191  | 192        | 315        |
| 08:15 AM    | 82                                     | 11   | 93         | 9                           | 0    | 9          | 3                                      | 166  | 169        | 271        |
| 08:30 AM    | 66                                     | 8    | 74         | 13                          | 0    | 13         | 1                                      | 179  | 180        | 267        |
| 08:45 AM    | 99                                     | 23   | 122        | 20                          | 0    | 20         | 0                                      | 173  | 173        | 315        |
| Total       | 343                                    | 50   | 393        | 61                          | 0    | 61         | 5                                      | 709  | 714        | 1168       |
| Grand Total | 613                                    | 98   | 711        | 168                         | 2    | 170        | 20                                     | 1666 | 1686       | 2567       |
| Apprch %    | 86.2                                   | 13.8 |            | 98.8                        | 1.2  |            | 1.2                                    | 98.8 |            |            |
| Total %     | 23.9                                   | 3.8  | 27.7       | 6.5                         | 0.1  | 6.6        | 0.8                                    | 64.9 | 65.7       |            |
| Cars +      | 593                                    | 98   | 691        | 165                         | 2    | 167        | 20                                     | 1642 | 1662       | 2520       |
| % Cars +    | 96.7                                   | 100  | 97.2       | 98.2                        | 100  | 98.2       | 100                                    | 98.6 | 98.6       | 98.2       |
| Trucks      | 20                                     | 0    | 20         | 3                           | 0    | 3          | 0                                      | 24   | 24         | 47         |
| % Trucks    | 3.3                                    | 0    | 2.8        | 1.8                         | 0    | 1.8        | 0                                      | 1.4  | 1.4        | 1.8        |



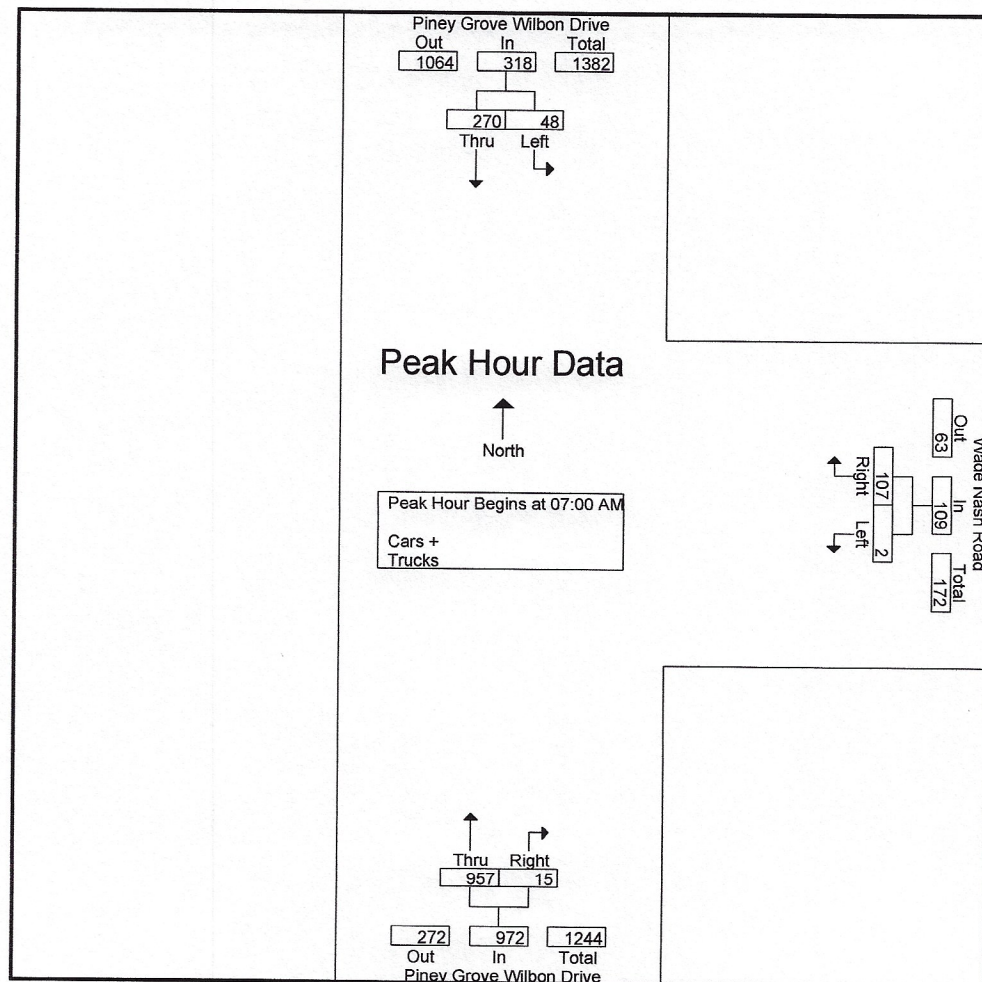
File Name : FuquayVarina(Piney Grove and Wade Nash) AM Peak

Site Code :

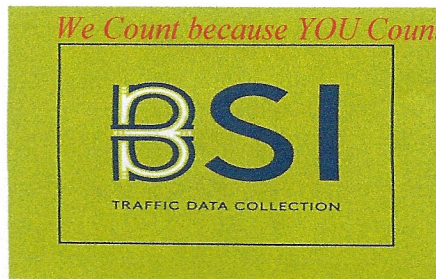
Start Date : 10/4/2018

Page No : 2

|                                                            | Piney Grove Wilbon Drive<br>Southbound |      |            | Wade Nash Road<br>Westbound |      |            | Piney Grove Wilbon Drive<br>Northbound |      |            |            |
|------------------------------------------------------------|----------------------------------------|------|------------|-----------------------------|------|------------|----------------------------------------|------|------------|------------|
| Start Time                                                 | Thru                                   | Left | App. Total | Right                       | Left | App. Total | Right                                  | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                                        |      |            |                             |      |            |                                        |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                                        |      |            |                             |      |            |                                        |      |            |            |
| 07:00 AM                                                   | 60                                     | 8    | 68         | 32                          | 0    | 32         | 5                                      | 226  | 231        | 331        |
| 07:15 AM                                                   | 64                                     | 15   | 79         | 28                          | 1    | 29         | 1                                      | 230  | 231        | 339        |
| 07:30 AM                                                   | 73                                     | 9    | 82         | 18                          | 1    | 19         | 3                                      | 245  | 248        | 349        |
| 07:45 AM                                                   | 73                                     | 16   | 89         | 29                          | 0    | 29         | 6                                      | 256  | 262        | 380        |
| Total Volume                                               | 270                                    | 48   | 318        | 107                         | 2    | 109        | 15                                     | 957  | 972        | 1399       |
| % App. Total                                               | 84.9                                   | 15.1 |            | 98.2                        | 1.8  |            | 1.5                                    | 98.5 |            |            |
| PHF                                                        | .925                                   | .750 | .893       | .836                        | .500 | .852       | .625                                   | .935 | .927       | .920       |







File Name : FuquayVarina(Piney Grove and Wade Nash) PM Peak

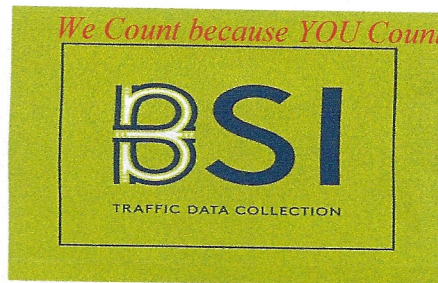
Site Code :

Start Date : 10/4/2018

Page No : 1

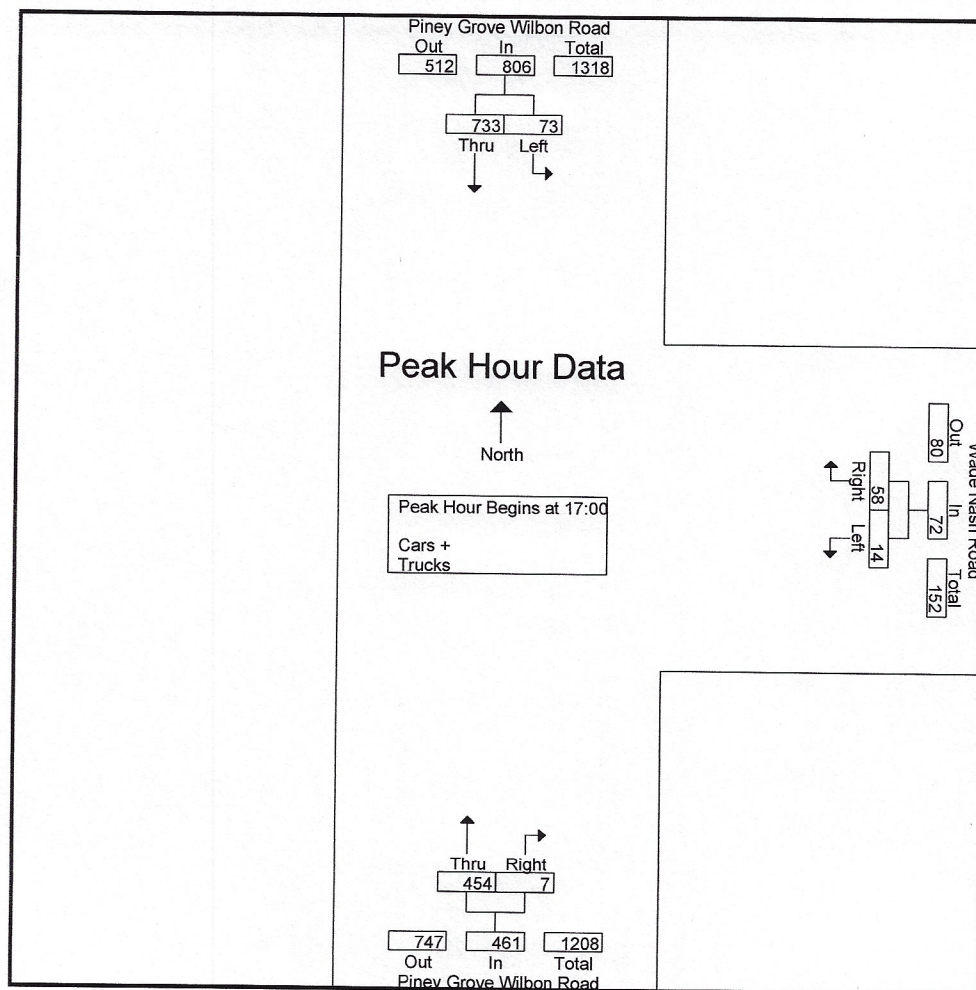
Groups Printed- Cars + - Trucks

| Start Time  | Piney Grove Wilbon Road Southbound |      |            | Wade Nash Road Westbound |      |            | Piney Grove Wilbon Road Northbound |      |            | Int. Total |
|-------------|------------------------------------|------|------------|--------------------------|------|------------|------------------------------------|------|------------|------------|
|             | Thru                               | Left | App. Total | Right                    | Left | App. Total | Right                              | Thru | App. Total |            |
| 16:00       | 195                                | 15   | 210        | 12                       | 3    | 15         | 2                                  | 67   | 69         | 294        |
| 16:15       | 205                                | 16   | 221        | 16                       | 4    | 20         | 3                                  | 93   | 96         | 337        |
| 16:30       | 150                                | 30   | 180        | 11                       | 1    | 12         | 3                                  | 101  | 104        | 296        |
| 16:45       | 166                                | 15   | 181        | 9                        | 4    | 13         | 1                                  | 79   | 80         | 274        |
| Total       | 716                                | 76   | 792        | 48                       | 12   | 60         | 9                                  | 340  | 349        | 1201       |
| 17:00       | 185                                | 19   | 204        | 19                       | 2    | 21         | 1                                  | 85   | 86         | 311        |
| 17:15       | 198                                | 16   | 214        | 13                       | 2    | 15         | 2                                  | 132  | 134        | 363        |
| 17:30       | 175                                | 17   | 192        | 9                        | 2    | 11         | 2                                  | 126  | 128        | 331        |
| 17:45       | 175                                | 21   | 196        | 17                       | 8    | 25         | 2                                  | 111  | 113        | 334        |
| Total       | 733                                | 73   | 806        | 58                       | 14   | 72         | 7                                  | 454  | 461        | 1339       |
| Grand Total | 1449                               | 149  | 1598       | 106                      | 26   | 132        | 16                                 | 794  | 810        | 2540       |
| Apprch %    | 90.7                               | 9.3  |            | 80.3                     | 19.7 |            | 2                                  | 98   |            |            |
| Total %     | 57                                 | 5.9  | 62.9       | 4.2                      | 1    | 5.2        | 0.6                                | 31.3 | 31.9       |            |
| Cars +      | 1435                               | 148  | 1583       | 106                      | 26   | 132        | 16                                 | 790  | 806        | 2521       |
| % Cars +    | 99                                 | 99.3 | 99.1       | 100                      | 100  | 100        | 100                                | 99.5 | 99.5       | 99.3       |
| Trucks      | 14                                 | 1    | 15         | 0                        | 0    | 0          | 0                                  | 4    | 4          | 19         |
| % Trucks    | 1                                  | 0.7  | 0.9        | 0                        | 0    | 0          | 0                                  | 0.5  | 0.5        | 0.7        |

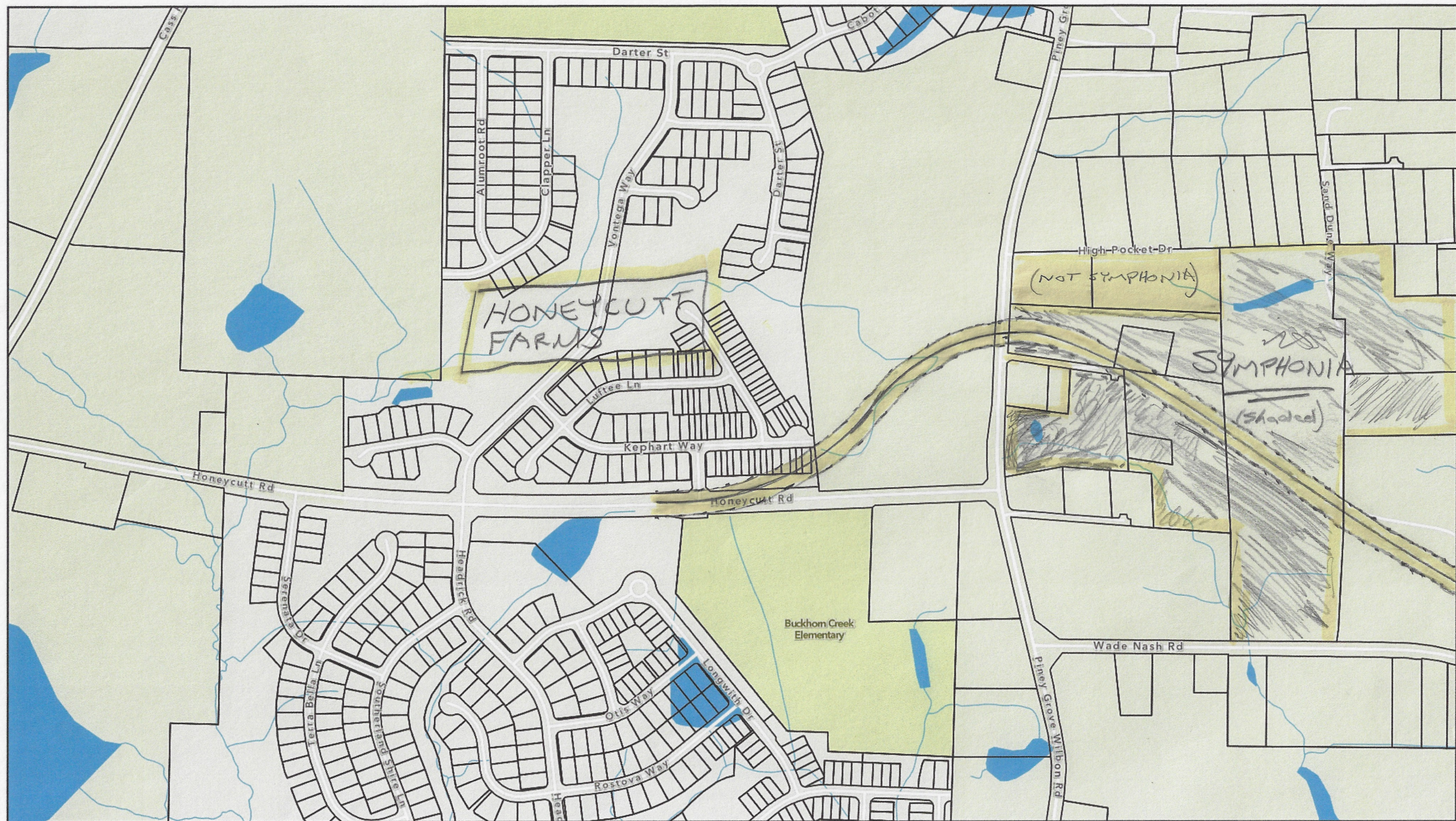


File Name : FuquayVarina(Piney Grove and Wade Nash) PM Peak  
 Site Code :  
 Start Date : 10/4/2018  
 Page No : 2

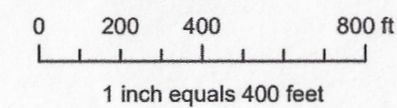
|                                                      | Piney Grove Wilbon Road<br>Southbound |      |            | Wade Nash Road<br>Westbound |      |            | Piney Grove Wilbon Road<br>Northbound |      |            |            |
|------------------------------------------------------|---------------------------------------|------|------------|-----------------------------|------|------------|---------------------------------------|------|------------|------------|
| Start Time                                           | Thru                                  | Left | App. Total | Right                       | Left | App. Total | Right                                 | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 |                                       |      |            |                             |      |            |                                       |      |            |            |
| Peak Hour for Entire Intersection Begins at 17:00    |                                       |      |            |                             |      |            |                                       |      |            |            |
| 17:00                                                | 185                                   | 19   | 204        | 19                          | 2    | 21         | 1                                     | 85   | 86         | 311        |
| 17:15                                                | 198                                   | 16   | 214        | 13                          | 2    | 15         | 2                                     | 132  | 134        | 363        |
| 17:30                                                | 175                                   | 17   | 192        | 9                           | 2    | 11         | 2                                     | 126  | 128        | 331        |
| 17:45                                                | 175                                   | 21   | 196        | 17                          | 8    | 25         | 2                                     | 111  | 113        | 334        |
| Total Volume                                         | 733                                   | 73   | 806        | 58                          | 14   | 72         | 7                                     | 454  | 461        | 1339       |
| % App. Total                                         | 90.9                                  | 9.1  |            | 80.6                        | 19.4 |            | 1.5                                   | 98.5 |            |            |
| PHF                                                  | .926                                  | .869 | .942       | .763                        | .438 | .720       | .875                                  | .860 | .860       | .922       |







TITLE



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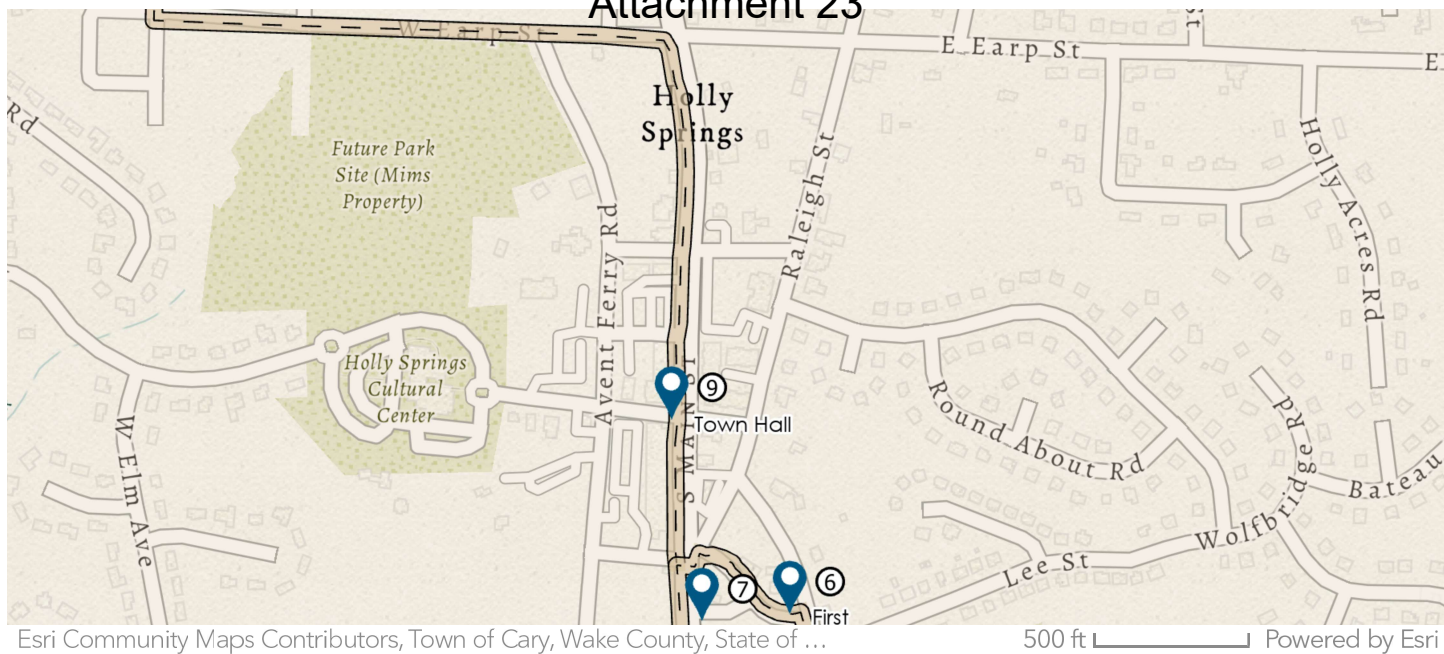
## Black History Tour

See stories of Black history in Holly Springs. Let your fingers do the walking and scroll down to start the tour!

**Town of Holly Springs**



## Attachment 23



To use the interactive map navigation features on a phone, use the Google app or any web browser other than Safari. Click the box with the two arrows on the map. Then click the circular symbol at the bottom right of the enlarged map. You may be prompted to agree to allow the app to use your location.



## Womble Park

The laughter of children enjoying the playground, cheers from soccer and baseball field sidelines, the whisper of wind through the leaves beside the pond where goslings play, the thwack of tennis racquets striking balls, and the rhythmic striking of running shoes on pavement – these are the sounds you can hear at Womble Park on any weekend and afternoon. But none of these sounds would have been heard in the heart of Holly Springs if it hadn't been for Parrish “Ham” Womble.



Parrish “Ham” Womble

Womble had the vision to prevent these 46 acres of fun from being turned into a subdivision during his nearly three decades of



## Attachment 23

leadership on the town governing body. When the land was lined with tobacco plants as far as the eye could see, Womble advocated for buying the tract to use as parkland, providing a major hub of recreation for a rapidly growing community. Womble also was instrumental in securing land for Holly Ridge Middle and Elementary schools.



A view looking over the former elementary school toward land that would become Womble Park. During the nearly three decades of Parrish “Ham” Womble’s leadership, these 46 acres were purchased by the town for use as parkland.

Only a few hundred residents lived in Holly Springs when Womble joined the town Board of Commissioners in 1981. He served for the next 20 years. In January 2001, the board appointed him as mayor when Gerald Holleman resigned. Womble again served as a board member two years afterward through 2011.

Womble reflects on his long service to the Town during his final Council meeting in December 2011.

▶ 00:00 / 00:37

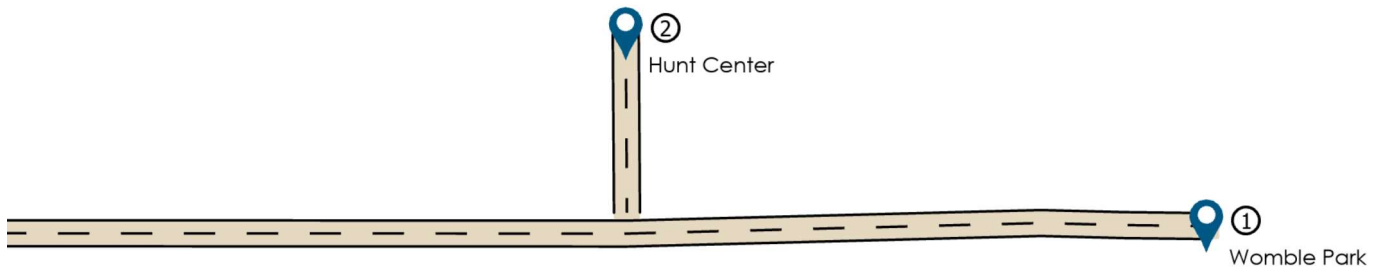


## Attachment 23

Next time you visit Womble Park, take a moment to reflect on Womble's many lasting impacts to our community as you pass by a tree Holly Springs Rotarians and Womble's wife, Mrs. Nancy Womble, planted in his honor near the picnic shelter.

---

Next, let's walk over to the Hunt Center to learn about a historic school that was a source of community pride. Keep scrolling!



Esri Community Maps Contributors, Town of Cary, Wake County, State of ...

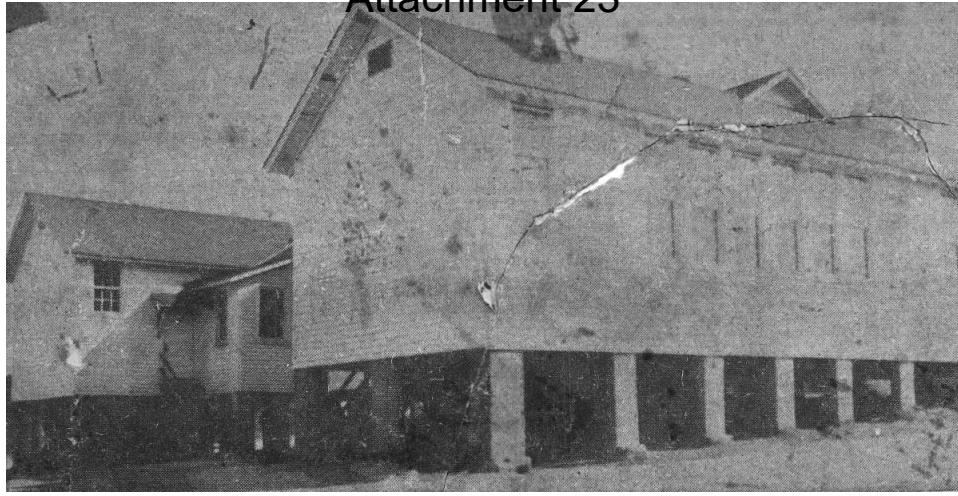
100 ft  Powered by Esri

## Historic Holly Springs Elementary School

For nearly a half century, a school for Black children stood on the site of what is today Hunt Recreation Center. Despite the disparities of a segregated system, former students of Holly Springs Elementary recall dedicated teachers who pushed them to learn, to do their best, and reach their potential. For Holly Springs' Black residents, the school was a source of community pride.



## Attachment 23



The original Holly Springs Elementary School was a wood structure, known to some in the community as the Plank School.

## Attachment 23

### 1920s

The origins of what was Holly Springs Elementary School date to the 1920s. It began as a Rosenwald School, one of thousands in the rural South envisioned by Booker T. Washington that Chicago philanthropist Julius Rosenwald helped provide with construction plans and grants.

The original school building was a wood structure, known to some in the community as the Plank School. The school consisted of an auditorium flanked by 4 classrooms. It lacked indoor plumbing. A pump in front of the school provided drinking water. Bathrooms were behind the school. In winter, coal burning stoves supplied the heat. The coal was stored underneath the building.

### 1950s

A brick classroom building replaced the wood structure in the early 1950s. Integration brought about the closing of Holly Springs Elementary in the late 1950s, but the community continued to use it as a center of activity.





Parents, dignitaries and local ministers are on hand at the open house of the newly constructed section of the Holly Springs School in 1959. Seated at the reception are, from left to right, Gladys (Stinson) Grigsby, William E. Hunt (principal), Carol Hunt, Emma Womble, Lattie Rogers, Dala Rogers, Dial Atkins, Ernest Betts, Georgia Betts, Rev. Jasper Johnson, Christine Johnson, Rev. James Merritt, Coretta Merritt, and teachers N. E. Toole and Mrs. Young. (Courtesy of Cora Lassiter.)



Community gatherings at the location during the 1950s.

## Attachment 23

David Prince entered first grade at Holly Springs Elementary in 1959 and was there during a turbulent time in our nation's history.

▶ 00:00 / 02:01 



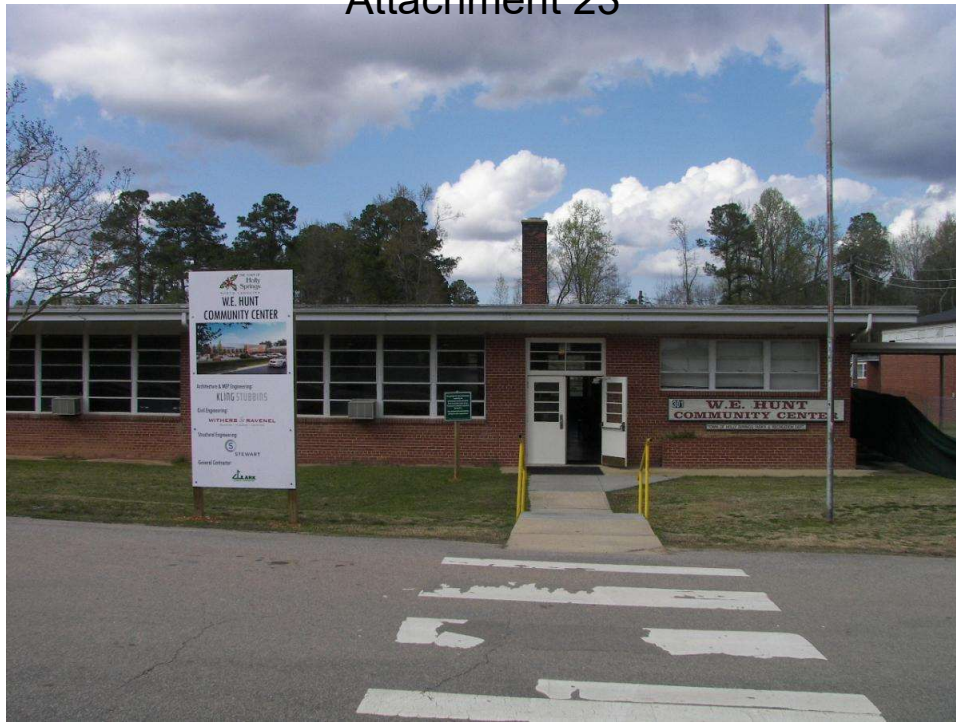
### 1990s

The old school building once again became a center of the community after the Town of Holly Springs purchased it for a community center in the 1990s. It is named for William Earl Hunt, who was named principal in 1945 and served for 14 years.





William Earl Hunt served as principal for 14 years.



The Hunt Center before renovations.

## November 22, 2020

For years, former students sought to ensure that the school's history and importance to the community were not lost. They partnered with the Town of Holly Springs to install a historical marker to ensure that future generations know the school's story. The historical marker was unveiled Nov. 22, 2020 in a ceremony that includes former students and family members, Town officials, and other community members.

W.E. Hunt's daughter, Ann Hunt Smith, spoke at the marker dedication ceremony of her father's dedication to his students and the community.





Last year, a historical marker was placed at the school's location, ensuring future generations know the school's story.

---

Now let's walk toward Grigsby Avenue and visit the homes of some of the Black leaders of Holly Springs.

### The Lassiter House



Holly Springs has been strengthened by the people who have dedicated their lives in service to the community. One family that made a difference was the Lassiters. William Bernice Lassiter and Cora Mae Lassiter lived in this home on Grigsby Avenue. Bernice married Cora Mae in 1937 and had six children.

Victoria Judd was one of their six kids. Listen to hear describe her early childhood and summer nights in the Lassiter home.



Lye soap and outdoor plumbing things Victoria remembers at the Lassiter House. Hear her describe those here.



## Attachment 23

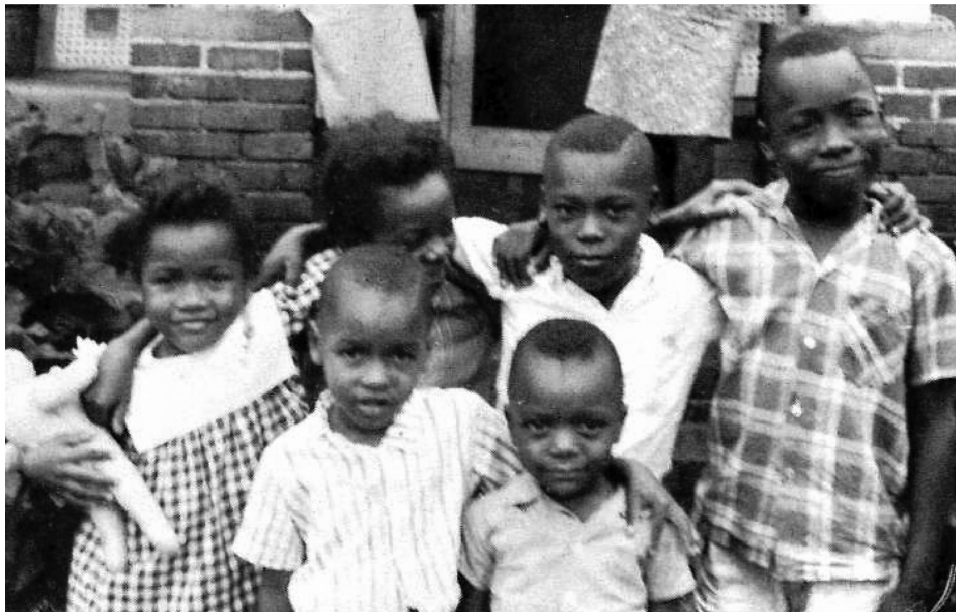
▶ 00:00 / 00:53 🔴



The Lassiter family was devoted to their church, the Holly Springs United Church of Christ. Bernice worked on the Deacon Board for over 20 years and also served as president and lead singer of the Senior Choir, Building Fund Treasurer, Sunday School Leader and more. Cora also gave back to the church as the first female superintendent of the Sunday School, President of the Usher Board, Organizer of the All Girls Chorus, Vice President of the Missionary Circle, pianist and church historian.

Listen to Victoria Judd as she describes Bernie and Cora.

▶ 00:00 / 00:40 🔴



Beyond their devotion to the church, both Bernice and Cora Mae stepped up to lead the Holly Springs community. In the 1970s, Bernice along with James Norris were elected as the Town's first Black commissioners. He was running for his third term on the

## Attachment 23

Board when he passed away. In 1981, Cora Mae was appointed to the Town Council.



Continue a short distance along Grigsby Avenue to learn about the road's namesake family.

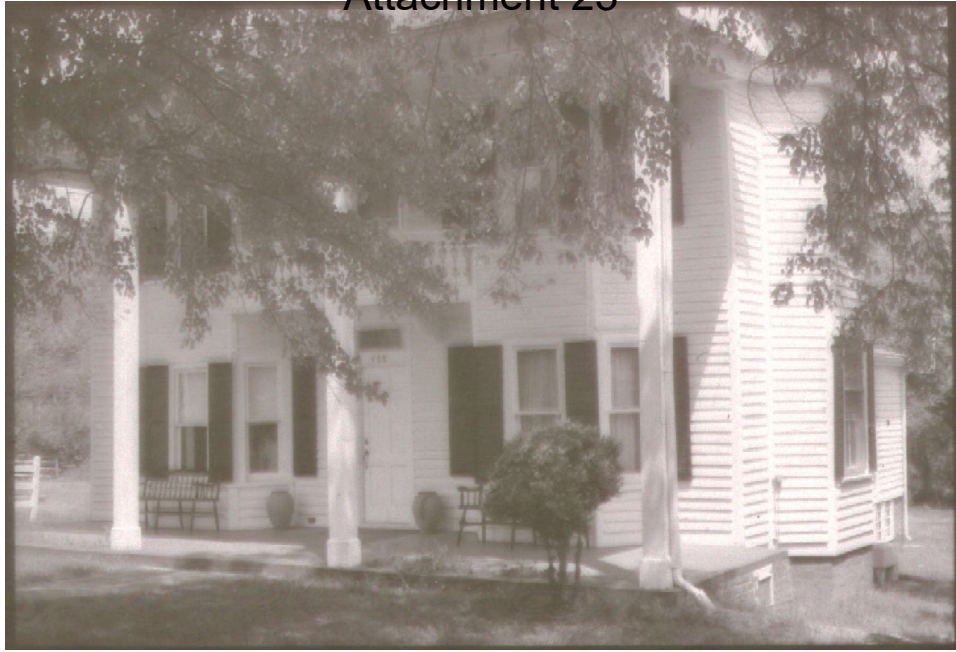
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## The Grigsby House





Grigsby Avenue in Holly Springs is named after George Grigsby, one of the town's prominent Black citizens. George Grigsby married Gladys Stinson in 1938 in Holly Springs. In the 1950s, Grigsby was instrumental in upgrading the First Baptist Church of Holly Springs, adding Sunday school rooms, memorial windows, a basement and other modern conveniences.



---

While you can learn more about the Grigsby family at the Pack House location on this tour, first continue along Grigsby Avenue to learn about thriving Black-owned businesses in Holly Springs. Keep scrolling!



## Grigsby Avenue

Despite the hurdles that stood in their way, Black business owners were a common sight in Holly Springs for more than a hundred years. Some of those businesses dated back to the early 1920s, but records are scarce from that time period. As you walk along Grigsby Avenue, imagine the ingenuity and determination it took those business owners to open their doors and defy the odds.

Willis Jones opened a photo shop here on Grigsby Avenue, which used to be called Fuquay Road, where he developed pictures so the community could document their personal history for generations to come.



Later, Green Prince opened a grocery store at the same location, behind the First Baptist Church on Grigsby Avenue. Prince also delivered ice, house to house, according to those who have documented the oral history of Holly Springs.

David Prince, who was born and raised in Holly Springs, recalls going to the store for ice cream as a child.

---

Walk just across Rogers Street to learn about First Baptist Church and its history that dates to the 1800s.

Powered by Esri

### First Baptist Church

The First Baptist Church in Holly Springs has a long, fascinating history. After the Civil War, slaves living in the vicinity of Holly Springs found themselves free men and women following the Emancipation Proclamation. Almost immediately, in 1865, a group of approximately 50 freed men pooled their resources and bought a half-acre plot of land between the fork of Buckhorn and Fuquay Roads for a Negro Baptist Church.



## Attachment 23

The original services were held in a log cabin, but through the years new buildings were constructed. The original church structure burned, according to the Holly Springs Centennial Committee's history compiled in 1976. The site of the church – now the First Baptist Church – was moved to its present location on Grigsby Avenue.

The present structure of the First Baptist Church of Holly Springs was built in 1880. It has been renovated several times, and it was faced with brick in the early 1950s under the leadership of Reverend James Avery. Under the skills of Trustee George Talmadge Grigsby Senior, the church evolved to have Sunday school rooms, memorial windows, a basement and other modern conveniences. Since that time, a handicap accessible ramp, restrooms, sound systems and computers were added under the leadership of Rev. Otis G. Byrd who pastored the First Baptist Church for more than 24 years. He also served as a Holly Springs Commissioner and Board of Adjustment member and an assistant precinct judge during elections.

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Walk about a block down Rogers Street to learn about another prominent church in Holly Springs that also dates to the 1800s.

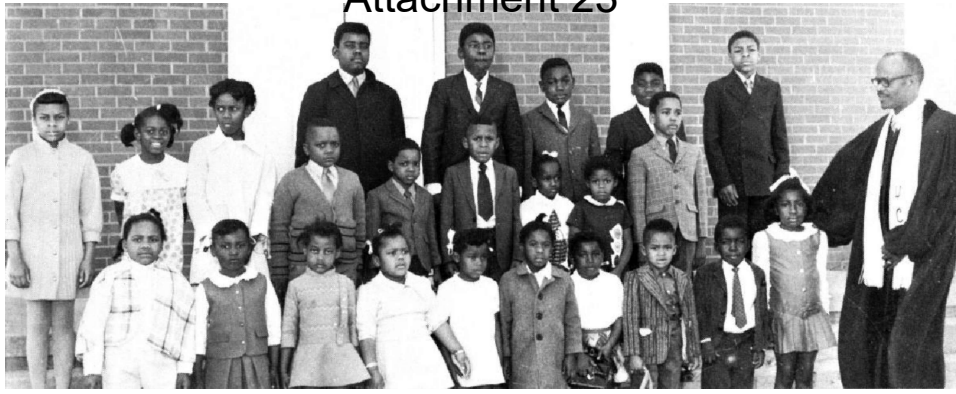
## United Church of Christ



This is the original site of the Holly Springs United Church of Christ, which was founded in 1871 by Rev. Jackson Jeffers with a membership of three people – Mr. Prince Page, Mrs. Eddie Page and Ned Balentine. The members had no place to worship, so they started using the Holly Springs Masonic Hall until they could buy the land to build this church. Over the years, the church was known by different names – from Christian Church, to Congregational Christian Church, and finally the United Church of Christ.



## Attachment 23



Let's paint a picture of those early years with a description written by Jessie Dewar, church secretary during the church's 125th anniversary in 1996:

*"The church building was a small, white wood frame building with a bell in the steeple. Seating was modest, with only space for a few members, no carpet on the floor and the members sang without music or a choir. The men dressed in high-water pants and hats and drove their family to church in old model cars, buggies and wagons. The mothers and daughters wore long dresses. During gatherings, folks assembled on benches outside and ate old-fashioned food. There was no church secretary, instead everyone made his/her own announcements to the congregation. In the beginning, the church was so small that the first funeral for Sister Ida Prince had to be preached on the outside in the front yard of the church in order for the family, church members and friends of the community to attend. Also, the church had no pool of its own for baptism, so candidates for baptism were taken to a pond on Bass Lake Road in Holly Springs called "Mills Pond."*





## Attachment 23



The church had no pool of its own for baptism at that time. Candidates for baptism were taken to Jack Stephenson Pond on Wilbon Road and later to Mills Pond Road on Utley Town Road, which today is Grigsby Avenue.





Over the years, the church became the central hub for the Black community in Holly Springs.

### November 21, 2004

Cora Mae Norris Lassiter, age 85, and Pastor Darryl L. Carr and wife Kimaly led congregation members and many others as they walked north on Main Street to a new sanctuary. for the thriving United Church of Christ. In January 2005, church members held a week of dedication services thanking God for the thriving congregation's new home.

### Nov. 21, 2021

The church celebrates its 150th anniversary.



## Attachment 23

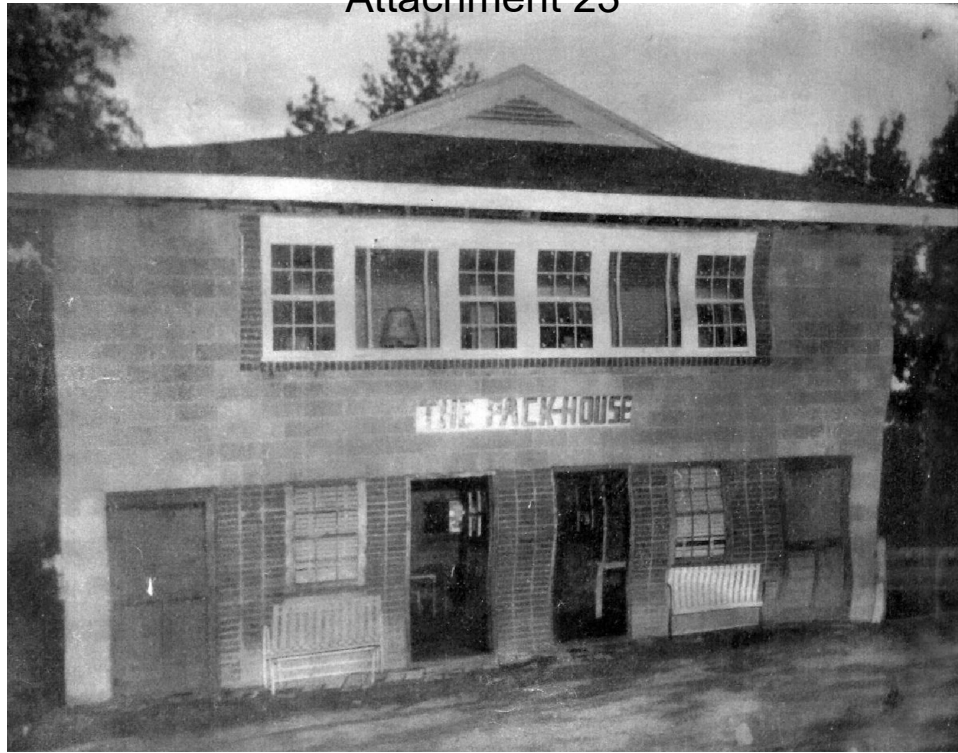
Continue along Main Street toward NC 55 to learn about another community gathering place – the Pack House.

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### **The Pack-House | Blacksmith Shop**

The Pack-House was a store and community gathering place on South Main Street owned and operated by George Grigsby, who built the two-story block building himself.



George Kimble's recollections of the Packhouse, which dates to the 1950s and was added to over the years.

▶ 00:00 / 00:37 🔴



“He was a jack of all trades – brick mason, carpenter, plumber and electrician,” recalled George Kimble, a long-time Holly Springs resident and former Town Board member.

Kimble said his cousin, Ronald Johnson, happened by one day during the construction and asked Grigsby what he was building. To Kimble's cousin, the structure resembled like a place for storing flue-cured tobacco before marketing.

“Looks like a packhouse to me,” Kimble recounted his cousin telling Grigsby.



## Attachment 23

On the first floor of the two-story block structure, Grigsby sold clothing items and some snack foods, Kimble said. On the left as visitors entered the front door were a store counter and drink box. A jukebox and dance floor were on the right.

“It was sort of like a convenience store and provided recreation for teenagers,” Kimble said, noting it was a popular place to go dancing on Sunday evenings after church. After playing ball, teammates would gather for a cold soda.

Upstairs in the two-story block structure were two apartments that Grigsby rented to residents of the community.

Years later, a pool hall was added to the Pack House. After Grigsby’s death, his wife Gladys ran the business until her death in the 1980s.

Next to the Pack House site, Lattie Rogers ran a blacksmith shop until his death in the 1950s.

“He fixed wagons and plows and would shoe horses and mules,” John McNeil recalled of Rogers.

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Walk a couple blocks north along Main Street to Town Hall to learn about Black government and about Black government leaders who made a profound impact on our community.

### Town Hall

The Town of Holly Springs has a rich tradition of outstanding leaders from the Black community. As you walk north on Main Street towards Town Hall, think about the men and women who tirelessly worked to create the quality of life we share today. The civil rights movement had a profound effect on politics in Holly Springs, giving rise to a string of black leaders who devoted their energy toward improving their community by getting involved.





## Attachment 23

Starting in the 1970s, William Bernice Lassiter and James Norris were elected as the Town's first Black commissioners. Nancy Womble was the first black female to be elected to the Board of Commissioners from 1975 to 1977. Norris then became the first Black mayor of Holly Springs when he resigned as commissioner in 1980 to fill the vacated mayoral seat. Norris worked to heal divisions in the town and in a memorandum to the community wrote "REMEMBER: AS A FAMILY; WE WORK TOGETHER TO MAKE THINGS WORK.

Cora Mae (Norris) Lassiter, was appointed to the Town Council in 1981 after the resignation of Theresa Underwood, who had been appointed to fill James Norris' seat. Holly Springs also made the history books in 1981 when Dessie Mae Womble became the first Black female police chief in North Carolina. She was at the top of her class in Law Enforcement training and beat out at least seven men for the job.

You've already heard about Womble Park, but did you know that Parrish "Ham" Womble was the first Black law enforcement officer at the Wake County Sheriff's Department? In 1981 he was elected to the Town Council and went on to serve in various capacities for nearly three decades, including Commissioner, Mayor Pro-Tem and Mayor. During this time, Womble was instrumental in the growth of the town, driving to Washington, DC, to meet with legislators to secure grants, obtaining the land for Holly Ridge Elementary and Middle schools, and advocating for buying park land that we all enjoy today.

All these Black leaders had a vision for Holly Springs. Mayor Norris began the process of moving Holly Springs from well water to a modern water system. Parrish Womble continued that effort. As Commissioner and as Mayor, Womble helped create a town sewer system, which allowed the growth that the Town saw beginning in the 1990s.

## Attachment 23

Keep walking along Main Street and turn left on Earp Street to visit this tour's final location, a church that began meeting in the early 1900s in Holly Springs.

Powered by Esri

## Douglas Chapel A.M.E. Zion Church



## Attachment 23

1903

Douglas Chapel A.M.E. Zion Church was organized by Brother Frank Douglas. The first service was held in the Buckhorn township near Holly Springs under a brush arbor, a secluded structure often built with tree branches to protect worshippers from the weather.

1910

Douglas Chapel began holding services in a wood structure in the old Champion School west of Holly Springs. The pastor then was J.Z. Siler.

Douglas Chapel member Brenda Utley recalls that worshippers would join those from First Baptist and the United Church of Christ on Sundays since services rotated among the three churches.

▶ 00:00 / 01:17 ○



1925

The school building was purchased and later moved to the church's present location on West Douglas Street, near downtown Holly Springs. Some church members have recalled that as children, they rode inside the house as it was towed by horse to the current site.

1964

The Rev. Frank L. Rush began pastor. Under his leadership, the church was renovated with a new brick exterior surrounding the original wood structure. Bathrooms and a pastor's study were added. The Missionary Society purchased pews, a piano and carpet. Additional land was purchased from former church members, Mr. and Mrs. Matthew Cross. The congregation grew over the next quarter century under pastors A.E. Martin III, J.A. McDougald, and Freeman Brooks.



1990

Under the leadership of the Rev. C.T. Bellamy, the Missionary Department presented the first Fruit Tree Queen Rally, raising \$5,000 for Douglas Chapel. That year, Sister Leah Harris, Sister Dora Jones and Sister Tonya Howard were elected to represent the church's Raleigh District as delegates to the church's General Convention in New Orleans.

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Over its long history, Douglas Chapel has gone from services by lamplight with a wood stove for heat to the relative comforts and conveniences of the present day. Even so, the spirit of past congregations remains within the church walls. The church's youth are ready to carry the torch forward.



# Google Maps showing my house / lot



190' FRONT OF HOUSE  
TO HONEYCUTT

30'  
HOUSE  
TO SIDEWALK

112' RIGHT OF WAY  
PEDESTRIAN SIDEWALKS ON OUTSIDE EDGES  
OF RIGHT OF WAY



Subject: Rezoning of land to be used for the Symphonia subdivision

I, Keith Henshaw, will start, representing the 11 Homeowners listed in the notes below. Then Selva Mohan, also representing these homeowners, would like to say a few words if time allows. We request that written comments and attachments provided by we homeowners as handouts be included in the documentation from the meeting and retained as records. A hard copy is being provided to the secretary.

We eleven homeowners would be adversely impacted by rezoning the subject land to support the Symphonia subdivision, and are therefore opposed.

Homeowners adversely impacted:

Keith Henshaw  
Pamela Henshaw  
William Myers  
Ravindra Reddy  
Selva Mohan  
Danny Norris  
Emma Norris  
Natalie Woodson  
Eric Betts  
Felicia Smith  
Ken Smith

Handout copies of SWAS, p. 173, the Hot Spot Study, my yard mark-up sketch, and Comprehensive Plan Amendment Request Attachments 5 through 7.

Locations of homeowners in the area are shown on marked up SWAS page 173 that is being provided. Natalie Woodson's and Eric Betts' house is shown on the Comprehensive Plan Amendment request Attachment 6 on Sand Dune Way (See second of three 11x17 drawings).

Homeowner basis for opposition is as follows:

1. I, Keith Henshaw, discussed my plans with Holly Springs Planning Department in 2015 before building my home and was told that the anticipated impact of future road improvements on Honeycutt Road would be changing the ROW to extend from 30' from Centerline to 50' from road centerline (100' Right of Way). In 2017, I sold an easement to WCPSS after discussing future highway widening with the Town of Holly Spring, WCPSS, and the DOT. It was reaffirmed that the maximum expected impact would be a 100' right of way (50' from CL), and maybe part of the taper from the right turn lane onto Piney Grove Wilbon, depending on how long the turn lane was. However, more recently, the CTP was revised to incorporate SWAS page 173, which runs the Honeycutt Rd Wade Nash realignment diagonally through my front yard, through my permitted and installed drain field, and destroying 100 trees and plants discussed in 2017 with the WCPSS and the DOT BEFORE my wife and I planted them and before I sold the easement to WCPSS. The road shown in the SWAS p. 173, and

incorporated into the CTP, when scaled for the 112' cross section (including bike lanes and pedestrian sidewalks, but not including turn lanes), as described in an e-mail from Sean Ryan, would run about 30' from the corner of my house. See mark-up and SWAS page 173 handouts.

2. No direct notification was made to any of the homeowners who were impacted by the CTP revision. The Town Attorney has stated that all required notifications were made, which include advertising on the town website and newspapers, but did NOT required direct notification. We will simply note that if a "taking" is attempted under eminent domain, we will challenge this assertion. Regardless of legality, we homeowners would hope that Planning Board members and Town Council members will see that this is not the right and fair way to treat the homeowners directly impacted by a CTP revision. To perform our CTP amendment request, we were required to notify all homeowners within 500'. We should have been allowed the opportunity to provide input and/or objections to the previous CTP revision before it was issued and approved.
3. Decisions on roadway realignment as incorporated into the CTP are being based on what can maximize profits for developers, the Town of Holly Springs, and influential landowners rather than what is the least impact on homeowners. SWAS page 156 states "an effort has been made to avoid existing homes." In 2018, CAMPO did an independent study to determine the best way to address future traffic patterns at Honeycutt Rd / Wade Nash / Piney Grove Wilbon and minimize impact to homeowners. This "Hot Spot" study was to be used as input into the Southwest Area Study, which was incorporated into the CTP. CAMPO engaged consultant Ramey Kemp to do this independent assessment and Ramey Kemp documented their recommendations in the Hot Spot Study. The route in the Hot Spot Study, Alternative 5 for the proposed Honeycutt Rd Wade Nash realignment would have ran through cow pasture and crop land that is now proposed to be two subdivisions, Symphonia and the Shenandoah Homes subdivision at 1100 Piney Grove Wilbon. (See Hot Spot study handout which is turned to the page showing Alternative 5.) When CAMPO and Ramey Kemp presented their Hot Spot Study recommendations to the town during a meeting with the Town of Holly Springs in January of 2019, they were asked to change the routing. The new routing is shown in Southwest Area Study page 173 and has been incorporated into the CTP. The obvious intent of the change requested during the meeting with the town was to minimize impact to future subdivisions (i.e. Symphonia by Marina Holly Springs) and influential landowners who are listed as applicants on the zoning application for Symphonia. The reroute requested during the January 2019 town meeting also allows the Town of Holly Springs to maximize the collection of fees-in-lieu to be collected for each unit built. Roadway alignment changes made were for the benefit of the subdivisions and for town profits, but to the detriment of the homeowners. Homeowner impact has NOT been minimized.

Look at the 5 alternatives in the Hot Spot Study. Page 5 of the Hot Spot Study shows the Peak Weekday PM Level of Service. An "A" is best traffic flow and "F" is worst traffic flow. It can be seen that Alternatives 1 – Baseline (dual signalization) and Alternative 2 – Align Piney Grove Wilbon scored the highest for best traffic flow. However, neither option was chosen. Note that both options would have taken land from the landowner applicant listed on the Symphonia Rezoning application, but neither was selected. Alternative 5 – Realign Honeycutt Rd and Wade Nash WAS selected, but the route in the Hot Spot Study is not used. Look at SWAS page 173. The alignment is relocated to



completely avoid the Symphonia subdivision and any land owned by the landowner/applicant listed on the Symphonia subdivision zoning application. Instead, the town chose to use what is shown on SWAS page 173. No thought was put into what was proposed and it is obvious to any engineer reviewing that this was simply a move to say the realignment was anywhere other than in the Symphonia subdivision to allow the subdivision to move forward. The Hot Spot Study was never revised, but the routing south of Honeycutt Rd and through our yards was placed into SWAS page 173. The SWAS routing was later incorporated into the CTP.

Note that most of the Symphonia land purchases occurred much earlier than the meeting between the Town and CAMPO/Ramey Kemp which occurred in January 2019. Marina Holly Springs purchased four parcels of land in 2017 and the landowner/applicant already owned a fifth piece of land (20 acres) that would later become part of Symphonia. The remaining four pieces of land were purchased in 2019, after the SWAS was finalized. The Town of Holly Springs, Marina Holly Springs, and landowner/applicant would have known about the Symphonia subdivision plans in 2019 when the routing was relocated by the town, since land purchases for the subdivision began in 2017.

4. If item 3 does not strike you as improper, then let's continue. The fact remains that the current routing shown in the CTP is NOT the path of least impact to homeowners. It runs less than 100' from 5 homes and we are stating our objections PRIOR to any rezoning. Alternatively, if the alignment is routed north of Honeycutt Rd as originally proposed in the Hot Spot Study by Ramey Kemp, the only homes along the route who may object may be Mrs. Holland. There is 665' clear distance between the home of Mrs. Holland and the brick home to the south. (See Attachments 5 from our Comprehensive Transportation Plan Amendment request). This means that each home could remain approximately 275' from the edge of the 112' road right of way. Then as the road runs south, there is 550' from Natalie Woodson's house to the woods meaning the road can run at least 300' from that house before tying into Wade Nash (See Attachment 6 from our Comprehensive Transportation Plan amendment request). As you can see on Attachment 7 of the CTP amendment request, there is only 210' from Selva Mohan's porch to Danny Norris porch. If you split the distance and route the road in the middle, not only will you run over Quiet Glen Drive (a private road), you would only have 49' from the edge of the ROW to each of the two houses. It really doesn't fit without extreme impact to home owners. In interviews with CAMPO and Ramey Kemp, the homeowners were told by CAMPO and Ramey Kemp that the road could be routed north of Honeycutt Rd, but just needed the town to tell them to make the change. We have a CTP amendment submitted to do just that, so we ask that you please don't allow this rezoning to occur before our CTP amendment request is heard by the Planning Board AND the Town Council. The town can correct errors of the past made in the previous CTP revision PRIOR to rezoning and route the alignment per the Hot Spot Study recommendations.
5. Handout copies of Withers Ravenel rezoning package drawing 2 and source drawing from Sean Ryan received July 12, 2023. There are conflicts between the Withers Ravenel rezoning drawing 2 and the Kimley Horn TIA. The Kimley Horn TIA signed August 25, 2022, section 6.4 states that signalization is NOT recommended at Piney Grove Wilbon at Wade Nash Rd. The Withers Ravenel drawing says "Signalize Wade Nash Road intersection and interconnect Honeycutt Road for signal coordination and synchronization". There is a conflict between the TIA and rezoning drawings, with confusion on what is being proposed. The Withers Ravenel drawing also has a note that says "Potential road connections subject to permitting approval by NCDWR and US Army Corps of Engineers. This routing is referring to

the routing from the source drawing (see handout with yellow road received from Sean Ryan on July 12, 2023). Issues are that if switching from Alternative 5 road alignment to Alternative 1 Dual Signalization this would seem to require a CTP amendment, and the TIAs recommend against it. Also if the yellow roadway drawing is used, this is not the route shown in the SWAS and in the CTP, and this new route impacts landowners not currently impacted by routing in the current CTP. Therefore, that would also seem to require a CTP revision. Lastly the Withers Ravenel drawing shows an up and down arrow showing the road can be moved up or down as required. As discussed in item 4 above and shown on Attachment 7 of the CTP amendment request, there is no room between Danny Norris' house and Selva Mohan's house to move without impacting those homes. In addition, any southern movement moves the road closer to the home of Keith Henshaw and increases impact to Billy Myers by chopping off a larger portion of his land. It should be further noted that the Withers Ravenel conceptual drawing from Symphonia shows proposed route to pass through a portion of the Symphonia land, but this does nothing to reduce impact on homeowners and is NOT even the path shown in the SWAS and CTP so a CTP amendment should be required. It appears to be a weak attempt late in the game just to say that previous decisions were not made to avoid impact to development land. We are still less than 100' to several homes. No such constraints exist if the road is routed North of Honeycutt Rd across the cow pasture and crop land as originally recommended in Hot Spot Study Alternative 5.

6. It does not appear that the The Town of Holly Springs recognizes the seriousness of a "taking" of one's land or homes under eminent domain and running roadways on top of existing homes using eminent domain. The town is not doing what is necessary to avoid such takings. We recently received an e-mail from Sean Ryan (July 12, 2023) with the latest routing proposed by the DEVELOPER (Symphonia). Beth Goodson responded via e-mail to questions I had on the drawing received from Sean Ryan. In response to my questions about proximity to homes, running over private roadways, etc it is stated that the detailed design and obtaining of easements will occur at a later time. The drawing being discussed is similar to SWAS p. 173 with respect to impact on our homes. We homeowners are here to tell you that we do not want to sell our land to the town, and you will have to take it under eminent domain. You have options to run the roadway realignment NOW through pasture and crop land as your consultant recommended initially. The Town should not proceed with subdivisions that take away those viable roadway options that minimize homeowner impact as recommended by the Town's own consultant Ramey Kemp in the Hot Spot Study in order to create a situation where the only available option for roadway alignment is through or in close proximity to our homes, and then initiate a taking of our land under eminent domain.
7. The routing in the SWAS cannot be made without obtaining a DOT exception due to safety concerns. In reviewing the DRAFT TIAs it was stated that the design speed of the new widened Honeycutt Rd Wade Nash alignment would be 45 mph. However, the alignment in the area of Honeycutt Rd Wade Nash alignment would only support 35 mph design speed and an exemption would be required from the NCDOT. With this in mind, why would the original routing as shown in the Hot Spot Study north of Honeycutt Rd not be chosen? The routing north of Honeycutt Rd would not need the NCDOT exception AND it solves a "storage" issue. Currently, cars cannot exit Buckhorn Elementary School in the afternoon due to the short distance along Honeycutt Rd from the school to the Honeycutt Rd / Piney Grove Wilbon intersection. Putting the light at the location north of Honeycutt would allow for a longer distance from the school to the intersection, as well as allowing for a much longer right turn



lane, increasing traffic efficiency exiting the school. Note that the school principal currently requests a staggered pick up of school children based on last name to alleviate traffic issues, which should tell you that the road is currently over capacity in the afternoons at the time of school dismissal.

8. Also note that the SWAS, page 173 drawing does not show bike lanes, pedestrian lanes that make it between 102' and 112' wide, and it does not show turn lanes that would make the cross section even wider, and closer to homes. It just doesn't fit without extreme impact or unnecessary condemnation of homes. The homeowners would like to see a more detailed drawing showing all turn lanes, bike lanes, etc. The response that the detailed design will come later does not meet homeowner expectations, as you cannot be sure the realignment will fit or know the impact on homeowners without more detailed work (drawing should include Piney Grove and Honeycutt widening).
9. In October, we impacted homeowners were told to use the Planning process (Planning Board & Town Council meetings) to voice opposition to the road passing through our land. Although Symphonia was preparing a CTP amendment to recommend dual signalization, that request has been withdrawn. Now the Town is separating the Symphonia subdivision zoning from the CTP amendment discussion, which could interfere with our right to address the related topics at the same meetings. Although originally scheduled for October 2022, the zoning meeting has moved out every month since November. In the October meeting, we were told by the Planning Department that although it was not the usual process, I was also told that we could use the CTP amendment process to voice concerns and recommend moving roadway alignment. When the Planning process stalled and we were told that Symphonia had withdrawn their CTP amendment request, we processed a CTP amendment last month to make our voices heard as recommended by the Town Attorney (John Schifano) in an e-mail, and the CTP amendment that we have prepared recommends that the Honeycutt Rd Wade Nash realignment be moved to the location originally shown in the Hot Spot Study which is North of Honeycutt Rd. A copy of the Hot Spot Study has been provided.
10. Moving forward with the Symphonia Rezoning would cause irreparable harm to the landowners, by taking away an alternative to routing the road through our yards. I am a civil engineer, but not a developer. I am a homeowner, and the burden to do the CTP amendment to minimize impact on the homeowners should have been the responsibility of the Town. The town should do the CTP amendment or approve the one we have submitted, obtaining buy-in from the homeowners since the road was moved from Symphonia land to our land and the CTP was updated without our input, adversely affecting homeowners.
11. Request for reimbursement of CTP amendment fee - In October 2022 we asked the town why the Hot Spot Study location North of Honeycutt Rd was not used. The Planning Department had no answers, but one Town Council Member stated that it was the path of least impact to homeowners. In January of 2023, I discussed this with the town attorney who stated he was told "It was my yard or three houses". This is simply not the truth. The town attorney suggested that I pursue the CTP amendment and stated that if it were found to be true and that the path of least impact was not chosen, the town may reimburse us for the \$700 CTP amendment fee. We request a refund of that fee, as the path of least impact to homeowners was NOT chosen.

Other thoughts for consideration, but homeowners will not have time in the 15 minutes allowed at the Planning Board meeting during open comment time to fully discuss these items:

- a. At the time that SWAS page 173 was developed, the development guidelines were that a road of this magnitude must remain 100' from homes. This was not followed, as we are much less than 100' for several homes, meaning that was not an acceptable route at the time of selection.
- b. If the alignment north of Honeycutt Rd had been selected, the roadway intersection would have open field for development on all four corners. The intersection would be a clean slate, at least 200-250' from ANY homes. That is not the case if the route runs south of Honeycutt, as the road will be near many existing homes.
- c. The TIAs use an assumption of 5% growth. That does not seem to cover all the subdivisions coming at the same time to the area (Symphonia, 1100 Piney Grove Wilbon, Pulte homes on Wade Nash, Cass Holt Crossings. Although 5% is used as a guideline, perhaps we should be more forward thinking as engineers and see if since we are in the advance stages (zoning applications submitted, TIAs submitted, etc), whether we should consider what the area will look like if all these subdivisions come to fruition and if our road system can support. We need to look at all the subdivisions together to be sure level of service desired is possible. May NEED to run through existing farm land and have longer turn lanes such as originally shown in Hot Spot Study.
- d. Not enough due diligence has been performed to know the highway realignment option recommended will even work. Information has not been reviewed and accepted, and routing is certainly not currently being developed by an unbiased person, as most recent route was suggested by Symphonia's traffic consultant and sent to me by the town. We should not move forward without a drawing at least to the level of detail of Hot Spot Study plus any pedestrian/bike lanes proposed, with a revision of the SWAS report and the CTP before proceeding. The path forward should be agreed to by all homeowners and documented with correspondence from the Town to us. Note that the original hot spot study did not account for 112' wide road (or 102' or 105' per details in DRAFT 1100 Piney Grove Wilbon zoning request).
- e. Can exit from 1100 Piney Grove even get to Honeycutt Road, or does it pass through my private land? Need to review Symphonia, 1100 Piney Grove Wilbon, and the CTP revision at the same time, as they are intertwined?
- f. Can you run the road realignment on a private Rd (Quiet Glen Dr), as shown in the latest conceptual drawing we received from Beth Goodson?
- g. The route proposed by Symphonia in recent e-mails passes through lands they identified as wetlands in their TIA. Previous discussions during their neighborhood meeting were that the conceptual plans could not run through wetlands.



- h. Why is developer proposing resolution, instead of an unbiased person determining what is the path of least impact WITHOUT input from the developer? Proposed resolution does not fix homeowner concerns, but just allows developer to say he gave up a portion of his subdivision land, but what is being given up is wetlands where no houses would go and the route does NOT help the impacted homeowners.
- i. Many questions exist, and the roadway alignment should be tied to the Symphonia subdivision and one should not move forward without the other, as if Symphonia is developed, there may not be an acceptable alternative for road realignment. Road realignment may not even be the best alternative, it may be dual signalization, but if both are not acceptable LOS when all the subdivisions are included in the study, then the option to pass through the farmland should be preserved. This requires Symphonia not be rezoned until all this is settled.
- j. Previously, the town attorney recommended I work with the attorneys of the two subdivisions (Symphonia and 1100 Piney Grove Wilbon) to find a solution to our concerns. The attorney for Symphonia indicated they would recommend dual signalization at Honeycutt Rd / Piney Grove Wilbon and at Wade Nash / Piney Grove Wilbon. It should be noted that contrary to what the Symphonia attorney told me in November of 2022, that dual signalization is NOT what is being recommended by the developer at this time, as the TIAs recommend against it. Rather, a path has been recommended by the developer that significantly impacts the homeowners. Therefore, we have recommended the original Hot Spot Study routing North of Honeycutt Rd be adopted in a CTP amendment.
- k. The CTP route from the Jan 2019 meeting moved the roadway alignment from land that would become the Symphonia subdivision land to land currently owned by Selva Mohan, but previously owned by the Symphonia landowner/applicant. The Alternative 5 roadway alignment move made during the January 2019 meeting with the town puts the new roadway alignment off of Symphonia land and onto the same parcel of land where the Symphonia landowner/applicant was caught previously moving graves in the middle of the night (Beckwith and Ballentine Cemetery). Now the current CTP road alignment routing passes through the same area where the cemetery was previously located. It appears that when the land was owned by the Symphonia landowner/applicant, graves were being illegally moved for development benefits, but now that the owner has changed, a roadway has moved from the new subdivision land owned by the person who was previously caught moving graves, onto the very land where graves were being illegally moved. This should be investigated for wrong doing. Note that an e-mail from Dan Berry to Keith Henshaw in August 2022 indicates that the roadway alignment was being discussed about 10 years ago. 14 years prior to the Dan Berry e-mail was when the grave robbing incidents occurred, on the same land that the roadway has been moved to in the current CTP.
- l. Suspicious activity around Marina Holly Springs. Formed in 2017, dissolved in 2019. In 2023, reinstated and annual reports for past six years (2018-2023) filed on the same date. From information obtained on the Secretary of State site, it appears the registered agent (Title = organizer) has set up numerous shell companies with numerous businesses with various status (active, dissolved, revoked, suspended). This company appears to be a shell company to hide identities of true owners. Three addresses shown in I-maps are not valid addresses, as mail we sent to all three addresses was returned. Does the Town know who the true owners of this land is, and who has purchased the land using Marina Holly Springs as a front?



*State of North Carolina  
General Court of Justice  
Tenth Prosecutorial District*

COLON WILLOUGHBY  
DISTRICT ATTORNEY

P. O. BOX 31  
RALEIGH, N.C. 27602-0031

TELEPHONE  
(919) 755-4117

December 3, 2008

William Timothy Honeycutt  
5617 Wade Nash Rd.  
Holly Springs, NC 27540

RE: Beckwith Family Cemetery

Dear Mr. Honeycutt:

As you may be aware, I have been discussing the above matter with Det. Campen. It is my understanding that all parties have reached an agreement that will resolve this matter such that the criminal investigation will not need to proceed.

My understanding of the agreement is as follows:

You will within thirty days from receipt of this letter have put in place a fence that shows the dignity of a cemetery surrounding the perimeter of the Beckwith and Ballentine family cemetery lot and a cemetery stone marker facing the Piney Grove Wilbon Rd. that will have engraved thereon

Beckwith & Ballentine  
Family  
Cemetery

You will cause an easement pathway for service vehicles to travel from Piney Grove Wilbon Rd. directly to the cemetery lot. The Beckwith family will hereafter be responsible for the upkeep of the cemetery lot. You will not interfere with anyone attempting to go to this site nor disturb any new markers placed on said lot. All lands surrounding this cemetery and the easement path will continue to be used at the discretion of you. There will be no trespassing upon any of the land owned by you that does not pertain to this family cemetery.

The cemetery shows per Wake County mapping to have been fifty-five feet per seventy-five feet in size. Det. Campen will provide you the needed information as to





*State of North Carolina*  
*General Court of Justice*  
*Tenth Prosecutorial District*

COLON WILLOUGHBY  
DISTRICT ATTORNEY

P. O. BOX 31  
RALEIGH, N.C. 27602-0031

TELEPHONE  
(919) 755-4117

the correct placement of this cemetery's boundaries and easement path from Piney Grove Wilbon Rd.

Unless I hear from you otherwise, I will assume the terms described above are in accord with your understanding of the resolution of this matter.

Your cooperation in the resolution of this matter has been and will be greatly appreciated.

Once the plot and easement has been established and the cemetery marker erected, I will consider this matter closed.

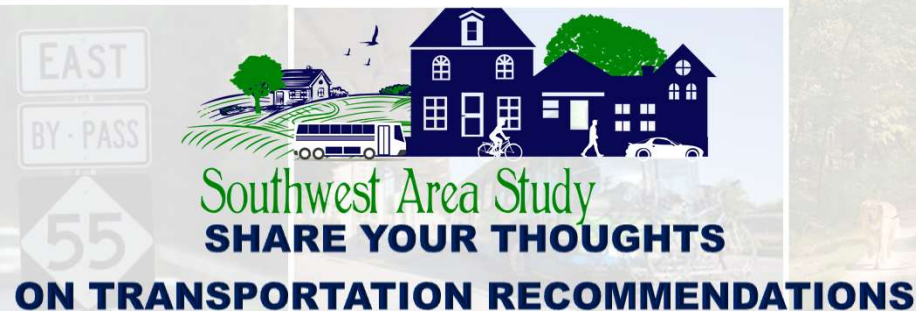
Sincerely,

Howard Cummings  
Wake County Assistant District Attorney

# Holly Springs Cultural Center

April 23, 2019 4 – 7 PM

## PUBLIC OPEN HOUSE



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**300 W Ballentine St, Holly Springs, NC 27540**  
**Rooms - Holly A & B**

Hosted by



Fuquay-Varina

Angier

Wake Co.

Apex

Holly Springs

Harnett Co.





# Centro Cultural Holly Springs

23 de abril de 2019 de 4 a 7 de la tarde

## CASA ABIERTA PUBLICA



Southwest Area Study

COMPARTE TUS PENSAMIENTOS  
SOBRE RECOMENDACIONES DE TRANSPORTE

[www.swastudy.com](http://www.swastudy.com)

300 W Ballentine St, Holly Springs, NC 27540  
Habitaciones - Holly A & B

Alojado por



Fuquay-Varina

Angier

Wake Co.

Apex

Holly Springs

Harnett Co.





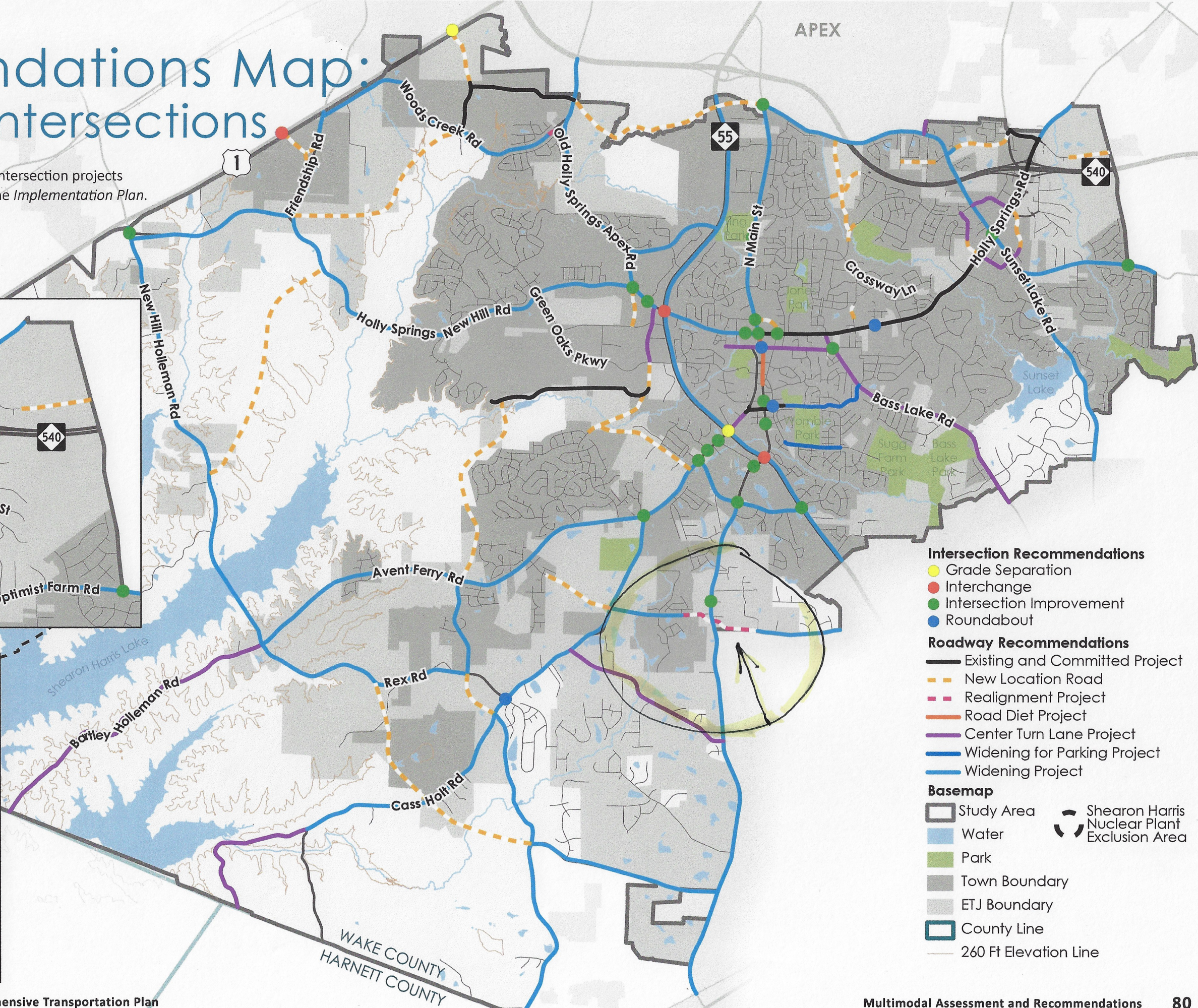
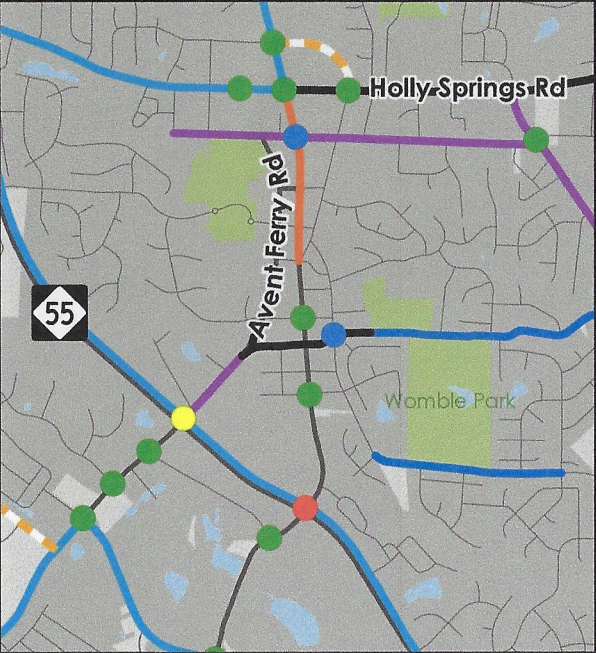
# Recommendations Map: Roadway & Intersections

This map includes the delineated roadway and intersection projects that are prioritized and included in Chapter 4, the *Implementation Plan*.

## Northeast Gateway



## Downtown Village District



### Intersection Recommendations

- Grade Separation
- Interchange
- Intersection Improvement
- Roundabout

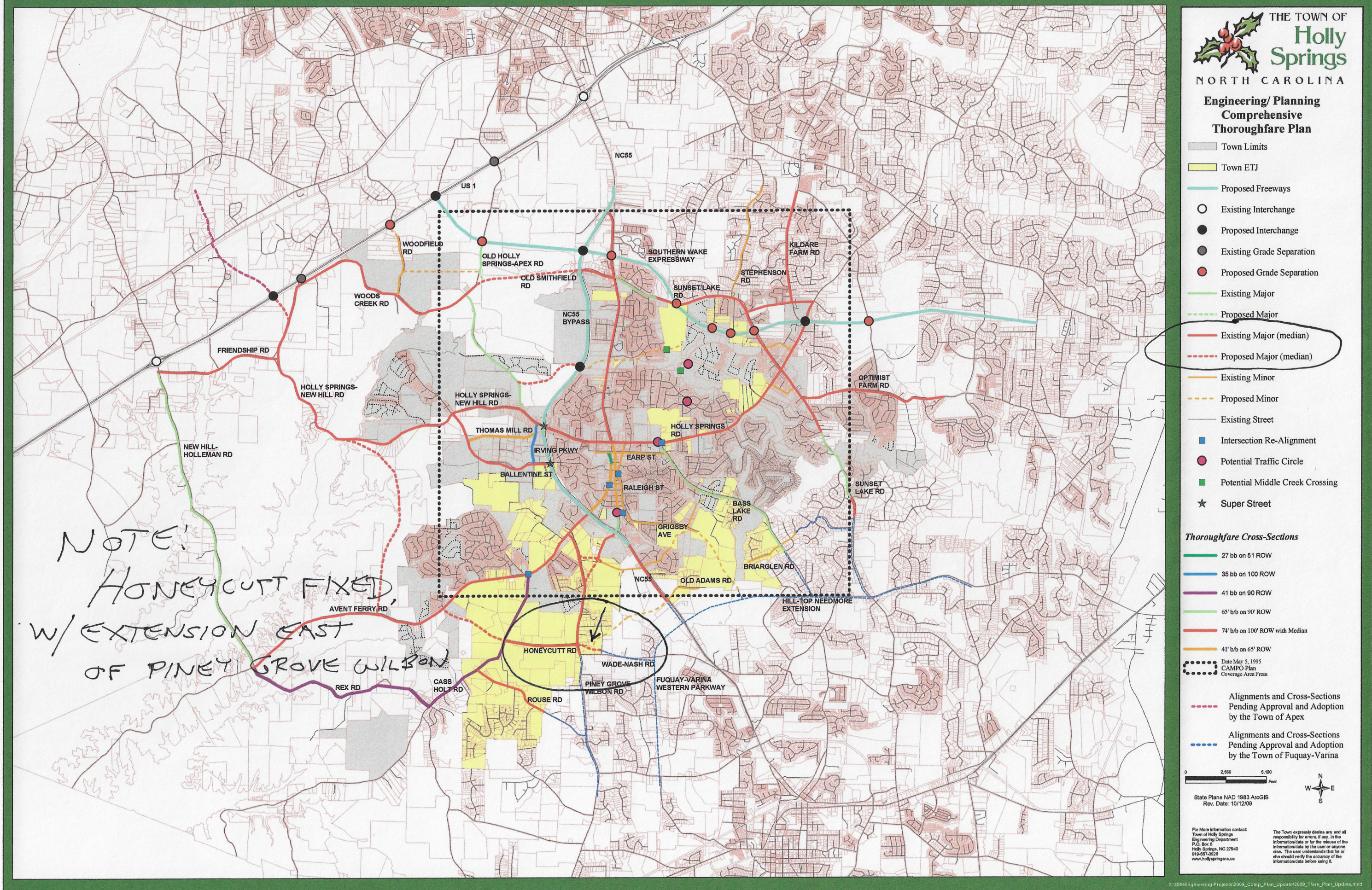
### Roadway Recommendations

- Existing and Committed Project
- New Location Road
- Realignment Project
- Road Diet Project
- Center Turn Lane Project
- Widening for Parking Project
- Widening Project

### Basemap

- Study Area
- Water
- Park
- Town Boundary
- ETJ Boundary
- County Line
- 260 Ft Elevation Line
- Shearon Harris Nuclear Plant Exclusion Area





Attachment 29  
Viision Holly Springs Dwg - 2015



## Mary Lynn Smith

---

**From:** Brennan, Sean P <spbrennan@ncdot.gov>  
**Sent:** Monday, October 18, 2021 2:29 PM  
**To:** Joshua Reinke; Rachel Jones  
**Cc:** Fenner, Edwin F; Walker, Braden M; Emmily Tiampati; Neidringhaus, Amy N; Bunting, Clarence B; Ishak, Doumit Y; Rynal Stephenson; Mary Lynn Smith  
**Subject:** Re: --[EXTERNAL]--RE: [External] Piney Grove Property MOU

Josh,

I don't see a utility in analyzing that realignment with this project. Any realignment would have to take place on the east side of Piney Grove Wilbon, so the western leg (Honeycutt Rd) should be set. I think we just need to make sure that this proposed development dedicates sufficient right of way along their frontage.

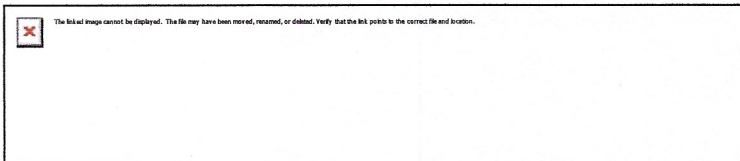
Regards,

**Sean Brennan, PE**  
Senior Assistant District Engineer  
Division 5/District 1  
Department of Transportation

919-733-3213 office  
919-715-5778 fax  
[spbrennan@ncdot.gov](mailto:spbrennan@ncdot.gov)

4009 District Drive (Physical Address)  
Raleigh, NC 27607

1575 Mail Service Center (Mailing Address)  
Raleigh, NC 27699-1575



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

---

**From:** Joshua Reinke <jreinke@rameykemp.com>  
**Sent:** Monday, October 11, 2021 11:24 AM  
**To:** Rachel Jones <rachel.jones@hollyspringsnc.gov>  
**Cc:** Brennan, Sean P <spbrennan@ncdot.gov>; Fenner, Edwin F <effenner@ncdot.gov>; Walker, Braden M <bmwalker1@ncdot.gov>; Emmily Tiampati <emmily.tiampati@hollyspringsnc.gov>; Neidringhaus, Amy N <anneidringhaus@ncdot.gov>; Bunting, Clarence B <cbunting@ncdot.gov>; Ishak, Doumit Y <dishak@ncdot.gov>; Rynal Stephenson <rstephenson@rameykemp.com>; Mary Lynn Smith <msmith@rameykemp.com>  
**Subject:** RE: --[EXTERNAL]--RE: [External] Piney Grove Property MOU

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THE TOWN OF  
**Holly  
Springs**

**Beth Robinson**  
Planning Assistant  
Department of Planning & Zoning

P.O. Box 8  
128 S. Main Street  
Holly Springs, NC 27540  
[www.hollyspringsnc.us](http://www.hollyspringsnc.us)

(919) 557-3908 • Fax: (919) 557-2067  
Email: [beth.robinson@hollyspringsnc.us](mailto:beth.robinson@hollyspringsnc.us)



THE TOWN OF  
**Holly  
Springs**

**Elizabeth C. Goodson, P.E.**  
Development Review Engineer  
Engineering Department

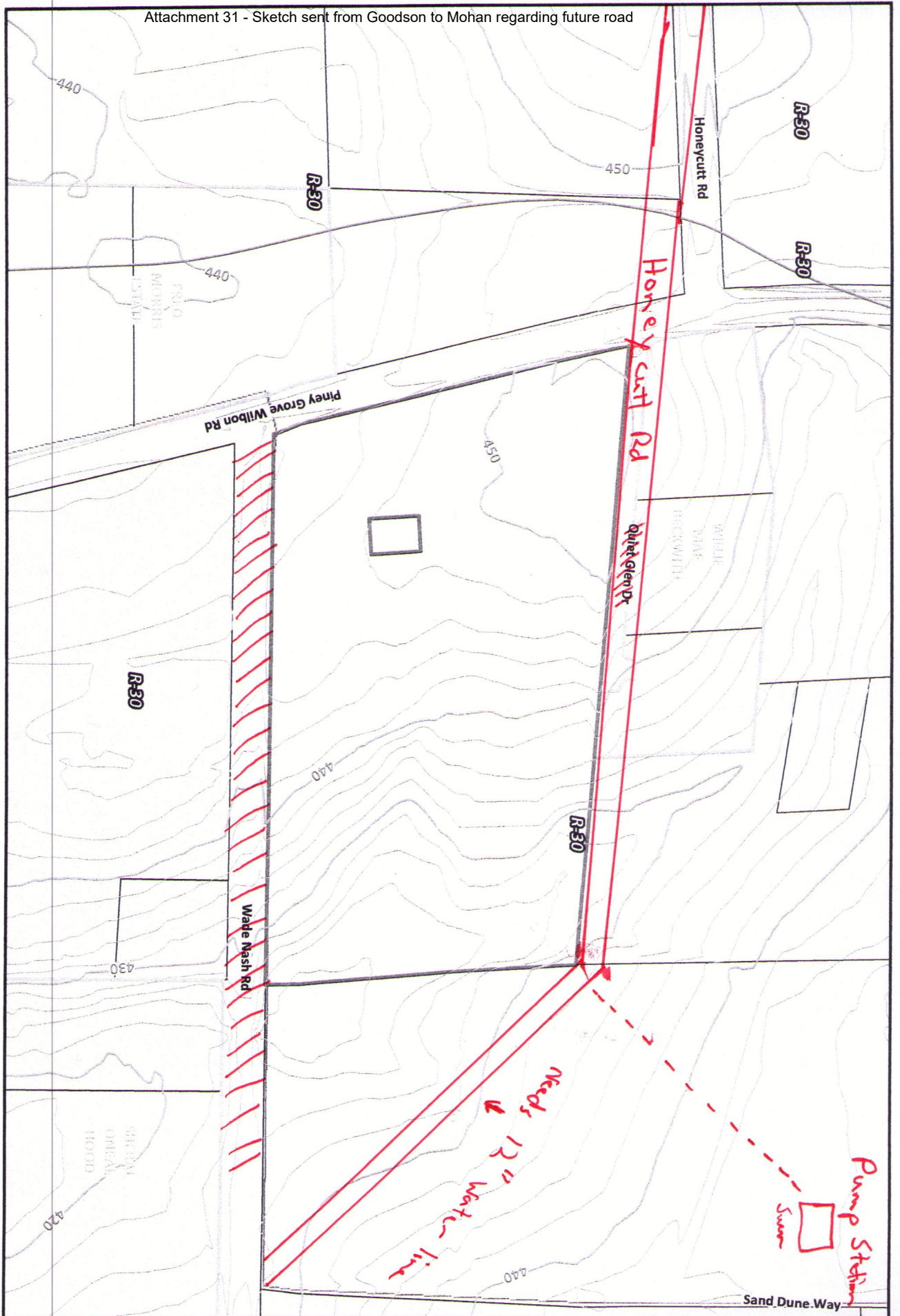
P O Box 8  
128 South Main Street  
Holly Springs, NC 27540

(919) 557-3936 • Fax: (919) 552-9881  
Email: [elizabeth.goodson@hollyspringsnc.us](mailto:elizabeth.goodson@hollyspringsnc.us)



0 100 200 400 Feet  
1 inch = 200 feet

**Disclaimer**  
Maps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use or its interpretation.





Attachment 32  
E-mail Response from Town of Holly Springs

RE: --[EXTERNAL]--Re: Planning Board Thank You, electronic files from our presentation, and questions/comments

---

From: Sean Ryan (sean.ryan@hollyspringsnc.gov)

To: haysede@aol.com; elizabeth.goodson@hollyspringsnc.gov; julie.nicewinter@hollyspringsnc.gov; mackenzie.fretz@hollyspringsnc.gov; nikki.stpierre@hollyspringsnc.gov; chris.hills@hollyspringsnc.gov; john.schifano@hollyspringsnc.gov; catherine.jacobs@hollyspringsnc.gov

Cc: aragouy@yahoo.com; williammyers1117@gmail.com; mohans60@gmail.com; gogetravi@gmail.com; dantheman5512@gmail.com; feleciasmiles4u@gmail.com; woodsonhousehold@gmail.com; eric@betts.net

Date: Monday, August 7, 2023 at 09:03 AM EDT

---

Good morning,

Our team provided answers to questions 1-4 at our meeting last week. We do not have any additional information to share with you.

In regards to your question about a meeting with NCDOT, I will ask Nikki St. Pierre to coordinate a meeting with you, your traffic engineer, our staff, and NCDOT at the earliest possible time. Catherine Jacobs is your traffic study contact and I would encourage you to include her on future email requests for information to ensure that we can respond timely.

For question 6, it appears both documents were valid in 2015. The 2011 CTP was an independent document/study conducted outside of the full Comprehensive Plan.

Thank you,



**Sean Ryan, AICP | Planning Manager**

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Office: 919-557-2903 | [www.hollyspringsnc.gov](http://www.hollyspringsnc.gov)

[Facebook](#) | [Twitter](#) | [Instagram](#) | [Nextdoor](#)

Stay informed about Development Services by signing up for [E-mail updates](#).

---

**From:** haysede@aol.com <haysede@aol.com>

**Sent:** Monday, August 7, 2023 8:23 AM

**To:** Sean Ryan <sean.ryan@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Development Services Intake Group <dsintake@hollyspringsnc.gov>

**Cc:** Pamela Babilio <aragouy@yahoo.com>; Williammyers1117 <williammyers1117@gmail.com>; Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; dantheman5512@gmail.com; feleciasmiles4u@gmail.com; Sam & Natalie Woodson <woodsonhousehold@gmail.com>; Eric Betts <eric@betts.net>

**Subject:** --[EXTERNAL]--Re: Planning Board Thank You, electronic files from our presentation, and questions/comments

Sean,

Resending questions - 4th request. Written response to the six questions below is required. This is the fourth request to questions 1-4 below. Item added as #5 is second request for a meeting with town and DOT, as recommended by my traffic engineer. Item 6 follows up on questions regarding the Vision Holly Springs document that were not fully answered. Please respond to all

## E-mail Response from Town of Holly Springs

6 questions today or tomorrow so I can finalize my 2nd submittal to the CTP Amendment request.

Thanks,  
Keith Henshaw  
(804) 683-4674

On Monday, July 31, 2023 at 06:11:06 PM EDT, [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)> wrote:

Resending questions - 3rd request.

Thanks,  
Keith Henshaw

On Sunday, July 30, 2023 at 11:46:06 AM EDT, [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)> wrote:

Sean,

Resending e-mail sent Friday. Please respond with answers to questions.

Thank you,  
Keith Henshaw  
(804) 683-4674

On Friday, July 28, 2023 at 01:55:47 PM EDT, [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)> wrote:

Sean,

1. Question - The Honeycutt Rd Wade Nash alignment impacted homeowners all met yesterday morning following the Planning Board meeting, and we have a question on the proposal made by Courtney Patterson. The recommendation to the Town Council was that "Realignment NOT be made a priority." **Will that proposal to the Town Council require the CTP to be revised to remove the realignment from the CTP, ultimately removing the current CTPs impact on our land? That is our goal. Also, when will this proposal go to the town council?** We would like to be made aware so that we can attend. We homeowners don't want to be in a position where we have a CTP showing the alignment through our yards, waiting and worrying for the ax to drop at a later date. My wife and I have lost a lot of sleep over this topic during the past year.

2. Question - The Withers Ravenel drawing with the yellow road shows where Symphonia wanted to set aside land in their subdivision for a future roadway. As noble as the attorney's suggestion sounds, on the east side of the Symphonia subdivision, the yellow road continues across land owned by Natalie Woodson and Eric Betts that is not Symphonia's land to donate/reserve. **WHY WOULD THE SYMPHONIA YELLOW PATH DRAWING PRESENTED AT THE PLANNING BOARD MEETING NOT NEED A CTP REVISION TO ADOPT THAT ROUTE? CURRENTLY, THE CTP PLAN DOES NOT RUN THROUGH NATALIE/ERIC'S LAND AND SYMPHONIA PROPOSAL DOES RUN THROUGH THEIR LAND (13 ACRES EAST OF SYMPHONIA containing Sand Dune Way)?** It would seem such a change should have been driven by CAMPO and not a developer. Obviously, Selva Mohan, myself, Billy Myers, Danny Norris, etc have been upset since finding out August 2022 that the Town updated the CTP to run through our land without our knowledge. In this yellow road drawing, Symphonia and the Town have once



## E-mail Response from Town of Holly Springs

again decided to run the road through homeowner (Natalie Woodson's / Eric Betts') land without their knowledge. This time there was no social media, newspaper, etc notification. She would not have even seen the drawing if I had not requested last week that Sean Ryan provide a drawing with details on the latest plan prior to the Planning Board meeting. The homeowners can only get information if we do a FOIA request to the town or sometimes we get information by e-mailing town staff. The process seems busted with respect to due process and transparency. Also, note that the Symphonia drawing does not provide much relief to any of the homeowners.

3. Question - Dual signalization was discussed at the Planning Board meeting. Previous DRAFT TIAs had recommended it, but more recent TIAs recommend against it as there is only 750' between the signals. It sounded like dual signalization would be reviewed again as a result of Courtney's suggestion. **Would this trigger a CTP amendment to choose Alternative 1 from the Hot Spot Study?** As stated above, we want a CTP revision to remove realignment impacts to our homes.

4. Question - Dual signalization - **If the only reason provided in the TIA for not choosing dual signalization is the distance between signal lights, why not simply increase the distance by going into Mrs. Holland's field (1100 Piney Grove Wilbon) using suggestion that follows?** See SWAS p173 (attached) and consider driving east along Honeycutt Rd. As you pass my house at 5605 Honeycutt Rd, instead of turning right inserting two horizontal curves across my yard and Billy Myers yard to get to Piney Grove Wilbon (as SWAS p173 shows, instead do same road curvature opposite hand to the north side of Honeycutt Rd (make two horizontal curves opposite hand to run north of Honeycutt Rd to get to Piney Grove Wilbon). There is actually more distance from Honeycutt Farms homes to Piney Grove than from my driveway to Piney Grove Wilbon, meaning the curves could be less severe. Install signal at that Honeycutt Rd / Piney Grove junction and use dual signalization just north enough to obtain the 1000' or whatever is needed. This would completely avoid ALL impact on Symphonia and avoid ALL impact on current homeowners. The only impact would be taking a small amount of land from the corner of Mrs. Holland's field and would require an amendment to the CTP.

Questions from separate e-mail sent previously:

5. Meeting Request Sent 08/03 - This is second request for a response.

When we met with you Tuesday, it sounded like Beth may not necessarily agree with my bounding analysis arguments and she wanted something more formal. I have contacted a traffic engineer to perform the analysis for the locations I recommended in our CTP amendment for both dual signalization and for realignment options I propose. The engineer would then seal the analysis. He indicated that it may be best to arrange a meeting between the town and DOT to ensure his analysis give you what you need, and in order to properly analyze my recommendations. Can we have a meeting with you and the NCDOT? Do you usually reach out to the DOT or do we to invite them to the meeting? Note that my traffic engineer has already reached out to the NCDOT to discuss this subject. Please advise on the best approach to initiate this meeting between the town, the homeowners, and the traffic engineer. I did see a form online, but much of that did not apply to our request and we appear to be farther along in the process. It said to reach out to [dsintake@hollyspringsnc.gov](mailto:dsintake@hollyspringsnc.gov) if we had additional questions, so please advise.

6. Regarding the e-mail exchange below, there are unanswered questions from the exchange.  
**a. Was this Vision Holly Springs part of the 2013 CTP revision, or was this document issued in 2015 after the 2013 CTP revision (file date says 06/15/2015)?** The previous

## E-mail Response from Town of Holly Springs

response says the version I have was issued June 1, 2015, so I am asking about any previous versions, when they were issued, and what was in them.

**b. How was this Vision Holly Springs file connect to the 2013 version of the CTP?**

c. More specifically, when was the "Engineering / Planning Comprehensive Thoroughfare Drawing first issued into the Vision Holly Springs document, as it is not included in the 2013 CTP?

d. Was there a formal study like the SWAS study by an independent party prior to issuing the Engineering / Planning Comprehensive Thoroughfare Plan?

Please respond to all 6 questions today or tomorrow 08/07 or 08/08, as information is required to finalize preparation of 2nd submittal of my CTP Amendment request, which is due this week.

Thank you,  
Keith Henshaw  
(804) 683-4674

-----  
Mr. Henshaw,

I was informed that **the version you have** is Supplement 4, published on June 1, 2015. To the best of their knowledge, both plans were valid as of the date of your request.

Thank you!

Kathy

---

**From:** [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)>

**Sent:** Thursday, August 3, 2023 2:49 PM

**To:** Kathryn White <[kathryn.white@hollyspringsnc.gov](mailto:kathryn.white@hollyspringsnc.gov)>

**Cc:** Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>; Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>

**Subject:** Re: --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

O.K. Can you tell me the date when this version of Vision Holly Springs was issued? Was this Vision Holly Springs part of the 2013 CTP revision, or was this document issued in 2015 after the 2013 CTP revision (file date says 06/15/2015)? How does this file connect to the CTP?

Thanks,  
Keith Henshaw

On Thursday, August 3, 2023 at 01:13:13 PM EDT, Kathryn White <[kathryn.white@hollyspringsnc.gov](mailto:kathryn.white@hollyspringsnc.gov)> wrote:

Good afternoon Mr. Henshaw,

I forwarded your concern to Development Services. They provided the attached cover sheet, with the explanation that this is the only page that was missing from the original file you received. That file starts with page "i", which is the very first page.



Attachment 32  
E-mail Response from Town of Holly Springs

Kind regards,

Kathy

---

**From:** Kathryn White  
**Sent:** Thursday, August 3, 2023 10:30 AM  
**To:** [haysede@aol.com](mailto:haysede@aol.com)  
**Subject:** RE: --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

Good morning Mr. Henshaw,

Currently, our server is down, so I can't access the files provided by Development Services. Our IT Department is working to resolve the issue. Once the server is up, I will reach out to Development Services with your request.

Kind regards,



***Kathy White | Deputy Clerk, NCCMC***

Town of Holly Springs

PO Box 8 | 128 S Main Street | Holly Springs, NC 27540

Office: (919) 567-4033 | [kathryn.white@hollyspringsnc.gov](mailto:kathryn.white@hollyspringsnc.gov)

[www.hollyspringsnc.gov](http://www.hollyspringsnc.gov)



Attachment 32  
E-mail Response from Town of Holly Springs

---

**From:** [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)>  
**Sent:** Thursday, August 3, 2023 10:24 AM  
**To:** Kathryn White <[kathryn.white@hollyspringsnc.gov](mailto:kathryn.white@hollyspringsnc.gov)>  
**Subject:** --[EXTERNAL]--Vision Holly Springs document from thumb drive is missing pages

Kathryn,

You recently fulfilled a Public Information Request, but one of the documents is missing the first few pages. If you look at the Vision Holly Springs document with file date 06152015, you can see it starts with Acknowledgment, and is missing the first few pages that would be a cover sheet, date, signatures or sheets with who prepared it. Can you send me those first few pages?

Thanks,  
Keith Henshaw

(804) 683-4674  
e

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# Attachment 33

RE: --[EXTERNAL]--SWAS report, Proposed road changes on Page 173 and impact on my home at 5605 Honeycutt Rd, and potential rezoning of nearby land

From: Dan Berry (dan.berry@hollyspringsnc.gov)

To: haysede@aol.com

Date: Tuesday, August 23, 2022 at 01:19 PM EDT

Mr. Henshaw,

Thanks for your note.

The realignment of Honeycutt Rd. and Wade Nash has been a project the town has been scoping for about 10 years. It should be of no surprise that the improvement was included in the SWAS study from 2019. Additionally, the town had recently completed an update of our comprehensive transportation plan which outlines transportation network improvements for the next 15 years. This same improvement is outlined in this new plan. Our CTP serves as a guide to developers, residents, and town stakeholders on where the town expects our road network to go and what critical points exist. Development plays a key role in expanding the town's infrastructure.

Here is an excerpt from the recently adopted plan:



Full document can be found here in section 2: <https://www.hollyspringsnc.us/327/Comprehensive-Plan>

I am very familiar with this intersection and the location of your property as I live less than a mile from the location and am the Councilmember with the most history on all that's transpired in this area of town in the last 10 years.

There is a lot of current activity in this area and finding a solution to get this road realignment completed will be of utmost importance to me as I weigh any potential decision on rezoning cases or development plans.

The current road infrastructure is barely adequate enough for the volumes we are seeing today, let alone additional volumes brought by significant housing additions and a much needed commercial/retail/services component.

I would hope that with all the development interest occurring in this area, the town will be able to solidify a plan on this realignment, and I understand there could be impact for multiple property owners.

Hope this was helpful. I am open to further discussion if you desire.

## Attachment 33

-Dan

Dan Berry  
Mayor Pro Tempore  
Town of Holly Springs  
[dan.berry@hollyspringsnc.gov](mailto:dan.berry@hollyspringsnc.gov)  
919-589-3635

---

**From:** haysede@aol.com <haysede@aol.com>

**Sent:** Monday, August 22, 2022 2:10 PM

**To:** Dan Berry <Dan.Berry@hollyspringsnc.gov>; Sean Mayefskie <Sean.Mayefskie@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Sean Ryan <sean.ryan@hollyspringsnc.gov>

**Subject:** --[EXTERNAL]--SWAS report, Proposed road changes on Page 173 and impact on my home at 5605 Honeycutt Rd, and potential rezoning of nearby land

Mayor, Town Council Member, and Holly Springs Planning Department personnel,

I am not sure who is the correct person to address my concerns, so I will start with the four of you. I have included the Holly Springs Mayor, the Mayor Pro Tem who is listed as part of the Study Oversight Team for the Southwest Area Report dated 06/28/2019, and two members of the planning department I have dealt with in the past during planning and construction of my house. I have attached a letter outlining my concerns. I have attached both a signed .pdf and a Word file, which is likely easier to read than the .pdf. I have also attached a copy of the Southwest Area report as a link in the e-mail below, and a letter from Morningstar regarding rezoning of land within 500' of my property.

I was just made aware of plans to run a four-lane highway through my front yard, septic drainfield, and over 100 trees or shrubs that I planted on Friday 08/22/2022. This is not consistent with prior conversations that I had with Holly Springs, WCPSS, and DOT prior to, during, and following construction of my home, and during the prior partial land sale required due to eminent domain claim for building Buckhorn Elementary and associated upgrades to Honeycutt Rd. We had agreed that the 50' right of way sold would address future highway widening. The existing road was to be widened and a stop light installed at the end of the existing Honeycutt Rd. No new route through the middle of my front yard was discussed. There are other available options at this time that do not require running the four lane through my front yard, especially prior to rezoning of two blocks of land within 500' of my property for increased density.

Please read attached letter and let me know who I should talk to. I am willing to address the full Town Council or Planning department if needed. Other affected landowners are also ready and willing to attend any required meetings once given a time and place. I am also open to someone meeting me at my property to discuss and see the impacts first-hand, and discuss possible resolutions. Please have the appropriate persons contact me as soon as possible, as my wife and I are worried sick since being alerted to the SWAS report.

I respectfully request that each of you reply and confirm receipt of this e-mail and my letter, so that I can be sure it was received.

Thank you,

Bryan Keith Henshaw

Owner of 5605 Honeycutt Road, Holly Springs, NC 27540

(804) 683-4674

-----Original Message-----

From: Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>

To: [haysede@aol.com](mailto:haysede@aol.com)

Sent: Fri, Aug 19, 2022 1:43 pm

Subject: Proposed road - Please see Page 173

Document is too large to send, here is the link

[https://nmcndn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report\\_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf](https://nmcndn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf)



## Attachment 33



Figure 8-17: Piney Grove Wilbon at Wade Nash Proposed Improvements

Thanks  
Mo  
919-434-5002

" Life is a succession of dreams. My ambition is to be a conscious dreamer"

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Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

## Attachment 34

RE: --[EXTERNAL]--Rezoning and CTP revisions

---

From: Elizabeth Goodson (elizabeth.goodson@hollyspringsnc.gov)

To: haysede@aol.com; sean.ryan@hollyspringsnc.gov; mohans60@gmail.com; gogetravi@gmail.com; williammyers1117@gmail.com; aragouy@yahoo.com; woodsonhousehold@gmail.com; eric@betts.net

Cc: john.schifano@hollyspringsnc.gov; catherine.jacobs@hollyspringsnc.gov; Brett.Gosney@hollyspringsnc.gov; chris.hills@hollyspringsnc.gov; cheryl.caines@hollyspringsnc.gov

Date: Friday, July 14, 2023 at 08:57 AM EDT

---

Mr. Henshaw,

Thank you for your patience with our reply to this message. I had offered to my team that I would provide a reply to your message but then got caught up yesterday afternoon and didn't get it sent out before leaving. I hope this will address your question at this time. If we can be of additional assistance, please let us know.

1. Please confirm the date, time and location of the planning board meeting so that I can provide to interested impacted homeowners who will attend in opposition.

The Planning Board meeting is held the 4<sup>th</sup> Tuesday of the month. For July, it will be Tuesday, July 25<sup>th</sup> at 7pm at Town Hall Council Chambers.

You can find the details about this meeting as well as the agenda here:

<https://www.hollyspringsnc.us/169/Planning-Board>

2. You stated that Symphonia is not proposing changes to the CTP, but the routing is changed from that shown in the CTP. Why are they not required to do a CTP amendment?

The CTP is a visionary document that serves as a policy guide and is not intended to represent design level improvements. Through the various steps of the development process specific design details become more refined. The Symphonia project does not have any roadway frontage at the intersection and they have no obligation to complete the realignment. As such, the Symphonia proposal meets the requirements of the CTP and Unified Development Ordinance and no amendment needs to be pursued.

However, the applicant of the Symphonia project is demonstrating through the proposed conceptual realignment that they can reserve land through their project for a future realignment that may follow a different pathway than the alignment shown on the CTP. This would provide the availability of the land for a realignment to happen in the future, whether it be constructed by another development project or a town or NCDOT initiated project.

This approach will be considered by the Town Council as they consider the rezoning.

3. The routing on your sketch shows the new routing running directly over Quiet Lane, which is a private road. Can you do that? That would seem to require a CTP amendment and notification of the homeowners

Since the CTP is a visionary document it serves as a policy guide and is not intended to represent design level improvements. Prior to moving forward with the road design and ultimate construction, any necessary easements and/or right-of-way needed to accomplish the alignment would be required.

4. The sketch is a cartoon of sorts with no details or dimensions. Do you have a drawing similar to that in the previous hot spot study for the Honeycutt Rd/Piney Grove intersection that shows all medians, lanes, turn lanes and also shows additional pedestrian lanes and bike lanes as shown previously in the cross sections that were provided in the draft zoning proposal for 1100 Piney Grove Wilbon. I would like to see a detailed



## Attachment 34

drawing to scale showing all the bike lanes, median, etc in my front yard. If you do not have that level of detail, you should before moving forward.

The applicant has provided conceptual design information to illustrate that their proposed approach would be able to accommodate a future road alignment. This applicant has not provided detailed design for review. The full construction level design documents would be required prior to any final alignment and construction proceeding. This project has only proposed to construct interim signalization improvements, as outlined in their Traffic Study, to mitigate their traffic impacts.

Thank you,

Elizabeth



### Elizabeth C Goodson, PE | Division Manager

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Main Office: 919-557-3908 | Direct: (919)557-3933 | Mobile: 919-291-9795

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---

**From:** haysede <haysede@aol.com>

**Sent:** Wednesday, July 12, 2023 11:29 AM

**To:** Sean Ryan <sean.ryan@hollyspringsnc.gov>; Selva Mohan <mohans60@gmail.com>; Ravindra Reddy <gogetravi@gmail.com>; Williammyers1117 <williammyers1117@gmail.com>; Pamela Babilio <aragouy@yahoo.com>; Sam & Natalie Woodson <woodsonhousehold@gmail.com>; Eric Betts <eric@betts.net>  
**Cc:** John Schifano <john.schifano@hollyspringsnc.gov>; Elizabeth Goodson <Elizabeth.Goodson@hollyspringsnc.gov>; Catherine Jacobs <catherine.jacobs@hollyspringsnc.gov>; Brett Gosney <Brett.Gosney@hollyspringsnc.gov>; Chris Hills <chris.hills@hollyspringsnc.gov>; Cheryl Caines <cheryl.caines@hollyspringsnc.gov>

**Subject:** RE: --[EXTERNAL]--Rezoning and CTP revisions

1. Please confirm the date, time and location of the planning board meeting so that I can provide to interested impacted homeowners who will attend in opposition.
2. You stated that Symphonia is not proposing changes to the CTP, but the routing is changed from that shown in the CTP. Why are they not required to do a CTP amendment?
- 3 The routing on your sketch shows the new routing running directly over Quiet Lane, which is a private road. Can you do that? That would seem to require a CTP amendment and notification of the homeowners.
4. The sketch is a cartoon of sorts with no details or dimensions. Do you have a drawing similar to that in the previous hot spot study for the Honeycutt Rd/Piney Grove intersection that shows all medians, lanes, turn lanes and

## Attachment 34

also shows additional pedestrian lanes and bike lanes as shown previously in the cross sections that were provided in the draft zoning proposal for 1100 Piney Grove Wilbon. I would like to see a detailed drawing to scale showing all the bike lanes, median, etc in my front yard. If you do not have that level of detail, you should before moving forward.

Thank you,  
Keith Henshaw

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>

Date: 7/12/23 10:04 AM (GMT-05:00)

To: [haysede@aol.com](mailto:haysede@aol.com), Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>, Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>, Williammyers1117 <[williammyers1117@gmail.com](mailto:williammyers1117@gmail.com)>, Pamela Basilio <[aragouy@yahoo.com](mailto:aragouy@yahoo.com)>, Sam & Natalie Woodson <[woodsonhousehold@gmail.com](mailto:woodsonhousehold@gmail.com)>, Eric Betts <[eric@betts.net](mailto:eric@betts.net)>

Cc: John Schifano <[john.schifano@hollyspringsnc.gov](mailto:john.schifano@hollyspringsnc.gov)>, Elizabeth Goodson <[Elizabeth.Goodson@hollyspringsnc.gov](mailto:Elizabeth.Goodson@hollyspringsnc.gov)>, Catherine Jacobs <[catherine.jacobs@hollyspringsnc.gov](mailto:catherine.jacobs@hollyspringsnc.gov)>, Brett Gosney <[Brett.Gosney@hollyspringsnc.gov](mailto:Brett.Gosney@hollyspringsnc.gov)>, Chris Hills <[chris.hills@hollyspringsnc.gov](mailto:chris.hills@hollyspringsnc.gov)>, Cheryl Caines <[cheryl.caines@hollyspringsnc.gov](mailto:cheryl.caines@hollyspringsnc.gov)>

Subject: RE: --[EXTERNAL]--Rezoning and CTP revisions

Good Morning,

At this time, we expect that Symphonia will be on the Planning Board Agenda for July 25<sup>th</sup>. The date of the Town Council meeting is yet to be determined.

Symphonia is not proposing any changes to the Comprehensive Transportation Plan that will be presented to the Planning Board.

There are no additional agenda items for July 25<sup>th</sup>.

Attached is a conceptual alignment submitted by Symphonia to illustrate a potential reservation of land thought their property to achieve the realignment in the future.

Thank you,



**Sean Ryan, AICP | Planning Manager**

Town of Holly Springs Development Services – Land Development

P.O. Box 8 | 128 S. Main St. | Holly Springs, NC 27540

Office: 919-557-2903 | [www.hollyspringsnc.gov](http://www.hollyspringsnc.gov)

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From: [haysede@aol.com](mailto:haysede@aol.com) <[haysede@aol.com](mailto:haysede@aol.com)>

Sent: Monday, July 10, 2023 12:54 PM

To: Sean Ryan <[sean.ryan@hollyspringsnc.gov](mailto:sean.ryan@hollyspringsnc.gov)>

Cc: Selva Mohan <[mohans60@gmail.com](mailto:mohans60@gmail.com)>; Ravindra Reddy <[gogetravi@gmail.com](mailto:gogetravi@gmail.com)>; Williammyers1117 <[williammyers1117@gmail.com](mailto:williammyers1117@gmail.com)>; Pamela Basilio <[aragouy@yahoo.com](mailto:aragouy@yahoo.com)>; Sam & Natalie Woodson



## Attachment 34

<[woodsonhousehold@gmail.com](mailto:woodsonhousehold@gmail.com)>; Eric Betts <[eric@betts.net](mailto:eric@betts.net)>

**Subject:** --[EXTERNAL]--Rezoning and CTP revisions

Sean,

1. Will either the Sand Dune Way (Symphonia) rezoning or the 1100 Piney Grove Wilbon (rezoning) be topics of discussion at any July planning board or Town Council meetings? Also, I was told there is a new subdivision being planned just north of Symphonia, so same question for that subdivision?
2. Will there be any proposals or discussions regarding Comprehensive Transportation Plan revisions associated with Honeycutt Rd Wade Nash Rd realignment at the July planning board or town council meetings?
3. Will there be any new rezonings presented at the July meeting which are associated with the CTP in the area of the Honeycutt Rd Wade Nash realignment.
4. This question was asked last month - DO YOU HAVE DRAFT DRAWINGS WITH IMPACTS OF THE CTP REVISION AND SUBDIVISION PLANS TO THE CORNER OF PINEY GROVE WILBON / HONEYCUTT ROAD THAT SHOW THE IMPACTS TO MY PROPERTY. CAN WE HAVE A MEETING TO DISCUSS PLANNED CHANGES AT THIS CORNER AND IMPACTS TO MY PROPERTY (5605 Honeycutt) FROM THE LATEST CTP PROPOSED REVISION?

I am interested in detailed drawings that show added lanes, turn lanes, etc as was shown in the original hot spot study with additional pedestrian lanes, bike lanes, etc to match cross sections that were in the draft TIAs. Do such detail drawings exist, even if in DRAFT form.

Thank you,  
Keith Henshaw  
(804) 683-4674

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Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

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Warning: This email is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).



August 9, 2023

Keith Henshaw  
804-683-4674

RE: CTP Amendment – Traffic Analysis Update – Holly Springs, NC

Dear Mr. Henshaw,

### **TRAFFIC ANALYSIS UPDATE**

This letter provides a summary of the traffic analysis that is underway for the Comprehensive Transportation Plan (CTP) amendment for Honeycutt Road / Wade Nash Road at Piney Grove Wilbon Road in Holly Springs. Our team is underway with a capacity analysis that reviews the current and proposed configurations for the CTP amendment. As currently required in the Town of Holly Springs (Town) CTP, the intersections of Honeycutt Road and Wade Nash Road are to be realigned along Piney Grove Wilbon Road for a single 4-leg intersection. Based on the adjacent Buckhorn Elementary School as well as numerous residential properties surrounding this alignment, there are serious concerns with the feasibility and approvability of such an alignment. McAdams will be providing a capacity analysis and conceptual layout of the design for this and other possible lane configurations as part of this amendment request. This capacity analysis will be completed following a scoping meeting with the Town that is scheduled for later in August 2023. This capacity analysis is anticipated to include review of the following configurations:

- > Honeycutt Road / Wade Nash Road realignment (as currently shown in the CTP)
- > Realigned 4-leg intersection located north of the current Honeycutt Road
- > Offset T-intersections with an increased offset along Piney Grove Wilbon Road

### **CURRENT CTP CONSTRUCTABILITY CONCERNS**

Although the project team has not yet finalized our traffic analysis, multiple other studies and conceptual layouts for this realignment / alternative options have been conducted. In reviewing these studies, additional concerns have been brought up regarding the CTP alignment scenarios. As noted in the Symphonia TIA Addendum dated January 11, 2023, prepared by Kimley-Horn & Associates, Inc, the realignment as shown in the Town CTP would require a design speed of 35 miles per hour (mph). NCDOT typically requires a roadway to be designed at 5 mph more than the posted speed limit, meaning this road alignment would need to be posted at 30 mph. Currently Wade Nash Road and Honeycutt Road are posted at 45 mph and 35 mph, respectively. It is unlikely that NCDOT would grant approval of a speed limit reduction or an exception to these design requirements with this realignment being a new roadway design. Due to the proximity of Buckhorn Creek Elementary School (approximately 600 feet west of Piney Grove Wilbon Road) along Honeycutt Road, it is unlikely that the road alignment could be shifted to allow for construction / approvability by NCDOT. It should also be noted that generally, CTP's and regional planning studies do not take into account geometric (horizontal / vertical alignment) designs and additionally, these studies are not typically reviewed or approved by the local NCDOT District office who is responsible for approval of roadway designs in their district. As such, it is not



uncommon for these CTP Amendments to be completed to provide alternative designs which are feasible and possible to be constructed if these design restrictions arise.

## **PROPOSED AMENDMENT**

The project team is considering two potential options for this amendment, including a realignment of a 4-leg intersection / alignment of Wade Nash Road / Honeycutt Road, north of Honeycutt Road and keeping the off-set T-intersections with an increased spacing between intersections. Both options are being reviewed from a traffic analysis / capacity standpoint and for constructability from a design / permitting standpoint. It should also be noted that these alignments are being considered to reduce impacts on structures (schools, residences, and other existing infrastructure) as well as ensure a design is in place and being planned for in the future that is reflective of current NCDOT design requirements. With these options, NCDOT median crossover requirements / spacing standards, curve / design parameters, and wetland / environmental impacts are all being considered. Although these options are still being reviewed and vetted, they are expected to meet NCDOT roadway design standards.

## **SUMMARY**

This letter presents a summary of the traffic analysis and roadway design review that is currently underway in conjunction with the CTP Amendment of Honeycutt Road / Wade Nash Road. Although further review of these design options is on-going, the configuration shown in the current CTP is not expected to be a feasible or constructable design option. As such, an alternative alignment is necessary to ensure property planning for an approvable design is provided.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.961.4065.

Sincerely,

**MCADAMS**



Nate Bouquin, PE, PTOE

Traffic Engineering Lead

## Attachment 36 - NCDOT Role

RE: [External] Honeycutt Road / Wade Nash Road - CTP amendment

---

From: Nolfo, Matthew J (mjnolfo@ncdot.gov)  
To: bouquin@mcadamsco.com; ehwillis@ncdot.gov  
Cc: nclineberger@ncdot.gov; haysede@aol.com  
Date: Tuesday, August 8, 2023 at 12:19 PM EDT

---

Nate,

Ultimately, as long as town's CTP is constructable, we try not to dig too deep on dictating what it calls for. The CTP is the town's vision for an area, but the department is not bound by it.

Generally, we try and stay out of CTP amendments aside from providing fact-based information about what does and doesn't meet NCDOT standards. If you have questions about specific NCDOT requirements (signal spacing, curve radii, etc.) we are more than happy to assist.

Thanks,

**Matthew Nolfo**

Senior Assistant District Engineer

Southern Wake County

Wake County District Office (Division 5 District 1)

North Carolina Department of Transportation

[mjnolfo@ncdot.gov](mailto:mjnolfo@ncdot.gov)

(919) 814 – 6115

***Physical Address***

4009 District Drive

Raleigh, NC 27607

***Mailing Address***

1575 Mail Service Center

Raleigh, NC 27699-1575



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**From:** Nate Bouquin <bouquin@mcadamsco.com>  
**Sent:** Thursday, August 3, 2023 11:54 AM  
**To:** Nolfo, Matthew J <mjnolfo@ncdot.gov>; Willis, Holt <ehwillis@ncdot.gov>



## Attachment 36 - NCDOT Role

**Cc:** Lineberger, Nicholas C <nclineberger@ncdot.gov>; haysede@aol.com  
**Subject:** [External] Honeycutt Road / Wade Nash Road - CTP amendment

**CAUTION:** External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Matthew / Holt,

We are working with Keith Henshaw (cc'd) on a CTP amendment in the Town of Holly Springs. We are kicking off a scoping meeting request with the Town but anticipate that may take several weeks. In the meantime, we wanted to see if we could setup a quick meeting with your office to discuss this a bit more and confirm your departments stance on this since it is your roadways. Could y'all provide your availability for a quick 30 minute teams call to run through this a bit more? We are looking to remove the realignment of these roadways at Piney-Grove Wilbon Road since they have some significant impacts to the neighboring properties (including the Elementary School) as well as environmental impacts with an adjacent creek.

Below is a snippet of what is currently shown in the Town's plans. You all may have already had some conversations with some neighboring properties that have conducted TIA's in this area.

If you could let me know your availability, we will send around a teams invite.

Thanks!



**Nate Bouquin PE, PTOE**  
Traffic Engineering Lead

**mobile** 919. 961. 4065  
[bouquin@mcadamsco.com](mailto:bouquin@mcadamsco.com)

621 Hillsborough Street, Suite 500  
Raleigh, NC 27603

[www.mcadamsco.com](http://www.mcadamsco.com)

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## Attachment 36 - NCDOT Role

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## Attachment 37 - CAMPO Role

Meeting Notes from Teleconference with Ken Withrow (CAMPO) on August 8, 2023 (Discussion of the role of CAMPO)

Attendees: Keith Henshaw and Ken Withrow (CAMPO)

Date: August 8, 2023

Notes:

- CAMPO **DOES NOT** make recommendations on road routing.
- CAMPO was involved in the Southwest Area Study (SWAS) because it involved multiple municipalities such as Holly Springs, Fuquay Varina, Garner, etc.
- CAMPO's role in the SWAS was that they hire the consultant, in this case Ramey Kemp Associates and oversee the overall coordination of the SWAS study.
- Ramey Kemp Associates (RKA) found several alternative solutions for each of the Hot Spots and put those into the Hot Spot Study (Preliminary Recommendations).
- Then CAMPO and RKA met with the Town of Holly Springs to get input from the town.
- The town has the final say on the routing.
- The difference in the Hot Spot Study and what is in the SWAS is that the SWAS incorporated town input.
- The final SWAS is ENDORSED by CAMPO, but does not constitute a RECOMMENDATION of CAMPO.
- CAMPO DID NOT recommend the routing south of Honeycutt Rd that runs through my yard at 5605 Honeycutt Rd. That was **NOT** a CAMPO recommendation, but is a result of town input.
- The TIA for Honeycutt farms was used as input in the Hot Spot Study and I can get that information if desired.



August 7, 2023  
Keith Henshaw  
5605 Honeycutt Rd  
Holly Springs, NC 27540

Dear Mr. Henshaw,

Thank you again for your Freedom of Information Act Request associated with the Piney Grove Wilbon\Honeycutt\Wade Nash Road Hot Spot Study conducted during the Southwest Area Study.

Your Freedom of Information Act Request (as provided to CAMPO) is to obtain the following information:

1. Full traffic study/analysis that was done in support of the Hot Spot Study performed for the Honeycutt Rd Wade Nash Rd intersection by Ramey Kemp Associates in late YR 2018 or early YR 2019. Please provide full study that includes analysis for all five alternatives reviewed for the subject intersection; and
5. Newspaper article or advertisement which advertised the Southwest Area Study meetings that occurred in early 2019. (Per e-mail from town attorney, this is a requirement.)

To address the first request, I have included with this letter the LOS Summary table of the 5 alternatives analyzed and the PDF presentation of the preliminary results. I have also included a PDF of the SIDRA (roundabout analysis software) results for the hot spot as well.

Additional analyses that are included in the letter are: (1) the Crash Analyses associated with both the Piney Grove Wilbon/Honeycutt Road intersection as well as the Piney Grove Wilbon/Wade Nash intersection, (2) the file Holly Springs\_SWAS\_Roadway Project Spreadsheet 28mar2019 that shows the highlighted row defining Piney Grove Wilbon at Honeycutt and Wade Nash roads as one four-legged intersection, and (3) the map showing the outcomes from the 2045 model run for the aforementioned four-legged intersection. Please note that TIA Reports for the Honeycutt Road Assemblage completed in 2017 and the E-45 Elementary School completed in 2016 were inputs provided to Ramey Kemp by the Town of Holly Springs and/or NCDOT as input material for the Southwest Area Study. Access to the Honeycutt Road Assemblage TIA Report and the E-45 Elementary School Revised TIA Report are available upon request through either the Town of Holly Springs and/or NCDOT.



Concerning the second request, CAMPO did not pay for media advertising for the Southwest Area Study's two public meetings. However, a significant effort went into advertising and promoting both events by CAMPO and study partners, such as:

- Email newsletter updates to the CAMPO general email distribution list, and to the study's email list (for the second meeting)
- Social media posts on Twitter and Facebook for both meetings
- Popups/tables were hosted at the Holly Springs Food Cupboard, the Southern Regional Center in Fuquay-Varina, and the Apex PeakFest
- Partner organizations (and public officials) also helped promote both by sharing on their social media and sending to relevant email lists (towns, county, chambers of commerce)
- Media release sent to local news outlets

A sampling of these activities is outlined in the Study's Final Report ([https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report\\_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf](https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/programs-studies/area-studies/SWAS-Report_20190701-Compiled-with-Minutes-09-2019-FINAL.pdf)), on pages 9-15. Please note that emails were sent to media outlets multiple times during the study, but no stories were published that we are aware of.

Also, in case it is helpful, attached is a copy of the CAMPO Public Participation Plan that was in effect when the SWAS Update occurred. Also attached are a copy of the Facebook posts that were programmed for the Study, and the second is the flyer for the second Workshop. Finally, I have attached a screenshot sampling of social media posts throughout the study. Finally, I have attached a screenshot sampling of social media posts throughout the study.

The recommendations for this hot spot study (and the overall SWAS planning study) were presented to the Core Technical Team CTT and Stakeholder Oversight Team on April 10, 2019, the Holly Springs Town Council on July 16, 2019; and to the CAMPO Executive Board (for a public hearing and adoption) on August 21, 2019. The listing of meetings associated with the Southwest Area Study leading up to the CAMPO Executive Board adoption are listed below:

Local Boards / Council presentations -July/August 2019

- Harnett County BoC-July 15
- Holly Springs Town Council -July 16
- Apex Town Council -July 16
- Fuquay-Varina BoC-August 5
- Angier BoC-August 6
- Wake County BoC-August 7
- Fuquay-Varina Planning Board -August 19
- CAMPO Executive Board -August 21 -ENDORSED



Please review the materials as provided; and contact either me or Mr. Chris Lukasina, CAMPO's Executive Director, should you have any additional questions.

Sincerely,

Kenneth Withrow  
Senior Transportation Planner, Capital Area MPO

Attachments:

LOS Summary table

Hot Spot - Hot Spot Preliminary Results

Piney Grove Wilbon and Wade Nash Honeycutt SIDRA Results

Wake Piney Grove Wilbon at Wade Nash Crash Analysis

Wake Piney Grove Wilbon at Honeycutt Crash Analysis

Holly Springs\_SWAS\_Roadway Project Spreadsheet 28mar2019

TRM\_Forecast\_2045-PineyGroveWilbon\_WadeNash\_Honeycutt\_map

CAMPO\_Public\_Participation\_Plan\_20160420\_Adopted\_Update

Facebook Posts Thru SWAS 2018 Phase 2 Stakeholder Engagement

Public Workshop 2 - INVITATION FLYER - Workshop 2

Social Media Posts

cc: Chris Hills, Development Services Director  
Elizabeth Goodson, Land Development Division Manager



October 17, 2023

Catherine Jacobs, PE  
Town of Holly Springs  
128 S. Main Street  
P.O. Box 8  
Holly Springs, NC 27540  
919.567.4039

RE: Honeycutt Road CTP Amendment Update – Holly Springs, North Carolina

Dear Ms. Jacobs,

### **CTP AMENDMENT**

This letter presents a review of the future traffic operations as an addendum to the Town of Holly Springs (Town) Comprehensive Transportation Plan (CTP) at the intersections of Piney Grove-Wilbon Road at Wade Nash Road and Piney Grove-Wilbon Road at Honeycutt Road in Holly Springs, North Carolina. This is an update to address comments received from the Town dated October 10, 2023. Refer to the attachments for specific response to comments addressing each comment. According to the Southwest Area Study (SWAS) conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in 2019, poor operations and heavy congestion are expected for the intersections of Honeycutt Road and Wade Nash Road along Piney Grove-Wilbon Road as the result of heavy north-south mainline traffic volumes along Piney Grove-Wilbon Road. This traffic study reviews the operations at the following intersections:

- > Piney Grove-Wilbon Road and Honeycutt Road
- > Piney Grove-Wilbon Road and Wade Nash Road
- > Piney Grove-Wilbon Road and High Pocket Drive
- > Potential realignment of Piney Grove-Wilbon Road at Wade Nash Road / Honeycutt Road [Scenarios 1/3]

Based on coordination with Town staff, this study reviews operations under the following scenarios for both weekday AM and weekday PM peak hour conditions:

- > Existing (2023) Conditions
- > Build (2050) Conditions – Scenario 1
- > Build (2050) Conditions – Scenario 2
- > Build (2050) Conditions – Scenario 3

Scenario 1 analyzes the realignment of the Honeycutt Road and Wade Nash Road combined intersections shifted to a location further north than presently shown in the Town's CTP (Scenario 3), Scenario 2 is two (2) offset T-intersections with the intersection of Piney Grove-Wilbon Road at Honeycutt Road shifted north to increase the distance between these intersections, and Scenario 3 is the realignment as currently shown in the Town's CTP.

It should be noted that these intersection locations are conceptual in nature and have been created purely to be representative of various intersection / alignment configurations that could occur in this area. Refer to Figure 2 for a visualization of each scenario.

Since the CTP is a Town prepared and authorized document, the North Carolina Department of Transportation (NCDOT) indicated that they may not issue comments on the scope or approval of such amendments. Despite this, this study seeks to find a configuration for future conditions that would meet NCDOT design guidelines.

### EXISTING CONDITIONS

The area primarily consists of residential development and undeveloped farmland. To the west of the study intersections is Buckhorn Creek Elementary School and to the east, there are wetlands that provide barriers to the constructability of a realignment. Figure 3 in the attachments provides a graphical representation of the existing lane configuration, storage capacity, traffic control type, and intersection spacing within the study area.

Existing peak hour turning movement counts were obtained from the Symphonia Traffic Impact Analysis (TIA) addendum and were conducted in May 2022 during typical weekday AM (7:00 – 9:00 AM) and weekday PM (4:00 – 6:00 PM) peak hours while Wake County Public Schools were in-session for in-person learning. This data was collected at the following existing study intersections:

- > Piney Grove-Wilbon Road and Honeycutt Road
- > Piney Grove-Wilbon Road and Wade Nash Road

Peak hour traffic volumes were determined from these traffic counts and balanced between study intersections, where appropriate. To reflect Existing (2023) traffic conditions, these collected 2022 traffic volumes were grown one (1) year using a 5% growth rate based on coordination with the Town. Copies of the traffic count data from the Symphonia TIA are provided in peak hour traffic count data in the attachments. Refer to Figure 4 in the attachments for a diagram of the Existing (2023) peak hour traffic volumes.

Based on coordination with the Town, traffic on High Pocket Drive was accounted for with a trip generation for the 12 single-family homes on the roadway and a trip distribution that assumes 90% of traffic will enter and exit from the north and 10% from the south were applied to determine turning movement volumes to/from High Pocket Drive. Through traffic volumes at this intersection were determined by balancing volumes from the adjacent intersection of Piney-Grove Wilbon Road and Honeycutt Road. This methodology was used to determine the Existing (2023) volumes at this intersection for the purposes of this analysis.

The Existing (2023) traffic volumes were analyzed utilizing the current lane configurations to determine existing operations for the study area.



**BUILD TRAFFIC**

CAMPO's current Triangle Regional Model (TRM) for their horizon year 2050 Metropolitan Transportation Plan (MTP) was utilized to determine an appropriate annual compounded growth rate for the horizon year. The total daily traffic volumes for the study area roadway segments from the model were compared between the 2016 base year and the horizon year of 2050 to determine the 3% growth rate used in this study. Per the approved MOU, Projected (2050) traffic volumes were determined by projecting Existing (2023) traffic volumes to the horizon year (2050) using this 3% growth rate. Refer to the attachments for a summary of the growth rate calculations.

Based on a comparison of the overall growth rate used in the Symphonia Development 2050 Analysis traffic memo completed by Kimley-Horn and Associates, Inc. (dated June 1, 2023), the uniform 3% growth rate over a 27-year period assumed in this analysis yields a more conservative analysis of horizon year 2050 traffic volumes than those previously studied using the growth rates assumed in the Symphonia Developer 2050 Analysis traffic memo. Refer to the attachments for a comparison of the growth rates used in each study, respectively.

Based on coordination with the Town, the Symphonia development was included as an approved adjacent development per the completed January 2023 TIA Addendum. Development traffic from Symphonia was added to the Projected (2050) traffic volumes to determine Build (2050) traffic volumes at all study intersections.

To review the expected future operations of the currently proposed in the Town's CTP along with 2 new alternatives for the intersections of Piney Grove-Wilbon Road at Wade Nash Road and Piney Grove-Wilbon Road at Honeycutt Road, Build (2050) conditions were analyzed for Scenarios 1, 2, and 3. Scenarios 1 / 3 analyzed the realignment of the 2 study intersections into a new 4-leg intersection. Scenario 1 consists of a curved alignment shifted north of Honeycutt Road's current alignment while Scenario 3 consists of an S-curved alignment that meets in between the current intersections. Scenario 2 analyzed the realignment of only Piney Grove-Wilbon Road and Honeycutt Road further north of its current alignment.

Under Scenarios 1 / 3, assumptions for the east/west traffic volumes were utilized to determine traffic patterns. Utilizing the existing traffic patterns, turning movements at the realigned intersection were determined based on traffic volumes and respective turning movement patterns at the two existing study intersections. This methodology was applied to the No-Build (2050) traffic volumes.

Additionally, the CTP shows the future ultimate cross-section of Piney Grove-Wilbon Road, Wade Nash Road, and Honeycutt Road as 4-lane median divided roadways, therefore this future cross-section was assumed for analysis Build (2050) conditions under all scenarios.

## CAPACITY ANALYSIS

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact of each scenario on the study intersections. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level “A” (free flow conditions) to level “F” (where over-saturated conditions are evident). Table 1 provides a summary of the thresholds for each LOS under both unsignalized (stop-control) and signalized operations.

| <b>TABLE 1: HIGHWAY CAPACITY MANUAL – LEVELS OF SERVICE + DELAY CRITERIA</b> |                                                    |                                                    |
|------------------------------------------------------------------------------|----------------------------------------------------|----------------------------------------------------|
| <b>Level of Service (LOS)</b>                                                | <b>Unsignalized</b>                                | <b>Signalized</b>                                  |
|                                                                              | <b>Average Control Delay (Seconds per vehicle)</b> | <b>Average Control Delay (Seconds per vehicle)</b> |
| A                                                                            | ≤ 10                                               | ≤ 10                                               |
| B                                                                            | > 10 and ≤ 15                                      | > 10 and ≤ 20                                      |
| C                                                                            | > 15 and ≤ 25                                      | > 20 and ≤ 35                                      |
| D                                                                            | > 25 and ≤ 35                                      | > 35 and ≤ 55                                      |
| E                                                                            | > 35 and ≤ 50                                      | > 55 and ≤ 80                                      |
| F                                                                            | > 50                                               | > 80                                               |

A computer software package, Synchro (version 11.1), was utilized for the analysis of operations within this study. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the attachments.



### PINEY GROVE-WILBON ROAD + HONEYCUTT ROAD

The intersection of Piney Grove-Wilbon Road and Honeycutt Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023) and Build (2050) conditions Scenario 2 with T-intersections. Refer to Table 5 for the operations at this intersection under the realignment Scenarios 1 / 3 with Wade Nash Road. The improvements included for acceptable operations are:

#### Scenario 2

- > Per the Town CTP, widen Piney Grove-Wilbon Road and Honeycutt Road to a 4-lane median divided cross-section.
- > Install traffic signal.
- > Construct exclusive northbound dual left-turn lanes.

Table 2 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

| TABLE 2: CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + HONEYCUTT ROAD |                                          |                                                             |                                  |                         |                                  |                         |
|--------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------|----------------------------------|-------------------------|----------------------------------|-------------------------|
| Conditions                                                                     | APPROACH                                 | Lane Configurations                                         | Weekday AM Peak Hour             |                         | Weekday PM Peak Hour             |                         |
|                                                                                |                                          |                                                             | LOS and Approach Delay (seconds) | Overall Delay (seconds) | LOS and Approach Delay (seconds) | Overall Delay (seconds) |
| Existing (2023)                                                                | EB <sup>1</sup><br>NB <sup>2</sup><br>SB | 1 LT, 1 RT<br>1 LT, 1 TH<br>1 TH, 1 RT                      | F (181)<br>B (11)<br>--          | N/A                     | F (162)<br>B (13)<br>--          | N/A                     |
| Build (2050) -<br>Scenario 2<br>[Signalized]                                   | EB<br>NB<br>SB                           | 1 LT, <b>2 RT</b><br><b>2 LT, 2 TH</b><br><b>2 TH, 1 RT</b> | C (34)<br>A (10)<br>B (18)       | B (15)                  | E (63)<br>B (17)<br>C (33)       | C (32)                  |

Improvements for acceptable operations are **BOLD**.

1. Level of service for minor-street approach.

2. Level of service for major-street left-turn movement.

Capacity analysis of Existing (2023) conditions indicates that the intersection of Piney Grove-Wilbon Road and Honeycutt Road currently operates at LOS B for the major-street left-turn movement and LOS F for the minor-street approach during the weekday AM and weekday PM peak hours. Under Build (2050) Scenario 2 conditions the intersection is expected to operate at an overall LOS C or better during the weekday AM and PM peak hours.

It should be noted that under Build (2050) conditions the roadway is proposed to shift northward to create a greater distance between the study intersections of Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road to allow for signalization. This proposed increased offset of these intersections is according to the NCDOT median break spacing guidelines and is expected to be an approvable design according to NCDOT design requirements.

Based on a review of maximum queue lengths reported from SimTraffic simulations, the combined maximum queue length between the southbound left-turn movement onto Wade Nash Road and the northbound left-turn movement onto Honeycutt Road are expected to have a combined max queue of 218 feet (approximately 9 vehicles) under existing traffic conditions. Based on the current distance between these intersections (approximately 750 feet), overlap in queues is not expected between these movements under existing conditions. Based on a comparison of maximum combined queue lengths under Build (2050) Scenario 2 traffic conditions a maximum length of 430 feet (approximately 17 vehicles) is expected the length with an analyzed spacing of approximately 1,200 feet between the offset T-intersections. With the recommended lane configurations analyzed under Scenario 2, overlapping queues or turn-lane storage lengths are not expected to occur in the future. Additionally, under the Scenario 2 lane configurations, dual northbound left-turn lanes and dual eastbound right-turn lanes are expected to be needed for acceptable operations of this intersection, which are also expected to be needed under analysis Scenarios 1 / 3.



### PINEY GROVE-WILBON ROAD + WADE NASH ROAD

The intersection of Piney Grove-Wilbon Road and Wade Nash Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023) and Build (2050) conditions Scenario 2 with T-intersections. Refer to Table 5 for the operations at this intersection under the realignment Scenarios 1 / 3 with Honeycutt Road. The improvements included for acceptable operations are:

#### Scenario 2

- > Per the Town CTP, widen Piney Grove-Wilbon Road and Honeycutt Road to a 4-lane median divided cross-section.
- > Install traffic signal.
- > Construct exclusive southbound dual left-turn lanes.

Table 3 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

| <b>TABLE 3: CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + WADE NASH ROAD</b> |                 |                      |                                  |                         |                                  |                         |
|---------------------------------------------------------------------------------------|-----------------|----------------------|----------------------------------|-------------------------|----------------------------------|-------------------------|
| Conditions                                                                            | APPROACH        | Lane Configurations  | Weekday AM Peak Hour             |                         | Weekday PM Peak Hour             |                         |
|                                                                                       |                 |                      | LOS and Approach Delay (seconds) | Overall Delay (seconds) | LOS and Approach Delay (seconds) | Overall Delay (seconds) |
| Existing (2023)                                                                       | WB <sup>1</sup> | 1 LT, 1 RT           | E (38)                           | N/A                     | C (20)                           | N/A                     |
|                                                                                       | NB              | 1 TH, 1 RT           | --                               |                         | --                               |                         |
|                                                                                       | SB <sup>2</sup> | 1 LT, 1 TH           | B (12)                           |                         | A (10)                           |                         |
| Build (2050) -<br>Scenario 2<br>[Signalization]                                       | WB              | 1 LT, 1 RT           | A (3)                            | B (14)                  | A (7)                            | A (8)                   |
|                                                                                       | NB              | 1 TH, <b>1 TH-RT</b> | B (16)                           |                         | B (11)                           |                         |
|                                                                                       | SB              | <b>2 LT, 2 TH</b>    | B (15)                           |                         | A (7)                            |                         |

Improvements for acceptable operations are **BOLD**.

1. Level of service for minor-street approach.

2. Level of service for major-street left-turn movement.

Capacity analysis of Existing (2023) conditions indicates that the intersection of Piney Grove-Wilbon Road and Wade Nash Road currently operates at LOS B or better for the major-street left-turn movement during the weekday AM and weekday PM peak hours. The minor-street approach currently operates at LOS C during the weekday AM peak hour and LOS E during the weekday PM peak hour. Under Build (2050) Scenario 2 conditions the study intersection is expected to operate at an overall LOS B or better during the weekday AM and PM peak hours.

It should be noted that under Build (2050) conditions the intersection of Piney Grove-Wilbon Road and Honeycutt Road is proposed to shift northward to create a greater distance between the study intersections of Piney Grove-Wilbon Road at Honeycutt Road and Piney Grove-Wilbon Road at Wade Nash Road to allow for signalization. This proposed increased offset of these intersections is according to the NCDOT median break spacing guidelines and is expected to be an approvable design according to NCDOT design requirements.

Based on a review of maximum queue lengths reported from SimTraffic the combined maximum queue length between the southbound left-turn movement onto Wade Nash Road and the northbound left-turn movement onto Honeycutt Road are expected to have a combined max queue of 218 feet (approximately 9 vehicles) under existing traffic conditions. Based on the current distance between these intersections (approximately 750 feet), overlap is not presently expected between these movements. Based on a comparison of maximum combined queue lengths under Build (2050) Scenario 2 traffic conditions a maximum length of 430 feet (approximately 17 vehicles) is expected. With the recommended lane configurations analyzed under Scenario 2, overlapping queues or turn-lane storage lengths are not expected to occur in the future. Additionally, under the Scenario 2 lane configurations, dual southbound left-lanes were needed for acceptable operations of the intersection. Scenarios 1 / 3 to operate acceptably with only one southbound left-turn lane.



### PINEY GROVE-WILBON ROAD + HIGH POCKET DRIVE

The intersection of Piney Grove-Wilbon Road and High Pocket Drive is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2023) and Build (2050) conditions for all scenarios. It should be noted that the realignment of the study intersections to the south were not shown to have any impact on expected delays at this intersection per Synchro capacity analysis calculations using the HCM 6th Edition.

#### Build (2050)

- > Per the Town CTP, widen Piney Grove-Wilbon Road and Honeycutt Road to a 4-lane median divided cross-section.

Table 4 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

| TABLE 4: CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + HIGH POCKET DRIVE |                                          |                                                         |                                  |                         |                                  |                         |
|-----------------------------------------------------------------------------------|------------------------------------------|---------------------------------------------------------|----------------------------------|-------------------------|----------------------------------|-------------------------|
| Conditions                                                                        | APPROACH                                 | Lane Configurations                                     | Weekday AM Peak Hour             |                         | Weekday PM Peak Hour             |                         |
|                                                                                   |                                          |                                                         | LOS and Approach Delay (seconds) | Overall Delay (seconds) | LOS and Approach Delay (seconds) | Overall Delay (seconds) |
| Existing (2023)                                                                   | WB <sup>1</sup><br>NB<br>SB <sup>2</sup> | 1 LT-RT<br>1 TH-RT<br>1 LT-TH                           | D (34)<br>--<br>B (11)           | N/A                     | D (32)<br>--<br>A (9)            | N/A                     |
| Build (2050) – Scenario 1                                                         | WB <sup>1</sup><br>NB<br>SB <sup>2</sup> | 1 LT-RT<br><b>1 TH, 1 TH-RT</b><br>1 LT-TH, <b>1 TH</b> | F (953)<br>--<br>C (25)          | N/A                     | F (150)<br>--<br>B (13)          | N/A                     |
| Build (2050) – Scenario 2                                                         | WB <sup>1</sup><br>NB<br>SB <sup>2</sup> | 1 LT-RT<br><b>1 TH, 1 TH-RT</b><br>1 LT-TH, <b>1 TH</b> | F (953)<br>--<br>C (25)          | N/A                     | F (150)<br>--<br>B (13)          | N/A                     |
| Build (2050) – Scenario 3                                                         | WB <sup>1</sup><br>NB<br>SB <sup>2</sup> | 1 LT-RT<br><b>1 TH, 1 TH-RT</b><br>1 LT-TH, <b>1 TH</b> | F (953)<br>--<br>C (25)          | N/A                     | F (150)<br>--<br>B (13)          | N/A                     |

Improvements for acceptable operations are shown in **BOLD**.

1. Level of service for minor-street approach.
2. Level of service for major-street left-turn movement.

Capacity analysis of Existing (2023) conditions indicates that the intersection of Piney Grove-Wilbon Road and High Pocket Drive currently operates at LOS B or better for the major-street left-turn movement and the minor-street approach is currently operating at LOS D during the weekday AM and weekday PM peak hours. Under Build (2050) conditions, capacity analysis of all scenarios indicates that the major-street left-turn movement are expected to operate at LOS C or better during the weekday AM and PM peak hours while the minor-street approach is expected to operate at LOS F. These levels-of-service are not uncommon for stop-controlled minor-street approached with heavy mainline traffic volumes.

Regardless of the three scenarios included in this study, the subject intersection is expected to require restriction to right-in/right-out (RIRO) operations upon widening of Piney Grove-Wilbon Road due to the NCDOT median break crossover spacing requirements. This restriction is not expected to be caused or impacted by the modifications to the Town CTP that are proposed by the subject CTP Amendment.



### PINEY GROVE-WILBON ROAD + WADE NASH ROAD / HONEYCUTT ROAD

The proposed intersection of Piney Grove-Wilbon Road at Wade Nash Road / Honeycutt Road is expected to be created by realigning the existing intersections of Wade Nash Road and Honeycutt Road along Piney Grove-Wilbon Road into a single signalized four-leg intersection. This proposed intersection was analyzed under Build (2050) Scenario 1 and Scenario 3 conditions. The improvements included for acceptable operations are:

- > Per the Town CTP, widen Piney Grove-Wilbon Road, Honeycutt Road, and Wade Nash Road into 4-lane median-divided cross-sections.
- > Construct exclusive dual left-turn lanes for the northbound and eastbound approaches.
- > Construct an exclusive left-turn lane on the westbound and southbound approaches.
- > Construct an exclusive right-turn lane on the westbound and southbound approaches.
- > Construct dual left-turn lanes for the eastbound approach.
- > Construct exclusive dual right-turn lanes for the eastbound approach.

It should be noted that Scenarios 1 / 3 are expected to provide comparable operations due to similar intersection geometry. The differences at these intersections are mostly location and private property impacts. A discussion of these constructability impacts are provided in the following sections.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

| <b>TABLE 5: CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + WADE NASH ROAD / HONEYCUTT ROAD</b> |                      |                                                                                                             |                                      |                         |                                      |                         |
|--------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------------|-------------------------|--------------------------------------|-------------------------|
| Conditions                                                                                             | APPROACH             | Lane Configurations                                                                                         | Weekday AM Peak Hour                 |                         | Weekday PM Peak Hour                 |                         |
|                                                                                                        |                      |                                                                                                             | LOS and Approach Delay (seconds)     | Overall Delay (seconds) | LOS and Approach Delay (seconds)     | Overall Delay (seconds) |
| Build (2050)-<br>Scenario 1<br><b>[Signalization]</b>                                                  | EB<br>WB<br>NB<br>SB | <b>2 LT, 2 TH, 2 RT</b><br><b>1 LT, 2 TH, 1 RT</b><br><b>2 LT, 1 TH, 1 TH-RT</b><br><b>1 LT, 2 TH, 1 RT</b> | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |
| Build (2050)-<br>Scenario 3<br><b>[Signalization]</b>                                                  | EB<br>WB<br>NB<br>SB | <b>2 LT, 2 TH, 2 RT</b><br><b>1 LT, 2 TH, 1 RT</b><br><b>2 LT, 1 TH, 1 TH-RT</b><br><b>1 LT, 2 TH, 1 RT</b> | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |

Improvements for acceptable operations are shown in **BOLD**.

Capacity analysis of Build (2050) conditions under Scenarios 1 / 3 indicates the intersection of Piney Grove-Wilbon Road at Wade Nash Road / Honeycutt Road is expected to operate at an overall LOS D or better during the weekday AM and PM peak hours.

Based on a review of maximum queue lengths reported from SimTraffic simulations, queues for the eastbound and westbound through movements under both Build (2050) Scenarios are not expected to exceed 292 feet (approximately 12 vehicles). Queues are expected to be contained within the recommended storage lengths under future conditions for all movements except for the northbound left-turn movement. The northbound left-turn movement is expected to occasionally queue back past the storage however, queues for the northbound left-turn movement are not expected to spillback and block the adjacent through lane and are expected to clear within one cycle length.

The recommended lane configurations are the same between Scenarios 1/3 and the differences between the scenarios have minimal impact on delay calculations within Synchro. Scenario 2 is expected to need dual southbound left-turn lanes along Piney Grove – Wilbon Road due to high turning volumes traveling from/to Honeycutt Road and Wade Nash Road. The realigned intersection allows those trips to travel as a through movement. The realignment of these intersections reduces turning movement volumes to/from the minor streets.



## OVERALL DELAY

In order to provide a comparable delay associated for each movement between the scenarios analysis, combined total delays for the 2-stage movements that would need to be completed through both offset T-intersections (Scenario 2) were compared to the respective movement through the realigned 4-leg intersection (Scenarios 1/3). A summary of this comparison is provided in Table 5 below.

| TABLE 6: OVERALL MOVEMENT DELAY COMPARISON |                  |                                      |                                           |                  |                                      |                                           |                  |                                      |                                                    |
|--------------------------------------------|------------------|--------------------------------------|-------------------------------------------|------------------|--------------------------------------|-------------------------------------------|------------------|--------------------------------------|----------------------------------------------------|
| Peak Hour                                  | Scenario 1/3     |                                      |                                           | Scenario 2       |                                      |                                           |                  |                                      |                                                    |
|                                            | N<br>O<br>D<br>E | M<br>O<br>V<br>E<br>M<br>E<br>N<br>T | LOS and<br>Movement<br>Delay<br>(seconds) | N<br>O<br>D<br>E | M<br>O<br>V<br>E<br>M<br>E<br>N<br>T | LOS and<br>Movement<br>Delay<br>(seconds) | N<br>O<br>D<br>E | M<br>O<br>V<br>E<br>M<br>E<br>N<br>T | Combined<br>Movement LOS<br>and Delay<br>(seconds) |
| AM Peak Hour                               | 8                | EBL                                  | E (64)                                    | 3                | EBL                                  | E (62)                                    | 4                | --                                   | E (62)                                             |
|                                            |                  | EBT                                  | D (48)                                    |                  | EBR                                  | B (18)                                    |                  | SBL                                  | F (80)                                             |
|                                            |                  | EBR                                  | C (24)                                    |                  | EBR                                  | B (18)                                    |                  | SBT                                  | A (1)                                              |
|                                            | 8                | WBL                                  | D (54)                                    | 3                | --                                   | --                                        | 4                | WBL                                  | D (55)                                             |
|                                            |                  | WBT                                  | D (54)                                    |                  | NBL                                  | C (29)                                    |                  | WBR                                  | A (0)                                              |
|                                            |                  | WBR                                  | A (0)                                     |                  | NBT                                  | A (5)                                     |                  | WBR                                  | A (0)                                              |
|                                            | 8                | NBL                                  | D (52)                                    | 3                | NBL                                  | C (29)                                    | 4                | NBT                                  | B (16)                                             |
|                                            |                  | NBT                                  | D (39)                                    |                  | NBT                                  | A (5)                                     |                  | NBT                                  | B (16)                                             |
|                                            |                  | NBR                                  | D (40)                                    |                  | --                                   | --                                        |                  | NBR                                  | B (16)                                             |
|                                            | 8                | SBL                                  | F (98)                                    | 3                | SBT                                  | C (30)                                    | 4                | SBL                                  | F (80)                                             |
|                                            |                  | SBT                                  | C (21)                                    |                  | SBT                                  | C (30)                                    |                  | SBT                                  | A (1)                                              |
|                                            |                  | SBR                                  | A (1)                                     |                  | SBR                                  | A (1)                                     |                  | --                                   | A (1)                                              |
| PM Peak Hour                               | 8                | EBL                                  | E (67)                                    | 3                | EBL                                  | F (106)                                   | 4                | --                                   | F (106)                                            |
|                                            |                  | EBT                                  | D (51)                                    |                  | EBR                                  | D (44)                                    |                  | SBL                                  | D (42)                                             |
|                                            |                  | EBR                                  | D (51)                                    |                  | EBR                                  | D (44)                                    |                  | SBT                                  | A (2)                                              |
|                                            | 8                | WBL                                  | D (55)                                    | 3                | --                                   | --                                        | 4                | WBL                                  | E (56)                                             |
|                                            |                  | WBT                                  | D (54)                                    |                  | NBL                                  | F (82)                                    |                  | WBR                                  | A (0)                                              |
|                                            |                  | WBR                                  | A (0)                                     |                  | NBT                                  | A (1)                                     |                  | WBR                                  | A (0)                                              |
|                                            | 8                | NBL                                  | E (66)                                    | 3                | NBL                                  | F (82)                                    | 4                | NBT                                  | B (11)                                             |
|                                            |                  | NBT                                  | C (29)                                    |                  | NBT                                  | A (1)                                     |                  | NBT                                  | B (11)                                             |
|                                            |                  | NBR                                  | C (29)                                    |                  | --                                   | --                                        |                  | NBR                                  | B (11)                                             |
|                                            | 8                | SBL                                  | E (56)                                    | 3                | SBT                                  | D (37)                                    | 4                | SBL                                  | D (42)                                             |
|                                            |                  | SBT                                  | D (36)                                    |                  | SBT                                  | D (37)                                    |                  | SBT                                  | A (2)                                              |
|                                            |                  | SBR                                  | A (0)                                     |                  | SBR                                  | A (0)                                     |                  | --                                   | A (0)                                              |

Based on a comparison of the total respective delay for each movement between Scenarios 1 / 3 and Scenario 2, there is overall less total delay expected for turning movements with realignment of Honeycutt Road and Wade Nash Road into a single four-leg signalized intersection under Scenarios 1 / 3.

It should be noted that some individual movements were reported to experience less delay with these intersections operating as offset T-Intersections under Scenario 2, however results are generally comparable. Coordination of these intersections was assumed under Scenario 2 due to their close proximity which was shown to reduce mainline through movement delays expected along Piney Grove-Wilbon Road as compared to Scenarios 1/3, particularly for the northbound direction.



## CONSTRUCTABILITY OF SCENARIOS

A review of the constructability of each studied scenario was conducted to ensure the amendments considered are feasible to be constructed according to NCDOT design and the American Association of State Highway and Transportation Officials (AASHTO) roadway design principles.

### Scenario 1

Scenario 1 considers a realignment and shift of the combined four-leg intersection to be north of the current intersections. The alignment for Scenario 1 was sketched to review the feasibility of this alignment due to the significant shift being considered. This alignment considered would be routed around impacts to personal residences and wetlands. Based on the preliminary review of this design, the alignment is expected to accommodate a design speed of 40 miles per hour (mph), which would provide a posted speed limit of 35 mph for the roadway, matching that of the existing Honeycutt Road alignment. This alignment resulted in a 58-degree angle at this intersection, NCDOT prefers 90-degree angles for intersections therefore, it is not expected to meet NCDOT design guidelines for constructability. The conceptual sketch of this design is included in the attachments. (it was in the email from Michelle, so we can just include it in the attachments to this document).

### Scenario 2

Scenario 2 considers a shift of the offset of the subject intersections in order to meet the NCDOT median break crossover spacing requirements due to the future four-lane median-separated section of Piney Grove-Wilbon Road under the current Town CTP. This shift of Honeycutt Road is not expected to impact any existing residences. With maintaining the offset of intersections, the two intersections can remain signalized while meeting NCDOT full movement intersection spacing requirements. This scenario is not expected to impact any additional wetland or creek crossings. As the subject scenario considers less significant shifts to alignments, this scenario is not expected to impact the design speed or posted speed limit of the roadway. According to the American Association of State Highway and Transportation Officials (AASHTO), a 4-leg intersection has 36 conflict points and offset intersections have 16 conflict points therefore this configuration presents motorists less total points of conflict (32) versus that of a single four-leg intersection.

### Scenario 3

The design associated with Scenario 3 was previously reviewed in the TIA addendum completed for the Symphonia Development dated January 11, 2023, and completed by Kimley-Horn & Associates. This study found that in order to avoid impacts to the adjacent school property and wetlands, the realignment would need to be designed with a design speed of 35 mph. NCDOT typically requires a design speed of 5 mph above the posted speed limit, which would then require a posted speed limit of 30 mph for this alignment below the currently posted speed limit of 35 mph for Honeycutt Road and 45 mph for Wade Nash Road. Due to the inability to meet the existing design speeds of the roadway, this alternative is not expected to be a design that could be approved by NCDOT.

Based on the review of these scenarios, Scenarios 1 / 3 are not expected to be constructible designs based on NCDOT and AASHTO roadway design requirements. Due to these reasons, a revision to the Town CTP is recommended to ensure the scenario recommended can feasibly be constructed.

**SUMMARY / RECOMMENDATIONS**

This letter presents a review of the capacity analysis due to the proposed CTP amendments along Piney Grove -Wilbon Road in Holly Springs, NC. Based on the findings of this study, Scenario 2 is both expected to provide acceptable operations and meet NCDOT design requirements. With proposed operations, Scenario 2 queues are expected to have less impacts to adjacent property owners while still maintaining acceptable operations. The queues for this scenario also show that the intersection will operate without conflict between the northbound left-turn movement at Piney Grove-Wilbon Road and Honeycutt Road and the southbound left-turn movement at Piney Grove Wilbon-Road at Wade Nash Road utilized by the east / west traffic for the localized area. For these reasons, this scenario is recommended within this study.

General

- > Amend the Town CTP to maintain offset T-intersections by shifting the intersection of Piney Grove-Wilbon Road at Honeycutt Road north to provide an acceptable distance to meet NCDOT median break crossover spacing requirements.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.287.0741.

Sincerely,

**MCADAMS**



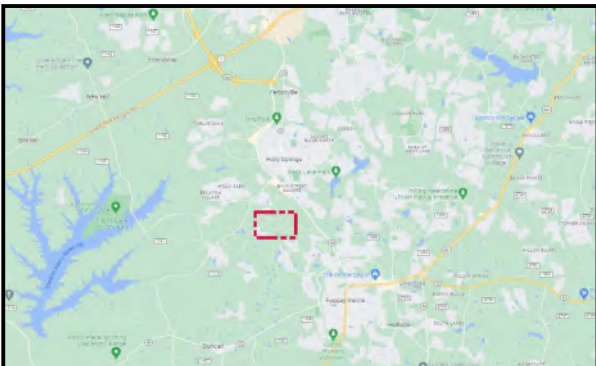
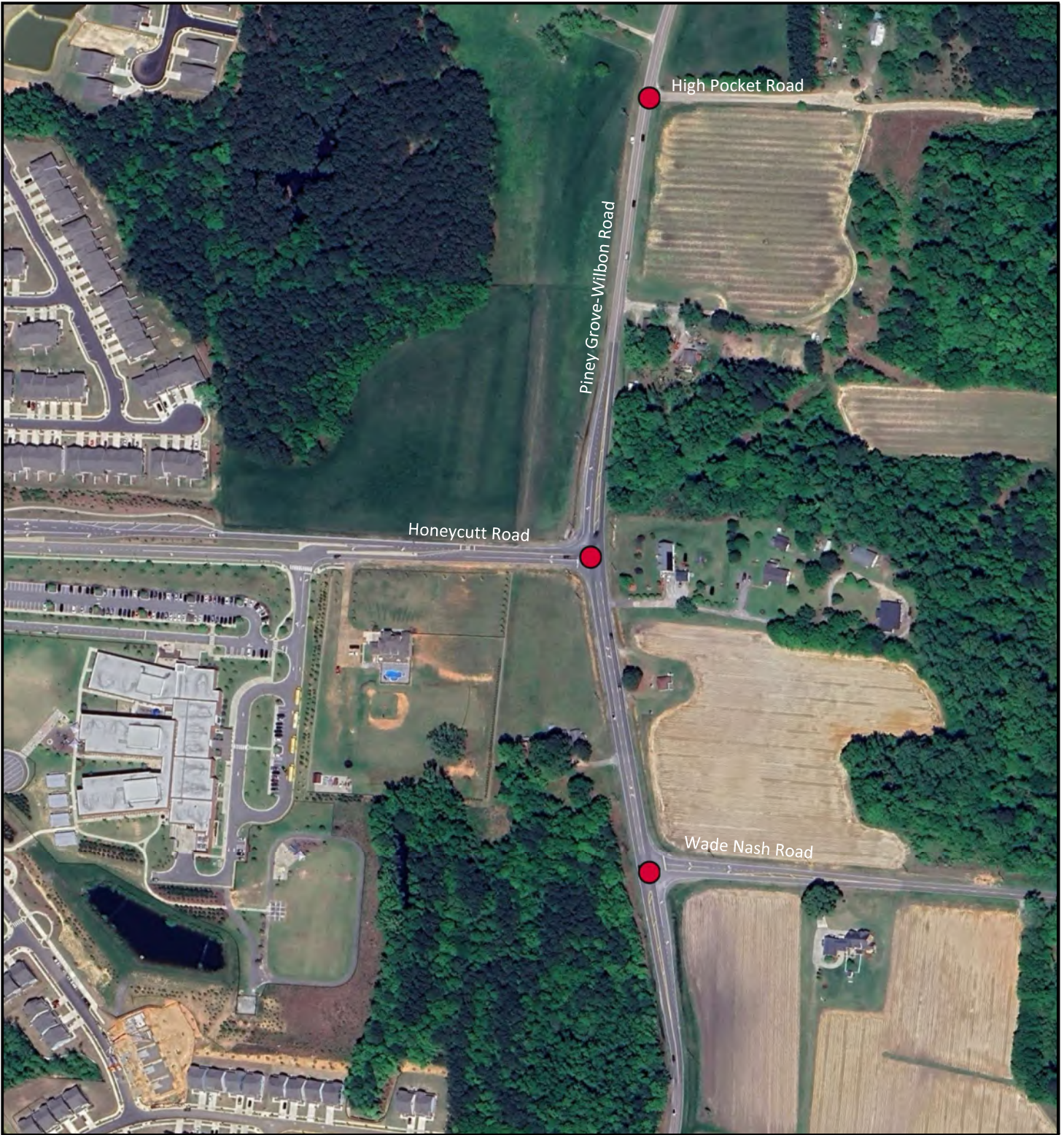
Nate Bouquin, PE, PTOE  
Traffic Engineering Lead, Transportation

The John R. McAdams Company, Inc.  
NC License #C-0293



CC: Elizabeth Goodson, Town of Holly Springs  
Matthew Nolfo, North Carolina Department of Transportation  
Nicholas Lineberger, North Carolina Department of Transportation





#### LEGEND

 Study Intersection



Honeycutt Road CTP Amendment

Holly Springs, NC

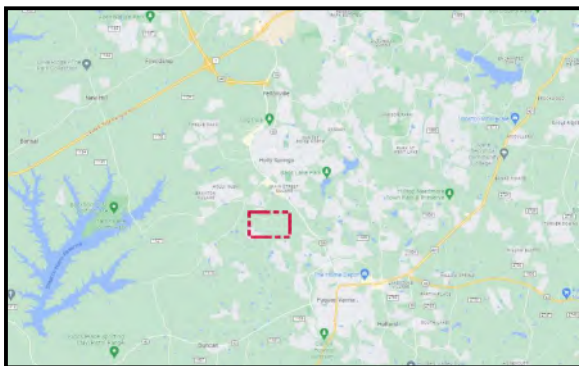
Study Area

Scale: Not to Scale

Figure 1

 **MCADAMS**





#### LEGEND

- Scenario 1
- Scenario 2
- Scenario 3



Honeycutt Road CTP Amendment  
Holly Springs, NC

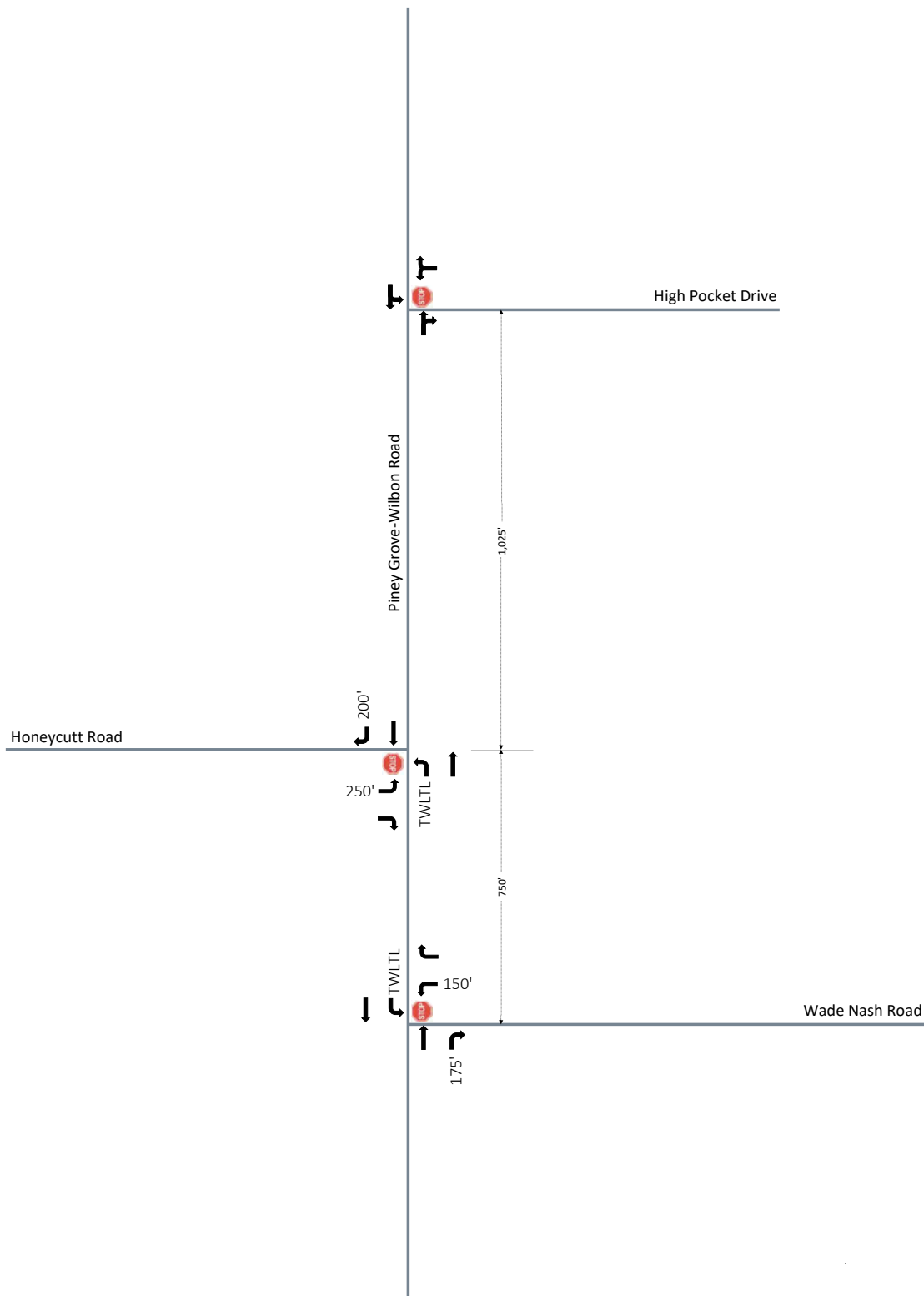
Study Scenarios

Scale: Not to Scale

Figure 2

**McADAMS**





# **LEGEND**

-  Unsignalized Full Movement Intersection
- X' Storage Length (In Feet)
- ← X' → Intersection Spacing



Honeycutt Road CTP Amendment

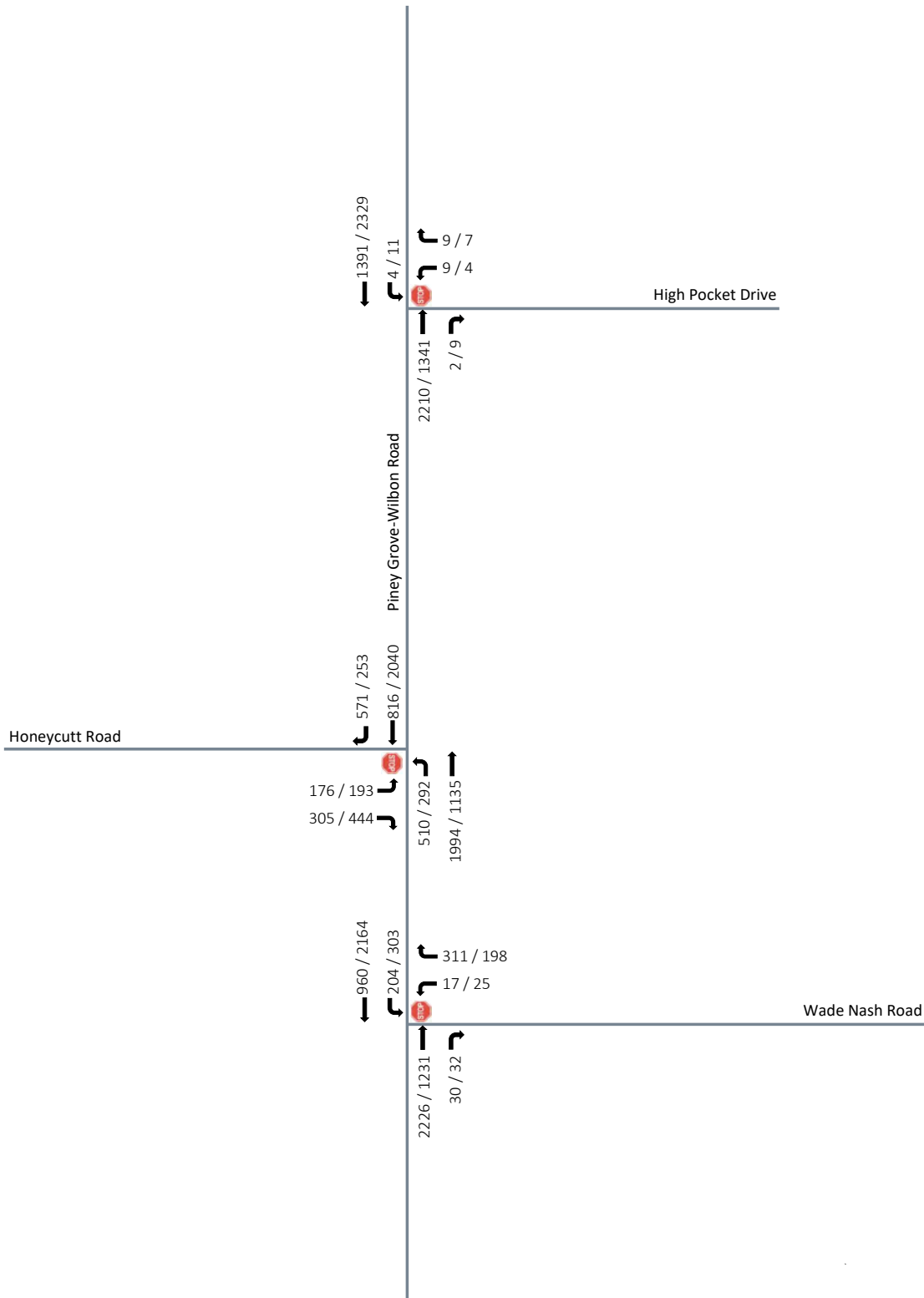
Holly Springs, NC

Existing Lane Configuration

Scale: Not to Scale

Figure 3

 **MCADAMS**



**LEGEND**

-  Unsignalized Full Movement Intersection
- XX / YY AM / PM Peak Hour Traffic



Honeycutt Road CTP Amendment  
Holly Springs, NC

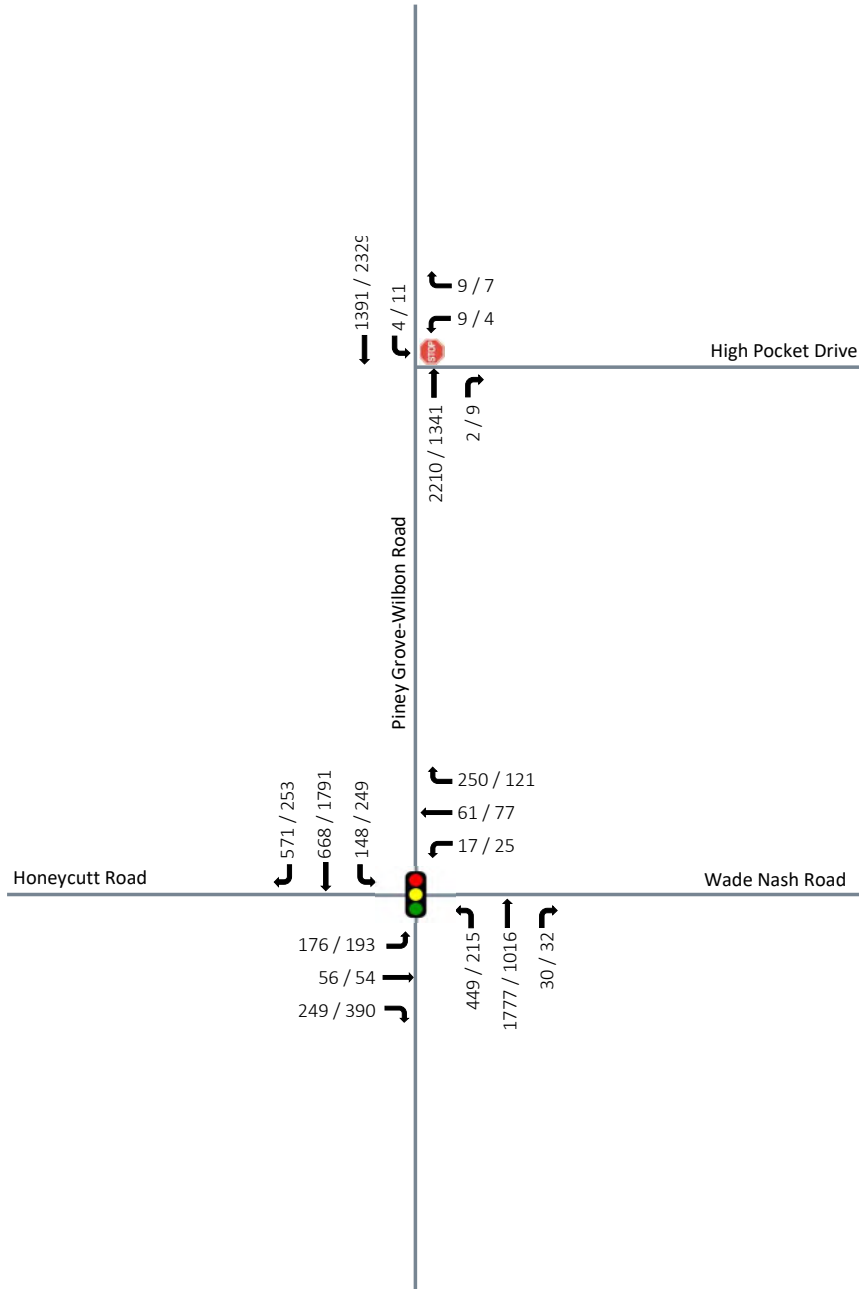
No-Build (2050)  
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 5







# LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  AM / PM Peak Hour Traffic



Honeycutt Road CTP Amendment

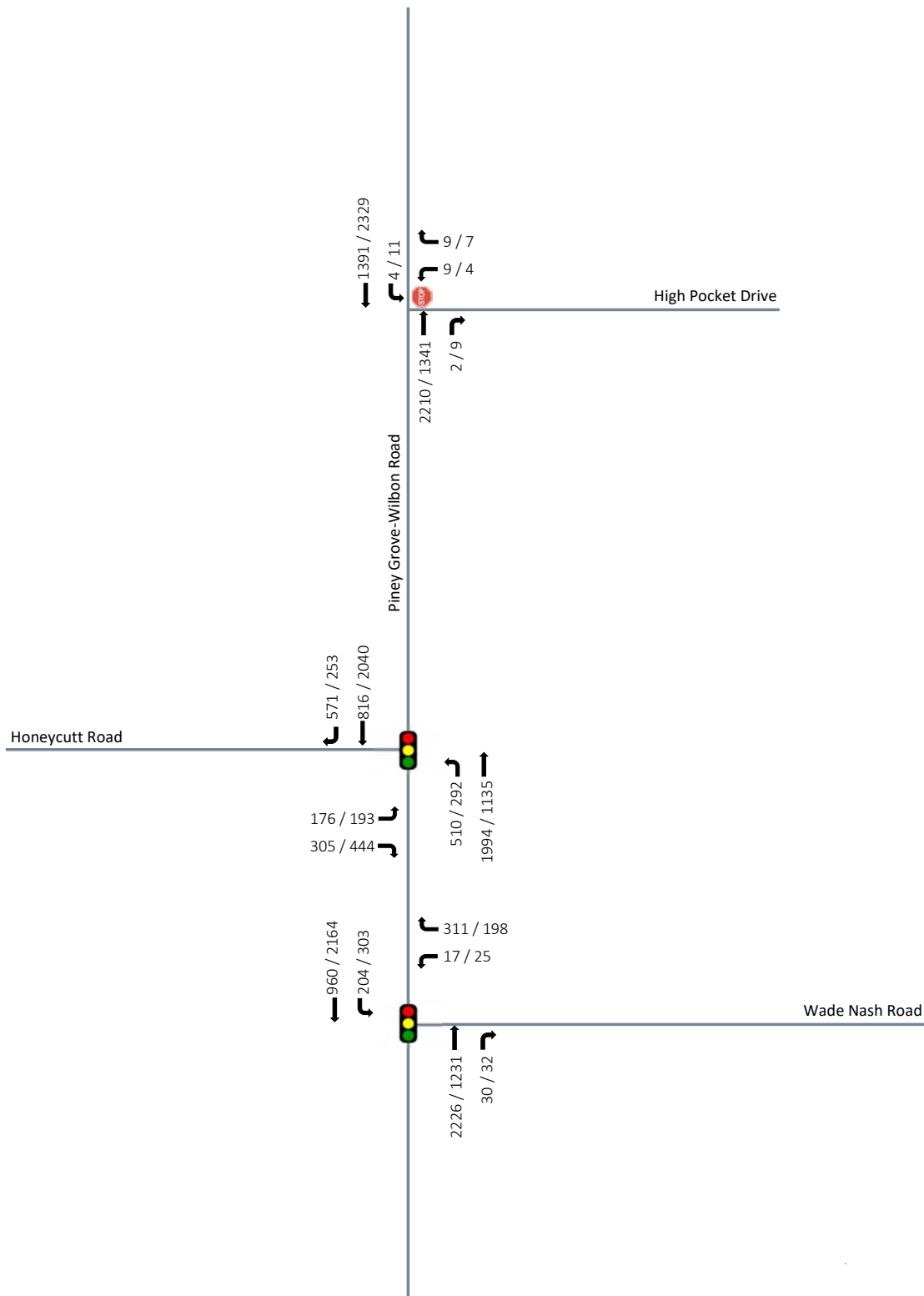
Holly Springs, NC

Build (2050) - Scenarios 1/3  
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 6A

 **MCADAMS**



# LEGEND

- Unsignalized Full Movement Intersection
- Signalized Intersection
- XX / YY AM / PM Peak Hour Traffic



Honeycutt Road CTP Amendment  
Holly Springs, NC

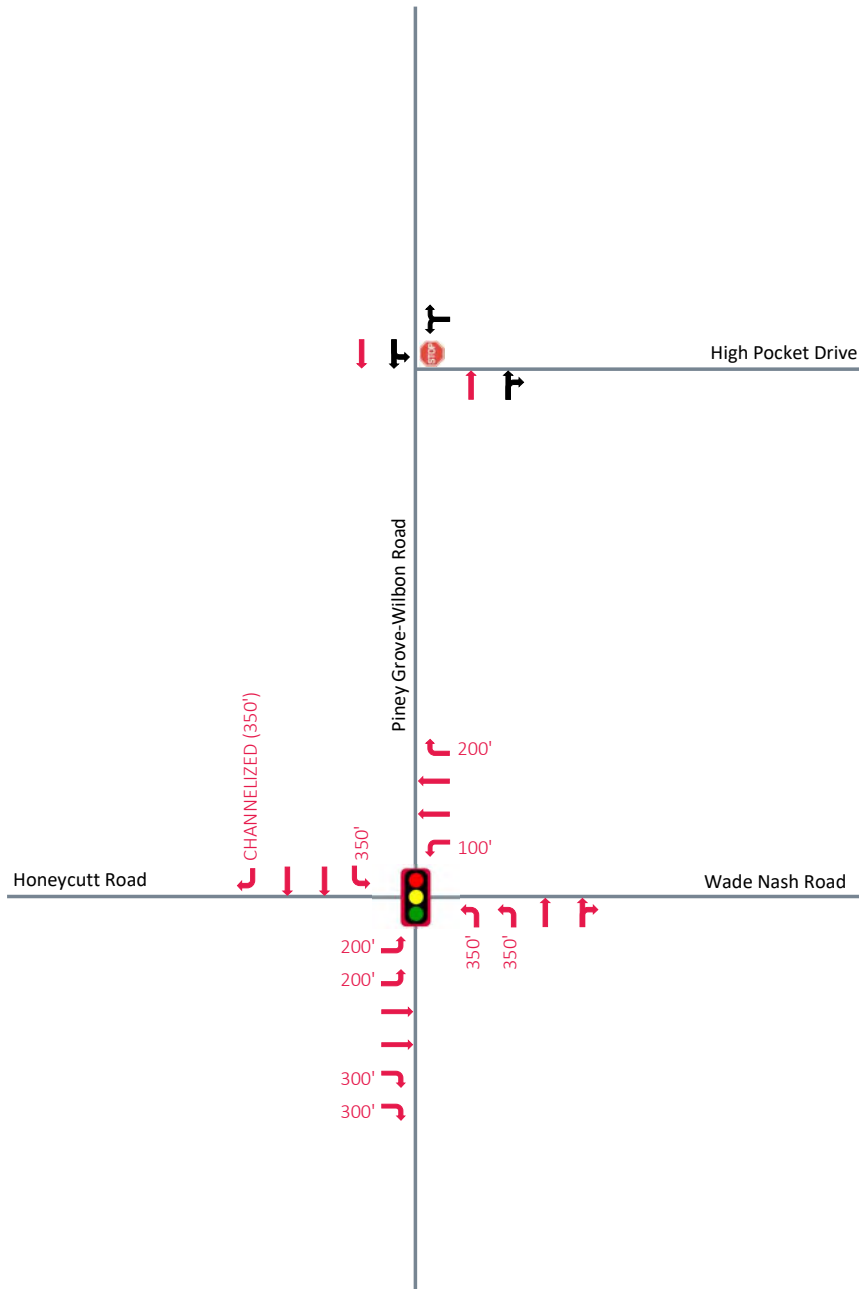
Build (2050) - Scenario 2  
Peak Hour Traffic Volumes

Scale: Not to Scale

Figure 6B







#### LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Recommended Improvements
-  Storage Length (In Feet)
-  Signal Installation



Honeycutt Road CTP Amendment

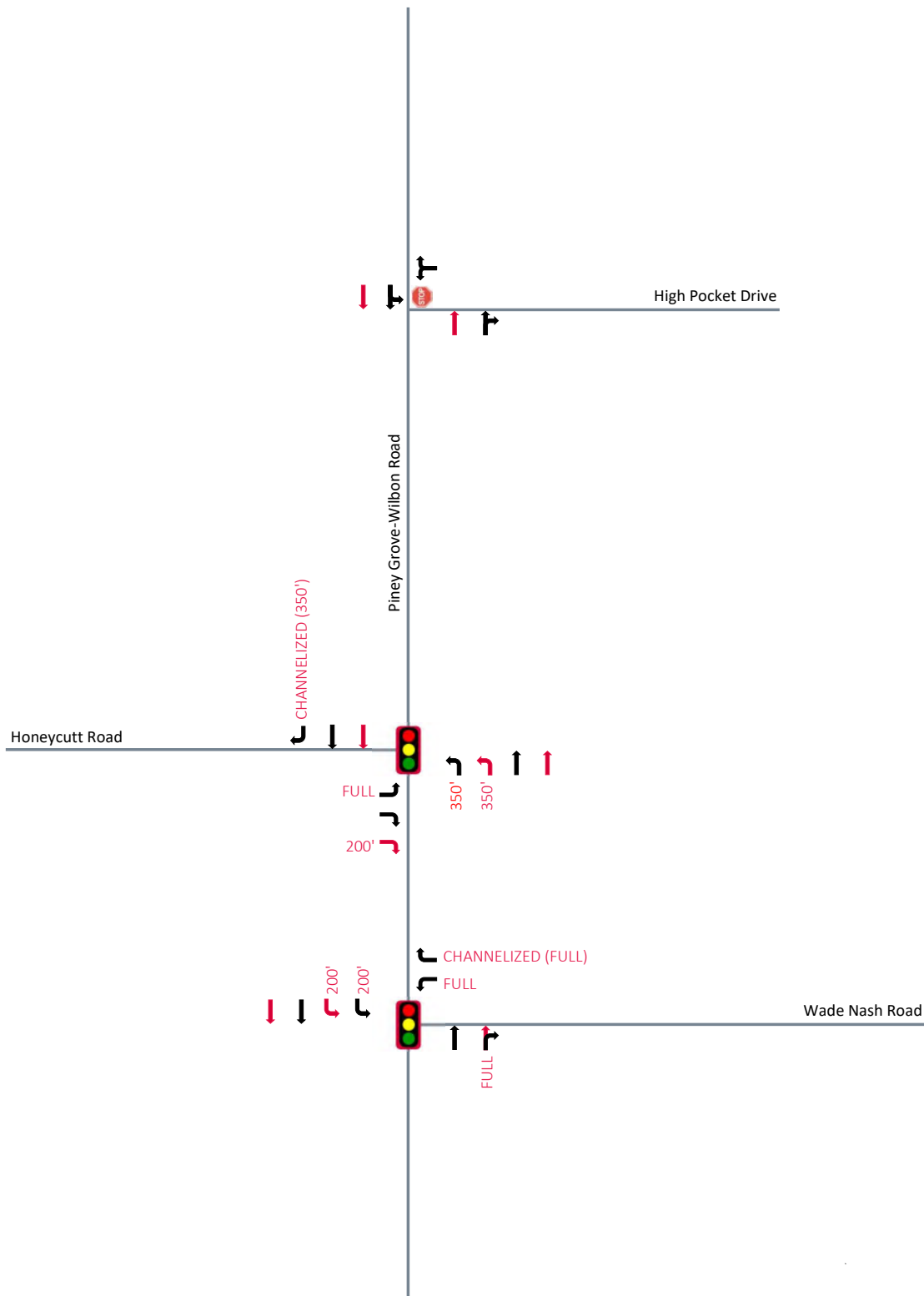
Holly Springs, NC

Analyzed Lane Configurations  
Scenarios 1/3

Scale: Not to Scale

Figure 7A





# LEGEND

-  Unsignalized Full Movement Intersection
-  Signalized Intersection
-  Recommended Improvements
-  Storage Length (In Feet)
-  Signal Installation



Honeycutt Road CTP Amendment

Holly Springs, NC

Analyzed Lane Configurations  
Scenario 2

Scale: Not to Scale

Figure 7B

 **MCADAMS**



October 17, 2023

Town of Holly Springs  
Development Services  
128 S Main Street  
Holly Springs, North Carolina 27540

**RE: Honeycutt Rd/Wade Nash Road Realignment Relocation – Traffic Memo  
Response to 1<sup>st</sup> CTP Comments  
SPEC-23478**

The following are the response comments for the above-mentioned project. Our response comments are in **bold**.

#### **ENGINEERING REVIEW**

**Catherine Jacobs [catherine.jacobs@hollyspringsnc.gov](mailto:catherine.jacobs@hollyspringsnc.gov)**

1. Staff is wrapping up the review of the submittal but has received initial feedback from the Town's 3<sup>rd</sup> Party reviewer and would like to set up a meeting with the applicant team to discuss the review and next steps.

**McAdams Response:**

**Accompanying this response to comments is the revised traffic study addressing all comments. Please let us know if a meeting is still necessary / being requested by the Town.**

2. If any additional comments are made, a revised full list of comments will be provided in writing but to assist in moving the application forward, the following appear to be the only items that might require a revision to the report or analysis:

- > The report states that the two "T" intersections were coordinated in Scenario 2, however, the intersections were modeled as uncoordinated in both AM and PM scenarios with varying cycle lengths in the AM scenario.

**McAdams Response:**

**The synchro files saved and sent to the Town were an older version while the results shown in the synchro reports included in the attachments of the submitted study are reflective of the correct synchro files. The updated CTP Amendment traffic study is included with this response to comments along with a link to the correct Synchro analysis files.**

- > The Recommended Lane Configurations for Scenarios 1 and 3 shown on Figure 7A include only one eastbound through lane while the expectation from the CAMPO Southwest Area Study Plan is that Wade Nash Road would be widened to four lanes by 2050. The provided 2050 Synchro files analyzed Honeycutt Road and Wade Nash Road with 2 through lanes in each direction.

**McAdams Response:**

An additional through lane was added for the eastbound and westbound approaches as part of the updated traffic study for this CTP Amendment. Turn lane storage lengths for the eastbound and westbound right-turn lanes were adjusted based on the observed expected maximum queue lengths from SimTraffic simulations with this revised configuration. The westbound approach delay was reduced by approximately 1 second during the weekday AM peak hour and 4 seconds during the weekday PM peak hour due to the requested revision. Additionally, the overall delay was reduced by approximately 1 second of delay compared to the study's original overall delay.

Please see the table below for a summary of the Synchro reports attached to these comments.

| CAPACITY ANALYSIS SUMMARY OF PINEY GROVE-WILBON ROAD + WADE NASH ROAD / HONEYCUTT ROAD – INCLUDED IN STUDY |                                      |                                                                                 |                                      |                         |                                      |                         |
|------------------------------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------|--------------------------------------|-------------------------|--------------------------------------|-------------------------|
| Conditions                                                                                                 | A<br>P<br>P<br>R<br>O<br>A<br>C<br>H | Lane Configurations                                                             | Weekday AM Peak Hour                 |                         | Weekday PM Peak Hour                 |                         |
|                                                                                                            |                                      |                                                                                 | LOS and Approach Delay (seconds)     | Overall Delay (seconds) | LOS and Approach Delay (seconds)     | Overall Delay (seconds) |
| Previous Synchro Report                                                                                    |                                      |                                                                                 |                                      |                         |                                      |                         |
| Build (2050)-Scenario 1<br>[Signalization]                                                                 | EB<br>WB<br>NB<br>SB                 | 2 LT, 1 TH, 2 RT<br>1 LT, 1 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (14)<br>D (42)<br>C (21) | C (34)                  | E (56)<br>C (29)<br>D (35)<br>C (34) | D (37)                  |
| Build (2050)-Scenario 3<br>[Signalization]                                                                 | EB<br>WB<br>NB<br>SB                 | 2 LT, 1 TH, 2 RT<br>1 LT, 1 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (14)<br>D (42)<br>C (21) | C (34)                  | E (56)<br>C (29)<br>D (35)<br>C (34) | D (37)                  |
| Updates to Synchro Report                                                                                  |                                      |                                                                                 |                                      |                         |                                      |                         |
| Build (2050)-Scenario 1<br>[Signalization]                                                                 | EB<br>WB<br>NB<br>SB                 | 2 LT, 2 TH, 2 RT<br>1 LT, 2 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |
| Build (2050)-Scenario 3<br>[Signalization]                                                                 | EB<br>WB<br>NB<br>SB                 | 2 LT, 2 TH, 2 RT<br>1 LT, 2 TH, 1 RT<br>2 LT, 1 TH, 1 TH-RT<br>1 LT, 2 TH, 1 RT | D (42)<br>B (13)<br>D (42)<br>C (21) | C (33)                  | E (56)<br>C (25)<br>D (35)<br>C (34) | D (37)                  |

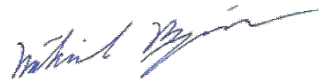
Result differences are shown in red.



Consideration of this response is greatly appreciated. If you should have any questions or require additional information, please do not hesitate to contact me at 919. 961. 4065.

Sincerely,

**MCADAMS**



Nate Bouquin, PE, PTOE  
Traffic Engineering Lead, Transportation

NB/cg

HCM 6th TWSC  
3: Piney Grove-Wilbon Road & Honeycutt Road

Existing (2023)  
Timing Plan: AM Peak Hour

| Intersection                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 21.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                                                                                                             | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations                                                                                                  |  |  |  |  |  |  |
| Traffic Vol, veh/h                                                                                                   | 79                                                                                | 137                                                                               | 226                                                                               | 896                                                                               | 366                                                                               | 257                                                                               |
| Future Vol, veh/h                                                                                                    | 79                                                                                | 137                                                                               | 226                                                                               | 896                                                                               | 366                                                                               | 257                                                                               |
| Conflicting Peds, #/hr                                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control                                                                                                         | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized                                                                                                       | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length                                                                                                       | 250                                                                               | 0                                                                                 | 100                                                                               | -                                                                                 | -                                                                                 | 200                                                                               |
| Veh in Median Storage, #                                                                                             | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                                                                                                             | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor                                                                                                     | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %                                                                                                    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                                                                                                            | 88                                                                                | 152                                                                               | 251                                                                               | 996                                                                               | 407                                                                               | 286                                                                               |
| Major/Minor                                                                                                          | Minor2                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All                                                                                                 | 1905                                                                              | 407                                                                               | 693                                                                               | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                                                                                                              | 407                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 1498                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.42                                                                              | 6.22                                                                              | 4.12                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.518                                                                             | 3.318                                                                             | 2.218                                                                             | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | ~ 75                                                                              | 644                                                                               | 902                                                                               | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 672                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 204                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 54                                                                              | 644                                                                               | 902                                                                               | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | ~ 54                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 485                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 204                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                                                                                                             | EB                                                                                | NB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s                                                                                                 | 181.3                                                                             | 2.1                                                                               |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                                                                                                              | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBL                                                                               | NBT                                                                               | EBLn1                                                                             | EBLn2                                                                             | SBT                                                                               | SBR                                                                               |
| Capacity (veh/h)                                                                                                     | 902                                                                               | -                                                                                 | 54                                                                                | 644                                                                               | -                                                                                 | -                                                                                 |
| HCM Lane V/C Ratio                                                                                                   | 0.278                                                                             | -                                                                                 | 1.626                                                                             | 0.236                                                                             | -                                                                                 | -                                                                                 |
| HCM Control Delay (s)                                                                                                | 10.5                                                                              | -                                                                                 | \$ 474.3                                                                          | 12.3                                                                              | -                                                                                 | -                                                                                 |
| HCM Lane LOS                                                                                                         | B                                                                                 | -                                                                                 | F                                                                                 | B                                                                                 | -                                                                                 | -                                                                                 |
| HCM 95th %tile Q(veh)                                                                                                | 1.1                                                                               | -                                                                                 | 8.2                                                                               | 0.9                                                                               | -                                                                                 | -                                                                                 |
| Notes                                                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



HCM 6th TWSC  
3: Piney Grove-Wilbon Road & Honeycutt Road

Existing (2023)  
Timing Plan: PM Peak Hour

| Intersection                                                                                                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 24.3                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                                                                                                             | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations                                                                                                  |  |  |  |  |  |  |
| Traffic Vol, veh/h                                                                                                   | 85                                                                                | 198                                                                               | 129                                                                               | 510                                                                               | 915                                                                               | 114                                                                               |
| Future Vol, veh/h                                                                                                    | 85                                                                                | 198                                                                               | 129                                                                               | 510                                                                               | 915                                                                               | 114                                                                               |
| Conflicting Peds, #/hr                                                                                               | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control                                                                                                         | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized                                                                                                       | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length                                                                                                       | 250                                                                               | 0                                                                                 | 100                                                                               | -                                                                                 | -                                                                                 | 200                                                                               |
| Veh in Median Storage, #                                                                                             | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                                                                                                             | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor                                                                                                     | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %                                                                                                    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                                                                                                            | 94                                                                                | 220                                                                               | 143                                                                               | 567                                                                               | 1017                                                                              | 127                                                                               |
| Major/Minor                                                                                                          | Minor2                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All                                                                                                 | 1870                                                                              | 1017                                                                              | 1144                                                                              | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                                                                                                              | 1017                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 853                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.42                                                                              | 6.22                                                                              | 4.12                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.518                                                                             | 3.318                                                                             | 2.218                                                                             | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | ~ 79                                                                              | 288                                                                               | 611                                                                               | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 349                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 418                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 61                                                                              | 288                                                                               | 611                                                                               | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | ~ 61                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 267                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 418                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                                                                                                             | EB                                                                                | NB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s                                                                                                 | 161.7                                                                             | 2.6                                                                               |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                                                                                                              | F                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBL                                                                               | NBT                                                                               | EBLn1                                                                             | EBLn2                                                                             | SBT                                                                               | SBR                                                                               |
| Capacity (veh/h)                                                                                                     | 611                                                                               | -                                                                                 | 61                                                                                | 288                                                                               | -                                                                                 | -                                                                                 |
| HCM Lane V/C Ratio                                                                                                   | 0.235                                                                             | -                                                                                 | 1.548                                                                             | 0.764                                                                             | -                                                                                 | -                                                                                 |
| HCM Control Delay (s)                                                                                                | 12.7                                                                              | -                                                                                 | \$ 424.7                                                                          | 48.8                                                                              | -                                                                                 | -                                                                                 |
| HCM Lane LOS                                                                                                         | B                                                                                 | -                                                                                 | F                                                                                 | E                                                                                 | -                                                                                 | -                                                                                 |
| HCM 95th %tile Q(veh)                                                                                                | 0.9                                                                               | -                                                                                 | 8.4                                                                               | 5.8                                                                               | -                                                                                 | -                                                                                 |
| Notes                                                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Lanes, Volumes, Timings

## 3: Piney Grove-Wilbon Road & Honeycutt Road

Build (2050)  
Timing Plan: AM Peak Hour

|                         |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |  |  |  |  |  |
| Traffic Volume (vph)    | 176                                                                               | 305                                                                               | 510                                                                               | 1994                                                                              | 816                                                                               | 571                                                                               |
| Future Volume (vph)     | 176                                                                               | 305                                                                               | 510                                                                               | 1994                                                                              | 816                                                                               | 571                                                                               |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     | 0                                                                                 | 200                                                                               | 350                                                                               |                                                                                   |                                                                                   | 350                                                                               |
| Storage Lanes           | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Taper Length (ft)       | 100                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane Util. Factor       | 1.00                                                                              | 0.88                                                                              | 0.97                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              |
| Frt                     |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected           | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)       | 1770                                                                              | 2787                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Flt Permitted           | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)       | 1770                                                                              | 2787                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Right Turn on Red       |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)        | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 1619                                                                              |                                                                                   |                                                                                   | 1215                                                                              | 543                                                                               |                                                                                   |
| Travel Time (s)         | 31.5                                                                              |                                                                                   |                                                                                   | 18.4                                                                              | 8.2                                                                               |                                                                                   |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Adj. Flow (vph)         | 196                                                                               | 339                                                                               | 567                                                                               | 2216                                                                              | 907                                                                               | 634                                                                               |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)   | 196                                                                               | 339                                                                               | 567                                                                               | 2216                                                                              | 907                                                                               | 634                                                                               |
| Turn Type               | Prot                                                                              | pm+ov                                                                             | Prot                                                                              | NA                                                                                | NA                                                                                | Free                                                                              |
| Protected Phases        | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 |                                                                                   |
| Permitted Phases        |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | Free                                                                              |
| Detector Phase          | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 |                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 14.0                                                                              | 14.0                                                                              |                                                                                   |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                   |
| Total Split (s)         | 26.0                                                                              | 33.0                                                                              | 33.0                                                                              | 94.0                                                                              | 61.0                                                                              |                                                                                   |
| Total Split (%)         | 21.7%                                                                             | 27.5%                                                                             | 27.5%                                                                             | 78.3%                                                                             | 50.8%                                                                             |                                                                                   |
| Maximum Green (s)       | 19.0                                                                              | 26.0                                                                              | 26.0                                                                              | 87.0                                                                              | 54.0                                                                              |                                                                                   |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?      |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | C-Min                                                                             | C-Min                                                                             |                                                                                   |
| Act Effct Green (s)     | 18.8                                                                              | 58.6                                                                              | 34.7                                                                              | 91.2                                                                              | 51.4                                                                              | 120.0                                                                             |
| Actuated g/C Ratio      | 0.16                                                                              | 0.49                                                                              | 0.29                                                                              | 0.76                                                                              | 0.43                                                                              | 1.00                                                                              |
| v/c Ratio               | 0.71                                                                              | 0.25                                                                              | 0.57                                                                              | 0.82                                                                              | 0.60                                                                              | 0.40                                                                              |
| Control Delay           | 62.0                                                                              | 17.7                                                                              | 28.6                                                                              | 4.8                                                                               | 29.8                                                                              | 0.8                                                                               |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay             | 62.0                                                                              | 17.7                                                                              | 28.6                                                                              | 4.8                                                                               | 29.8                                                                              | 0.8                                                                               |
| LOS                     | E                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 |
| Approach Delay          | 34.0                                                                              |                                                                                   |                                                                                   | 9.6                                                                               | 17.8                                                                              |                                                                                   |
| Approach LOS            | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 | B                                                                                 |                                                                                   |

Build (2050) Scenario 2  
McAdams

Synchro 11 Report  
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# Lanes, Volumes, Timings 3: Piney Grove-Wilbon Road & Honeycutt Road

Build (2050)  
Timing Plan: AM Peak Hour

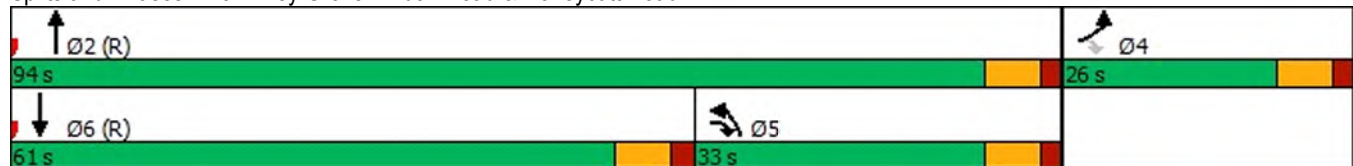


| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Queue Length 50th (ft)  | 143  | 71   | 175  | 497  | 318  | 0    |
| Queue Length 95th (ft)  | 224  | 113  | m200 | 33   | 360  | 0    |
| Internal Link Dist (ft) | 1539 |      |      | 1135 | 463  |      |
| Turn Bay Length (ft)    |      | 200  | 350  |      |      | 350  |
| Base Capacity (vph)     | 309  | 1355 | 1016 | 2688 | 1715 | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.63 | 0.25 | 0.56 | 0.82 | 0.53 | 0.40 |

## Intersection Summary

Area Type: Other  
Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection  
Natural Cycle: 60  
Control Type: Actuated-Coordinated  
Maximum v/c Ratio: 0.82  
Intersection Signal Delay: 14.9  
Intersection LOS: B  
Intersection Capacity Utilization 73.2%  
ICU Level of Service D  
Analysis Period (min) 15  
m Volume for 95th percentile queue is metered by upstream signal.

## Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road



# Lanes, Volumes, Timings

## 3: Piney Grove-Wilbon Road & Honeycutt Road

Build (2050)  
Timing Plan: PM Peak Hour

|                         |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBR                                                                               | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations     |  |  |  |  |  |  |
| Traffic Volume (vph)    | 193                                                                               | 444                                                                               | 292                                                                               | 1135                                                                              | 2040                                                                              | 253                                                                               |
| Future Volume (vph)     | 193                                                                               | 444                                                                               | 292                                                                               | 1135                                                                              | 2040                                                                              | 253                                                                               |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     | 0                                                                                 | 200                                                                               | 350                                                                               |                                                                                   |                                                                                   | 350                                                                               |
| Storage Lanes           | 1                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |
| Taper Length (ft)       | 100                                                                               |                                                                                   | 100                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane Util. Factor       | 1.00                                                                              | 0.88                                                                              | 0.97                                                                              | 0.95                                                                              | 0.95                                                                              | 1.00                                                                              |
| Frt                     |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.850                                                                             |
| Flt Protected           | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (prot)       | 1770                                                                              | 2787                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Flt Permitted           | 0.950                                                                             |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Satd. Flow (perm)       | 1770                                                                              | 2787                                                                              | 3433                                                                              | 3539                                                                              | 3539                                                                              | 1583                                                                              |
| Right Turn on Red       |                                                                                   | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)        | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                | 45                                                                                |                                                                                   |
| Link Distance (ft)      | 1619                                                                              |                                                                                   |                                                                                   | 1215                                                                              | 543                                                                               |                                                                                   |
| Travel Time (s)         | 31.5                                                                              |                                                                                   |                                                                                   | 18.4                                                                              | 8.2                                                                               |                                                                                   |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Adj. Flow (vph)         | 214                                                                               | 493                                                                               | 324                                                                               | 1261                                                                              | 2267                                                                              | 281                                                                               |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)   | 214                                                                               | 493                                                                               | 324                                                                               | 1261                                                                              | 2267                                                                              | 281                                                                               |
| Turn Type               | Prot                                                                              | pm+ov                                                                             | Prot                                                                              | NA                                                                                | NA                                                                                | Free                                                                              |
| Protected Phases        | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 |                                                                                   |
| Permitted Phases        |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   | Free                                                                              |
| Detector Phase          | 4                                                                                 | 5                                                                                 | 5                                                                                 | 2                                                                                 | 6                                                                                 |                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 14.0                                                                              | 14.0                                                                              |                                                                                   |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 21.0                                                                              | 21.0                                                                              |                                                                                   |
| Total Split (s)         | 20.0                                                                              | 17.0                                                                              | 17.0                                                                              | 100.0                                                                             | 83.0                                                                              |                                                                                   |
| Total Split (%)         | 16.7%                                                                             | 14.2%                                                                             | 14.2%                                                                             | 83.3%                                                                             | 69.2%                                                                             |                                                                                   |
| Maximum Green (s)       | 13.0                                                                              | 10.0                                                                              | 10.0                                                                              | 93.0                                                                              | 76.0                                                                              |                                                                                   |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   |
| Lead/Lag                |                                                                                   | Lag                                                                               | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |
| Lead-Lag Optimize?      |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | C-Max                                                                             | C-Max                                                                             |                                                                                   |
| Act Effct Green (s)     | 15.0                                                                              | 32.0                                                                              | 12.0                                                                              | 95.0                                                                              | 78.0                                                                              | 120.0                                                                             |
| Actuated g/C Ratio      | 0.12                                                                              | 0.27                                                                              | 0.10                                                                              | 0.79                                                                              | 0.65                                                                              | 1.00                                                                              |
| v/c Ratio               | 0.97                                                                              | 0.66                                                                              | 0.94                                                                              | 0.45                                                                              | 0.99                                                                              | 0.18                                                                              |
| Control Delay           | 105.6                                                                             | 44.3                                                                              | 81.9                                                                              | 0.9                                                                               | 36.7                                                                              | 0.2                                                                               |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay             | 105.6                                                                             | 44.3                                                                              | 81.9                                                                              | 0.9                                                                               | 36.7                                                                              | 0.2                                                                               |
| LOS                     | F                                                                                 | D                                                                                 | F                                                                                 | A                                                                                 | D                                                                                 | A                                                                                 |
| Approach Delay          | 62.9                                                                              |                                                                                   |                                                                                   | 17.4                                                                              | 32.6                                                                              |                                                                                   |
| Approach LOS            | E                                                                                 |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |

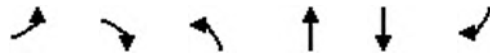
Build (2050) Scenario 2  
McAdams

Synchro 11 Report  
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Lanes, Volumes, Timings  
3: Piney Grove-Wilbon Road & Honeycutt Road

Build (2050)  
Timing Plan: PM Peak Hour



| Lane Group              | EBL  | EBR  | NBL  | NBT  | SBT   | SBR  |
|-------------------------|------|------|------|------|-------|------|
| Queue Length 50th (ft)  | 167  | 193  | 134  | 12   | 830   | 0    |
| Queue Length 95th (ft)  | #323 | 260  | #227 | 14   | #1082 | 0    |
| Internal Link Dist (ft) | 1539 |      |      | 1135 | 463   |      |
| Turn Bay Length (ft)    |      | 200  | 350  |      |       | 350  |
| Base Capacity (vph)     | 221  | 743  | 343  | 2801 | 2300  | 1583 |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0     | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0     | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0     | 0    |
| Reduced v/c Ratio       | 0.97 | 0.66 | 0.94 | 0.45 | 0.99  | 0.18 |

Intersection Summary

Area Type: Other  
Cycle Length: 120  
Actuated Cycle Length: 120  
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection  
Natural Cycle: 100  
Control Type: Actuated-Coordinated  
Maximum v/c Ratio: 0.99  
Intersection Signal Delay: 32.1  
Intersection LOS: C  
Intersection Capacity Utilization 87.9%  
ICU Level of Service E  
Analysis Period (min) 15  
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 3: Piney Grove-Wilbon Road & Honeycutt Road



HCM 6th TWSC  
4: Piney Grove-Wilbon Road & Wade Nash Road

Existing (2023)  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |  |  |  |  |  |
| Traffic Vol, veh/h       | 4                                                                                 | 135                                                                               | 1002                                                                              | 12                                                                                | 90                                                                                | 432                                                                               |
| Future Vol, veh/h        | 4                                                                                 | 135                                                                               | 1002                                                                              | 12                                                                                | 90                                                                                | 432                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 150                                                                               | 0                                                                                 | -                                                                                 | 175                                                                               | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 150                                                                               | 1113                                                                              | 13                                                                                | 100                                                                               | 480                                                                               |
| Major/Minor              | Minor1                                                                            | Major1                                                                            | Major2                                                                            |                                                                                   |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1793                                                                              | 1113                                                                              | 0                                                                                 | 0                                                                                 | 1126                                                                              | 0                                                                                 |
| Stage 1                  | 1113                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 680                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22                                                                              | -                                                                                 | -                                                                                 | 4.12                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318                                                                             | -                                                                                 | -                                                                                 | 2.218                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 89                                                                                | 254                                                                               | -                                                                                 | -                                                                                 | 620                                                                               | -                                                                                 |
| Stage 1                  | 314                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 503                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 75                                                                                | 254                                                                               | -                                                                                 | -                                                                                 | 620                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver       | 75                                                                                | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 314                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 422                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | WB                                                                                | NB                                                                                | SB                                                                                |                                                                                   |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 38.2                                                                              | 0                                                                                 | 2.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1WBLn2                                                                     | SBL                                                                               | SBT                                                                               |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 75 254                                                                          | 620                                                                               | -                                                                                 |                                                                                   |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.059 0.591                                                                     | 0.161                                                                             | -                                                                                 |                                                                                   |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 56 37.7                                                                         | 11.9                                                                              | -                                                                                 |                                                                                   |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - F E                                                                             | B                                                                                 | -                                                                                 |                                                                                   |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 0.2 3.4                                                                         | 0.6                                                                               | -                                                                                 |                                                                                   |                                                                                   |



HCM 6th TWSC  
4: Piney Grove-Wilbon Road & Wade Nash Road

Existing (2023)  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|---|
| Int Delay, s/veh         | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
| Movement                 | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |   |
| Lane Configurations      |  |  |  |  |  |  |   |
| Traffic Vol, veh/h       | 9                                                                                 | 86                                                                                | 554                                                                               | 11                                                                                | 131                                                                               | 974                                                                               |   |
| Future Vol, veh/h        | 9                                                                                 | 86                                                                                | 554                                                                               | 11                                                                                | 131                                                                               | 974                                                                               |   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |   |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |   |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |   |
| Storage Length           | 150                                                                               | 0                                                                                 | -                                                                                 | 175                                                                               | 100                                                                               | -                                                                                 |   |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |   |
| Grade, %                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 |   |
| Peak Hour Factor         | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                | 90                                                                                |   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |   |
| Mvmt Flow                | 10                                                                                | 96                                                                                | 616                                                                               | 12                                                                                | 146                                                                               | 1082                                                                              |   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
| Major/Minor              | Minor1                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |   |
| Conflicting Flow All     | 1990                                                                              | 616                                                                               | 0                                                                                 | 0                                                                                 | 628                                                                               | 0                                                                                 |   |
| Stage 1                  | 616                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Stage 2                  | 1374                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Critical Hdwy            | 6.42                                                                              | 6.22                                                                              | -                                                                                 | -                                                                                 | 4.12                                                                              | -                                                                                 |   |
| Critical Hdwy Stg 1      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Critical Hdwy Stg 2      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Follow-up Hdwy           | 3.518                                                                             | 3.318                                                                             | -                                                                                 | -                                                                                 | 2.218                                                                             | -                                                                                 |   |
| Pot Cap-1 Maneuver       | 67                                                                                | 491                                                                               | -                                                                                 | -                                                                                 | 954                                                                               | -                                                                                 |   |
| Stage 1                  | 539                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Stage 2                  | 235                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Platoon blocked, %       |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 |                                                                                   | -                                                                                 |   |
| Mov Cap-1 Maneuver       | 57                                                                                | 491                                                                               | -                                                                                 | -                                                                                 | 954                                                                               | -                                                                                 |   |
| Mov Cap-2 Maneuver       | 57                                                                                | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Stage 1                  | 539                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
| Stage 2                  | 199                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
| Approach                 | WB                                                                                | NB                                                                                |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |   |
| HCM Control Delay, s     | 20.4                                                                              | 0                                                                                 |                                                                                   | 1.1                                                                               |                                                                                   |                                                                                   |   |
| HCM LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
|                          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |   |
| Minor Lane/Major Mvmt    |                                                                                   | NBT                                                                               | NBRWBLn1                                                                          | WBLn2                                                                             | SBL                                                                               | SBT                                                                               |   |
| Capacity (veh/h)         |                                                                                   | -                                                                                 | -                                                                                 | 57                                                                                | 491                                                                               | 954                                                                               | - |
| HCM Lane V/C Ratio       |                                                                                   | -                                                                                 | -                                                                                 | 0.175                                                                             | 0.195                                                                             | 0.153                                                                             | - |
| HCM Control Delay (s)    |                                                                                   | -                                                                                 | -                                                                                 | 81.1                                                                              | 14.1                                                                              | 9.5                                                                               | - |
| HCM Lane LOS             |                                                                                   | -                                                                                 | -                                                                                 | F                                                                                 | B                                                                                 | A                                                                                 | - |
| HCM 95th %tile Q(veh)    |                                                                                   | -                                                                                 | -                                                                                 | 0.6                                                                               | 0.7                                                                               | 0.5                                                                               | - |

# Lanes, Volumes, Timings

## 4: Piney Grove-Wilbon Road & Wade Nash Road

Build (2050)  
Timing Plan: AM Peak Hour

|                         |  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |  |  |      |  |  |
| Traffic Volume (vph)    | 17                                                                                | 311                                                                               | 2226                                                                              | 30   | 204                                                                               | 960                                                                               |
| Future Volume (vph)     | 17                                                                                | 311                                                                               | 2226                                                                              | 30   | 204                                                                               | 960                                                                               |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900 | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 100  | 200                                                                               |                                                                                   |
| Storage Lanes           | 1                                                                                 | 1                                                                                 |                                                                                   | 0    | 2                                                                                 |                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   |      | 100                                                                               |                                                                                   |
| Lane Util. Factor       | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95 | 0.97                                                                              | 0.95                                                                              |
| Frt                     |                                                                                   | 0.850                                                                             | 0.998                                                                             |      |                                                                                   |                                                                                   |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   |      | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)       | 1770                                                                              | 1583                                                                              | 3532                                                                              | 0    | 3433                                                                              | 3539                                                                              |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   |      | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)       | 1770                                                                              | 1583                                                                              | 3532                                                                              | 0    | 3433                                                                              | 3539                                                                              |
| Right Turn on Red       |                                                                                   | No                                                                                |                                                                                   | No   |                                                                                   |                                                                                   |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |      |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1444                                                                              |                                                                                   | 1062                                                                              |      |                                                                                   | 1215                                                                              |
| Travel Time (s)         | 21.9                                                                              |                                                                                   | 16.1                                                                              |      |                                                                                   | 18.4                                                                              |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90 | 0.90                                                                              | 0.90                                                                              |
| Adj. Flow (vph)         | 19                                                                                | 346                                                                               | 2473                                                                              | 33   | 227                                                                               | 1067                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Lane Group Flow (vph)   | 19                                                                                | 346                                                                               | 2506                                                                              | 0    | 227                                                                               | 1067                                                                              |
| Turn Type               | Prot                                                                              | Free                                                                              | NA                                                                                |      | Prot                                                                              | NA                                                                                |
| Protected Phases        | 8                                                                                 |                                                                                   | 2                                                                                 |      | 1                                                                                 | 6                                                                                 |
| Permitted Phases        |                                                                                   | Free                                                                              |                                                                                   |      |                                                                                   |                                                                                   |
| Detector Phase          | 8                                                                                 |                                                                                   | 2                                                                                 |      | 1                                                                                 | 6                                                                                 |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 7.0                                                                               |                                                                                   | 14.0                                                                              |      | 7.0                                                                               | 14.0                                                                              |
| Minimum Split (s)       | 14.0                                                                              |                                                                                   | 21.0                                                                              |      | 14.0                                                                              | 21.0                                                                              |
| Total Split (s)         | 14.0                                                                              |                                                                                   | 92.0                                                                              |      | 14.0                                                                              | 106.0                                                                             |
| Total Split (%)         | 11.7%                                                                             |                                                                                   | 76.7%                                                                             |      | 11.7%                                                                             | 88.3%                                                                             |
| Maximum Green (s)       | 7.0                                                                               |                                                                                   | 85.0                                                                              |      | 7.0                                                                               | 99.0                                                                              |
| Yellow Time (s)         | 5.0                                                                               |                                                                                   | 5.0                                                                               |      | 5.0                                                                               | 5.0                                                                               |
| All-Red Time (s)        | 2.0                                                                               |                                                                                   | 2.0                                                                               |      | 2.0                                                                               | 2.0                                                                               |
| Lost Time Adjust (s)    | -2.0                                                                              |                                                                                   | -2.0                                                                              |      | -2.0                                                                              | -2.0                                                                              |
| Total Lost Time (s)     | 5.0                                                                               |                                                                                   | 5.0                                                                               |      | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag                |                                                                                   |                                                                                   | Lead                                                                              |      | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   | Yes                                                                               |      | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)   | 3.0                                                                               |                                                                                   | 3.0                                                                               |      | 3.0                                                                               | 3.0                                                                               |
| Recall Mode             | None                                                                              |                                                                                   | C-Max                                                                             |      | None                                                                              | C-Max                                                                             |
| Act Effct Green (s)     | 9.0                                                                               | 120.0                                                                             | 95.4                                                                              |      | 9.0                                                                               | 112.4                                                                             |
| Actuated g/C Ratio      | 0.08                                                                              | 1.00                                                                              | 0.80                                                                              |      | 0.08                                                                              | 0.94                                                                              |
| v/c Ratio               | 0.14                                                                              | 0.22                                                                              | 0.89                                                                              |      | 0.88                                                                              | 0.32                                                                              |
| Control Delay           | 54.7                                                                              | 0.3                                                                               | 16.0                                                                              |      | 80.2                                                                              | 0.5                                                                               |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |      | 0.0                                                                               | 0.0                                                                               |
| Total Delay             | 54.7                                                                              | 0.3                                                                               | 16.0                                                                              |      | 80.2                                                                              | 0.5                                                                               |
| LOS                     | D                                                                                 | A                                                                                 | B                                                                                 |      | F                                                                                 | A                                                                                 |
| Approach Delay          | 3.1                                                                               |                                                                                   | 16.0                                                                              |      |                                                                                   | 14.5                                                                              |
| Approach LOS            | A                                                                                 |                                                                                   | B                                                                                 |      |                                                                                   | B                                                                                 |

Build (2050) Scenario 2  
McAdams

Synchro 11 Report  
Page 1



# Lanes, Volumes, Timings 4: Piney Grove-Wilbon Road & Wade Nash Road

Build (2050)  
Timing Plan: AM Peak Hour



| Lane Group              | WBL  | WBR  | NBT   | NBR | SBL  | SBT  |
|-------------------------|------|------|-------|-----|------|------|
| Queue Length 50th (ft)  | 14   | 0    | 412   |     | 95   | 0    |
| Queue Length 95th (ft)  | 39   | 0    | #1171 |     | #164 | 19   |
| Internal Link Dist (ft) | 1364 |      | 982   |     |      | 1135 |
| Turn Bay Length (ft)    |      |      |       |     | 200  |      |
| Base Capacity (vph)     | 132  | 1583 | 2807  |     | 257  | 3315 |
| Starvation Cap Reductn  | 0    | 0    | 0     |     | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0     |     | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0     |     | 0    | 0    |
| Reduced v/c Ratio       | 0.14 | 0.22 | 0.89  |     | 0.88 | 0.32 |

## Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 86.7%

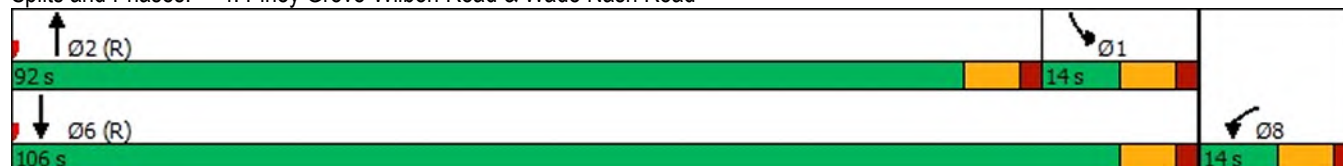
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road



Lanes, Volumes, Timings  
4: Piney Grove-Wilbon Road & Wade Nash Road

Build (2050)  
Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group              | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations     |  |  |  |                                                                                   |  |  |
| Traffic Volume (vph)    | 25                                                                                | 198                                                                               | 1231                                                                              | 32                                                                                | 303                                                                               | 2164                                                                              |
| Future Volume (vph)     | 25                                                                                | 198                                                                               | 1231                                                                              | 32                                                                                | 303                                                                               | 2164                                                                              |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              |
| Storage Length (ft)     | 0                                                                                 | 0                                                                                 |                                                                                   | 100                                                                               | 200                                                                               |                                                                                   |
| Storage Lanes           | 1                                                                                 | 1                                                                                 |                                                                                   | 0                                                                                 | 2                                                                                 |                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| Lane Util. Factor       | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 0.95                                                                              | 0.97                                                                              | 0.95                                                                              |
| Frt                     |                                                                                   | 0.850                                                                             | 0.996                                                                             |                                                                                   |                                                                                   |                                                                                   |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (prot)       | 1770                                                                              | 1583                                                                              | 3525                                                                              | 0                                                                                 | 3433                                                                              | 3539                                                                              |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |
| Satd. Flow (perm)       | 1770                                                                              | 1583                                                                              | 3525                                                                              | 0                                                                                 | 3433                                                                              | 3539                                                                              |
| Right Turn on Red       |                                                                                   | No                                                                                |                                                                                   | No                                                                                |                                                                                   |                                                                                   |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Link Speed (mph)        | 45                                                                                |                                                                                   | 45                                                                                |                                                                                   |                                                                                   | 45                                                                                |
| Link Distance (ft)      | 1444                                                                              |                                                                                   | 1062                                                                              |                                                                                   |                                                                                   | 1215                                                                              |
| Travel Time (s)         | 21.9                                                                              |                                                                                   | 16.1                                                                              |                                                                                   |                                                                                   | 18.4                                                                              |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              |
| Adj. Flow (vph)         | 28                                                                                | 220                                                                               | 1368                                                                              | 36                                                                                | 337                                                                               | 2404                                                                              |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Group Flow (vph)   | 28                                                                                | 220                                                                               | 1404                                                                              | 0                                                                                 | 337                                                                               | 2404                                                                              |
| Turn Type               | Prot                                                                              | Free                                                                              | NA                                                                                |                                                                                   | Prot                                                                              | NA                                                                                |
| Protected Phases        | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 |
| Permitted Phases        |                                                                                   | Free                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector Phase          | 8                                                                                 |                                                                                   | 2                                                                                 |                                                                                   | 1                                                                                 | 6                                                                                 |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)     | 7.0                                                                               |                                                                                   | 14.0                                                                              |                                                                                   | 7.0                                                                               | 14.0                                                                              |
| Minimum Split (s)       | 14.0                                                                              |                                                                                   | 21.0                                                                              |                                                                                   | 14.0                                                                              | 21.0                                                                              |
| Total Split (s)         | 14.0                                                                              |                                                                                   | 83.0                                                                              |                                                                                   | 23.0                                                                              | 106.0                                                                             |
| Total Split (%)         | 11.7%                                                                             |                                                                                   | 69.2%                                                                             |                                                                                   | 19.2%                                                                             | 88.3%                                                                             |
| Maximum Green (s)       | 7.0                                                                               |                                                                                   | 76.0                                                                              |                                                                                   | 16.0                                                                              | 99.0                                                                              |
| Yellow Time (s)         | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| All-Red Time (s)        | 2.0                                                                               |                                                                                   | 2.0                                                                               |                                                                                   | 2.0                                                                               | 2.0                                                                               |
| Lost Time Adjust (s)    | -2.0                                                                              |                                                                                   | -2.0                                                                              |                                                                                   | -2.0                                                                              | -2.0                                                                              |
| Total Lost Time (s)     | 5.0                                                                               |                                                                                   | 5.0                                                                               |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Lead/Lag                |                                                                                   |                                                                                   | Lead                                                                              |                                                                                   | Lag                                                                               |                                                                                   |
| Lead-Lag Optimize?      |                                                                                   |                                                                                   | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |
| Vehicle Extension (s)   | 3.0                                                                               |                                                                                   | 3.0                                                                               |                                                                                   | 3.0                                                                               | 3.0                                                                               |
| Recall Mode             | None                                                                              |                                                                                   | C-Max                                                                             |                                                                                   | None                                                                              | C-Max                                                                             |
| Act Effct Green (s)     | 9.0                                                                               | 120.0                                                                             | 83.6                                                                              |                                                                                   | 18.0                                                                              | 108.6                                                                             |
| Actuated g/C Ratio      | 0.08                                                                              | 1.00                                                                              | 0.70                                                                              |                                                                                   | 0.15                                                                              | 0.90                                                                              |
| v/c Ratio               | 0.21                                                                              | 0.14                                                                              | 0.57                                                                              |                                                                                   | 0.66                                                                              | 0.75                                                                              |
| Control Delay           | 56.4                                                                              | 0.2                                                                               | 11.2                                                                              |                                                                                   | 42.3                                                                              | 1.7                                                                               |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |
| Total Delay             | 56.4                                                                              | 0.2                                                                               | 11.2                                                                              |                                                                                   | 42.3                                                                              | 1.7                                                                               |
| LOS                     | E                                                                                 | A                                                                                 | B                                                                                 |                                                                                   | D                                                                                 | A                                                                                 |
| Approach Delay          | 6.5                                                                               |                                                                                   | 11.2                                                                              |                                                                                   |                                                                                   | 6.7                                                                               |
| Approach LOS            | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |



# Lanes, Volumes, Timings

## 4: Piney Grove-Wilbon Road & Wade Nash Road

Build (2050)  
Timing Plan: PM Peak Hour



| Lane Group              | WBL  | WBR  | NBT  | NBR | SBL  | SBT  |
|-------------------------|------|------|------|-----|------|------|
| Queue Length 50th (ft)  | 21   | 0    | 307  |     | 124  | 174  |
| Queue Length 95th (ft)  | 52   | 0    | 371  |     | m134 | m122 |
| Internal Link Dist (ft) | 1364 |      | 982  |     |      | 1135 |
| Turn Bay Length (ft)    |      |      |      |     | 200  |      |
| Base Capacity (vph)     | 132  | 1583 | 2455 |     | 514  | 3202 |
| Starvation Cap Reductn  | 0    | 0    | 0    |     | 0    | 36   |
| Spillback Cap Reductn   | 0    | 0    | 0    |     | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |     | 0    | 0    |
| Reduced v/c Ratio       | 0.21 | 0.14 | 0.57 |     | 0.66 | 0.76 |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 115 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 8.2

Intersection LOS: A

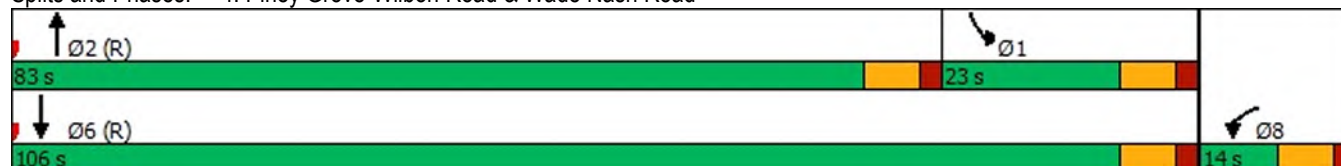
Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Piney Grove-Wilbon Road & Wade Nash Road



HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Existing (2023)  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |       |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.2                                                                               |          |                                                                                   |       |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |       |       |  |
| Traffic Vol, veh/h       | 4                                                                                 | 4        | 974                                                                               | 4     | 4     | 619                                                                               |
| Future Vol, veh/h        | 4                                                                                 | 4        | 974                                                                               | 4     | 4     | 619                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90       | 90                                                                                | 90    | 90    | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2     | 2     | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 4        | 1082                                                                              | 4     | 4     | 688                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |       |                                                                                   |
| Conflicting Flow All     | 1780                                                                              | 1084     | 0                                                                                 | 0     | 1086  | 0                                                                                 |
| Stage 1                  | 1084                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 696                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22     | -                                                                                 | -     | 4.12  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318    | -                                                                                 | -     | 2.218 | -                                                                                 |
| Pot Cap-1 Maneuver       | 90                                                                                | 264      | -                                                                                 | -     | 642   | -                                                                                 |
| Stage 1                  | 324                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 495                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 89                                                                                | 264      | -                                                                                 | -     | 642   | -                                                                                 |
| Mov Cap-2 Maneuver       | 89                                                                                | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 1                  | 324                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 490                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |       |       |                                                                                   |
| HCM Control Delay, s     | 34                                                                                | 0        | 0.1                                                                               |       |       |                                                                                   |
| HCM LOS                  | D                                                                                 |          |                                                                                   |       |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 133                                                                               | 642   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.067                                                                             | 0.007 | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 34                                                                                | 10.6  | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | D                                                                                 | B     | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.2                                                                               | 0     | -     |                                                                                   |

HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Existing (2023)  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |       |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.2                                                                               |          |                                                                                   |       |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |       |       |  |
| Traffic Vol, veh/h       | 4                                                                                 | 4        | 591                                                                               | 4     | 5     | 1027                                                                              |
| Future Vol, veh/h        | 4                                                                                 | 4        | 591                                                                               | 4     | 5     | 1027                                                                              |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0     | 0     | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free  | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -     | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | -     | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -     | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90       | 90                                                                                | 90    | 90    | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2     | 2     | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 4        | 657                                                                               | 4     | 6     | 1141                                                                              |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |       |                                                                                   |
| Conflicting Flow All     | 1812                                                                              | 659      | 0                                                                                 | 0     | 661   | 0                                                                                 |
| Stage 1                  | 659                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 1153                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22     | -                                                                                 | -     | 4.12  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -        | -                                                                                 | -     | -     | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318    | -                                                                                 | -     | 2.218 | -                                                                                 |
| Pot Cap-1 Maneuver       | 86                                                                                | 464      | -                                                                                 | -     | 927   | -                                                                                 |
| Stage 1                  | 515                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 301                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 84                                                                                | 464      | -                                                                                 | -     | 927   | -                                                                                 |
| Mov Cap-2 Maneuver       | 84                                                                                | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 1                  | 515                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Stage 2                  | 296                                                                               | -        | -                                                                                 | -     | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |       |       |                                                                                   |
| HCM Control Delay, s     | 32                                                                                | 0        | 0                                                                                 |       |       |                                                                                   |
| HCM LOS                  | D                                                                                 |          |                                                                                   |       |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 142                                                                               | 927   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.063                                                                             | 0.006 | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 32                                                                                | 8.9   | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | D                                                                                 | A     | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.2                                                                               | 0     | -     |                                                                                   |



HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: AM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 9                                                                                 | 9    | 2210                                                                              | 4    | 4    | 1391                                                                              |
| Future Vol, veh/h        | 9                                                                                 | 9    | 2210                                                                              | 4    | 4    | 1391                                                                              |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90   | 90                                                                                | 90   | 90   | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 10                                                                                | 10   | 2456                                                                              | 4    | 4    | 1546                                                                              |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 3239   | 1230   | 0      | 0 | 2460 |
| Stage 1              | 2458   | -      | -      | - | -    |
| Stage 2              | 781    | -      | -      | - | -    |
| Critical Hdwy        | 6.84   | 6.94   | -      | - | 4.14 |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | - | 2.22 |
| Pot Cap-1 Maneuver   | ~ 7    | 169    | -      | - | 186  |
| Stage 1              | 50     | -      | -      | - | -    |
| Stage 2              | 412    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | ~ 6    | 169    | -      | - | 186  |
| Mov Cap-2 Maneuver   | ~ 6    | -      | -      | - | -    |
| Stage 1              | 50     | -      | -      | - | -    |
| Stage 2              | 349    | -      | -      | - | -    |

| Approach             | WB    | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 952.5 | 0  | 2  |
| HCM LOS              | F     |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL      | SBT   |
|-----------------------|-----|----------|----------|-------|
| Capacity (veh/h)      | -   | -        | 12       | 186   |
| HCM Lane V/C Ratio    | -   | -        | 1.667    | 0.024 |
| HCM Control Delay (s) | -   | -        | \$ 952.5 | 24.8  |
| HCM Lane LOS          | -   | -        | F        | C     |
| HCM 95th %tile Q(veh) | -   | -        | 3.3      | 0.1   |

| Notes                      |                        |                            |                                |
|----------------------------|------------------------|----------------------------|--------------------------------|
| ~: Volume exceeds capacity | \$: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 4                                                                                 | 7    | 1341                                                                              | 9    | 11   | 2329                                                                              |
| Future Vol, veh/h        | 4                                                                                 | 7    | 1341                                                                              | 9    | 11   | 2329                                                                              |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90   | 90                                                                                | 90   | 90   | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 8    | 1490                                                                              | 10   | 12   | 2588                                                                              |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 2813   | 750    | 0      | 0 | 1500 |
| Stage 1              | 1495   | -      | -      | - | -    |
| Stage 2              | 1318   | -      | -      | - | -    |
| Critical Hdwy        | 6.84   | 6.94   | -      | - | 4.14 |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | - | 2.22 |
| Pot Cap-1 Maneuver   | 14     | 354    | -      | - | 443  |
| Stage 1              | 172    | -      | -      | - | -    |
| Stage 2              | 214    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 14     | 354    | -      | - | 443  |
| Mov Cap-2 Maneuver   | 14     | -      | -      | - | -    |
| Stage 1              | 172    | -      | -      | - | -    |
| Stage 2              | 214    | -      | -      | - | -    |

| Approach             | WB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 149.7 | 0  | 0.1 |
| HCM LOS              | F     |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 36    | 443   |
| HCM Lane V/C Ratio    | -   | -        | 0.34  | 0.028 |
| HCM Control Delay (s) | -   | -        | 149.7 | 13.4  |
| HCM Lane LOS          | -   | -        | F     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 1.1   | 0.1   |

HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: AM Peak Hour

| Intersection               |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|----------------------------|----------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 5.5                                                                               |                        |                                                                                   |                            |          |                                                                                   |
| Movement                   | WBL                                                                               | WBR                    | NBT                                                                               | NBR                        | SBL      | SBT                                                                               |
| Lane Configurations        |  |                        |  |                            |          |  |
| Traffic Vol, veh/h         | 9                                                                                 | 9                      | 2210                                                                              | 4                          | 4        | 1391                                                                              |
| Future Vol, veh/h          | 9                                                                                 | 9                      | 2210                                                                              | 4                          | 4        | 1391                                                                              |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                      | 0                                                                                 | 0                          | 0        | 0                                                                                 |
| Sign Control               | Stop                                                                              | Stop                   | Free                                                                              | Free                       | Free     | Free                                                                              |
| RT Channelized             | -                                                                                 | None                   | -                                                                                 | None                       | -        | None                                                                              |
| Storage Length             | 0                                                                                 | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Veh in Median Storage, #   | 0                                                                                 | -                      | 0                                                                                 | -                          | -        | 0                                                                                 |
| Grade, %                   | 0                                                                                 | -                      | 0                                                                                 | -                          | -        | 0                                                                                 |
| Peak Hour Factor           | 90                                                                                | 90                     | 90                                                                                | 90                         | 90       | 90                                                                                |
| Heavy Vehicles, %          | 2                                                                                 | 2                      | 2                                                                                 | 2                          | 2        | 2                                                                                 |
| Mvmt Flow                  | 10                                                                                | 10                     | 2456                                                                              | 4                          | 4        | 1546                                                                              |
|                            |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
| Major/Minor                | Minor1                                                                            |                        | Major1                                                                            |                            | Major2   |                                                                                   |
| Conflicting Flow All       | 3239                                                                              | 1230                   | 0                                                                                 | 0                          | 2460     | 0                                                                                 |
| Stage 1                    | 2458                                                                              | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Stage 2                    | 781                                                                               | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Critical Hdwy              | 6.84                                                                              | 6.94                   | -                                                                                 | -                          | 4.14     | -                                                                                 |
| Critical Hdwy Stg 1        | 5.84                                                                              | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Critical Hdwy Stg 2        | 5.84                                                                              | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Follow-up Hdwy             | 3.52                                                                              | 3.32                   | -                                                                                 | -                          | 2.22     | -                                                                                 |
| Pot Cap-1 Maneuver         | ~ 7                                                                               | 169                    | -                                                                                 | -                          | 186      | -                                                                                 |
| Stage 1                    | 50                                                                                | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Stage 2                    | 412                                                                               | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Platoon blocked, %         |                                                                                   |                        | -                                                                                 | -                          |          | -                                                                                 |
| Mov Cap-1 Maneuver         | ~ 6                                                                               | 169                    | -                                                                                 | -                          | 186      | -                                                                                 |
| Mov Cap-2 Maneuver         | ~ 6                                                                               | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Stage 1                    | 50                                                                                | -                      | -                                                                                 | -                          | -        | -                                                                                 |
| Stage 2                    | 349                                                                               | -                      | -                                                                                 | -                          | -        | -                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
| Approach                   | WB                                                                                |                        | NB                                                                                |                            | SB       |                                                                                   |
| HCM Control Delay, s\$     | 952.5                                                                             |                        | 0                                                                                 |                            | 2        |                                                                                   |
| HCM LOS                    | F                                                                                 |                        |                                                                                   |                            |          |                                                                                   |
|                            |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
| Minor Lane/Major Mvmt      | NBT                                                                               |                        | NBRWBLn1                                                                          |                            | SBL      | SBT                                                                               |
| Capacity (veh/h)           | -                                                                                 |                        | -                                                                                 |                            | 12       | 186                                                                               |
| HCM Lane V/C Ratio         | -                                                                                 |                        | -                                                                                 |                            | 1.667    | 0.024                                                                             |
| HCM Control Delay (s)      | -                                                                                 |                        | -                                                                                 |                            | \$ 952.5 | 24.8                                                                              |
| HCM Lane LOS               | -                                                                                 |                        | -                                                                                 |                            | F        | C                                                                                 |
| HCM 95th %tile Q(veh)      | -                                                                                 |                        | -                                                                                 |                            | 3.3      | 0.1                                                                               |
|                            |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
| Notes                      |                                                                                   |                        |                                                                                   |                            |          |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |                                                                                   | +: Computation Not Defined |          | *: All major volume in platoon                                                    |



HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 4                                                                                 | 7    | 1341                                                                              | 9    | 11   | 2329                                                                              |
| Future Vol, veh/h        | 4                                                                                 | 7    | 1341                                                                              | 9    | 11   | 2329                                                                              |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90   | 90                                                                                | 90   | 90   | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 8    | 1490                                                                              | 10   | 12   | 2588                                                                              |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 2813   | 750    | 0      | 0 | 1500 |
| Stage 1              | 1495   | -      | -      | - | -    |
| Stage 2              | 1318   | -      | -      | - | -    |
| Critical Hdwy        | 6.84   | 6.94   | -      | - | 4.14 |
| Critical Hdwy Stg 1  | 5.84   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.84   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.52   | 3.32   | -      | - | 2.22 |
| Pot Cap-1 Maneuver   | 14     | 354    | -      | - | 443  |
| Stage 1              | 172    | -      | -      | - | -    |
| Stage 2              | 214    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 14     | 354    | -      | - | 443  |
| Mov Cap-2 Maneuver   | 14     | -      | -      | - | -    |
| Stage 1              | 172    | -      | -      | - | -    |
| Stage 2              | 214    | -      | -      | - | -    |

| Approach             | WB    | NB | SB  |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 149.7 | 0  | 0.1 |
| HCM LOS              | F     |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 36    | 443   |
| HCM Lane V/C Ratio    | -   | -        | 0.34  | 0.028 |
| HCM Control Delay (s) | -   | -        | 149.7 | 13.4  |
| HCM Lane LOS          | -   | -        | F     | B     |
| HCM 95th %tile Q(veh) | -   | -        | 1.1   | 0.1   |

HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: AM Peak Hour

| Intersection               |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
|----------------------------|-----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------|----------------------------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh           | 5.5                                                                               |                        |                                                                                   |                            |      |                                                                                   |
| Movement                   | WBL                                                                               | WBR                    | NBT                                                                               | NBR                        | SBL  | SBT                                                                               |
| Lane Configurations        |  |                        |  |                            |      |  |
| Traffic Vol, veh/h         | 9                                                                                 | 9                      | 2210                                                                              | 4                          | 4    | 1391                                                                              |
| Future Vol, veh/h          | 9                                                                                 | 9                      | 2210                                                                              | 4                          | 4    | 1391                                                                              |
| Conflicting Peds, #/hr     | 0                                                                                 | 0                      | 0                                                                                 | 0                          | 0    | 0                                                                                 |
| Sign Control               | Stop                                                                              | Stop                   | Free                                                                              | Free                       | Free | Free                                                                              |
| RT Channelized             | -                                                                                 | None                   | -                                                                                 | None                       | -    | None                                                                              |
| Storage Length             | 0                                                                                 | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Veh in Median Storage, #   | 0                                                                                 | -                      | 0                                                                                 | -                          | -    | 0                                                                                 |
| Grade, %                   | 0                                                                                 | -                      | 0                                                                                 | -                          | -    | 0                                                                                 |
| Peak Hour Factor           | 90                                                                                | 90                     | 90                                                                                | 90                         | 90   | 90                                                                                |
| Heavy Vehicles, %          | 2                                                                                 | 2                      | 2                                                                                 | 2                          | 2    | 2                                                                                 |
| Mvmt Flow                  | 10                                                                                | 10                     | 2456                                                                              | 4                          | 4    | 1546                                                                              |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Major/Minor                | Minor1                                                                            | Major1                 |                                                                                   | Major2                     |      |                                                                                   |
| Conflicting Flow All       | 3239                                                                              | 1230                   | 0                                                                                 | 0                          | 2460 | 0                                                                                 |
| Stage 1                    | 2458                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 781                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy              | 6.84                                                                              | 6.94                   | -                                                                                 | -                          | 4.14 | -                                                                                 |
| Critical Hdwy Stg 1        | 5.84                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Critical Hdwy Stg 2        | 5.84                                                                              | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Follow-up Hdwy             | 3.52                                                                              | 3.32                   | -                                                                                 | -                          | 2.22 | -                                                                                 |
| Pot Cap-1 Maneuver         | ~ 7                                                                               | 169                    | -                                                                                 | -                          | 186  | -                                                                                 |
| Stage 1                    | 50                                                                                | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 412                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Platoon blocked, %         |                                                                                   |                        | -                                                                                 | -                          |      | -                                                                                 |
| Mov Cap-1 Maneuver         | ~ 6                                                                               | 169                    | -                                                                                 | -                          | 186  | -                                                                                 |
| Mov Cap-2 Maneuver         | ~ 6                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 1                    | 50                                                                                | -                      | -                                                                                 | -                          | -    | -                                                                                 |
| Stage 2                    | 349                                                                               | -                      | -                                                                                 | -                          | -    | -                                                                                 |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Approach                   | WB                                                                                | NB                     |                                                                                   | SB                         |      |                                                                                   |
| HCM Control Delay, s\$     | 952.5                                                                             | 0                      |                                                                                   | 2                          |      |                                                                                   |
| HCM LOS                    | F                                                                                 |                        |                                                                                   |                            |      |                                                                                   |
|                            |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| Minor Lane/Major Mvmt      | NBT                                                                               | NBRWBLn1               | SBL                                                                               | SBT                        |      |                                                                                   |
| Capacity (veh/h)           | -                                                                                 | -                      | 12                                                                                | 186                        | -    |                                                                                   |
| HCM Lane V/C Ratio         | -                                                                                 | -                      | 1.667                                                                             | 0.024                      | -    |                                                                                   |
| HCM Control Delay (s)      | -                                                                                 | -\$                    | 952.5                                                                             | 24.8                       | 1.9  |                                                                                   |
| HCM Lane LOS               | -                                                                                 | -                      | F                                                                                 | C                          | A    |                                                                                   |
| HCM 95th %tile Q(veh)      | -                                                                                 | -                      | 3.3                                                                               | 0.1                        | -    |                                                                                   |
| Notes                      |                                                                                   |                        |                                                                                   |                            |      |                                                                                   |
| ~: Volume exceeds capacity |                                                                                   | \$: Delay exceeds 300s |                                                                                   | +: Computation Not Defined |      | *: All major volume in platoon                                                    |

HCM 6th TWSC  
9: Piney Grove-Wilbon Road & High Pocket Drive

Build (2050)  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |        |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |          |                                                                                   |        |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL  | SBT                                                                               |
| Lane Configurations      |  |          |  |        |      |  |
| Traffic Vol, veh/h       | 4                                                                                 | 7        | 1341                                                                              | 9      | 11   | 2329                                                                              |
| Future Vol, veh/h        | 4                                                                                 | 7        | 1341                                                                              | 9      | 11   | 2329                                                                              |
| Conflicting Peds, #/hr   | 0                                                                                 | 0        | 0                                                                                 | 0      | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -    | 0                                                                                 |
| Peak Hour Factor         | 90                                                                                | 90       | 90                                                                                | 90     | 90   | 90                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2        | 2                                                                                 | 2      | 2    | 2                                                                                 |
| Mvmt Flow                | 4                                                                                 | 8        | 1490                                                                              | 10     | 12   | 2588                                                                              |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |      |                                                                                   |
| Conflicting Flow All     | 2813                                                                              | 750      | 0                                                                                 | 0      | 1500 | 0                                                                                 |
| Stage 1                  | 1495                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | 1318                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy            | 6.84                                                                              | 6.94     | -                                                                                 | -      | 4.14 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.84                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy Stg 2      | 5.84                                                                              | -        | -                                                                                 | -      | -    | -                                                                                 |
| Follow-up Hdwy           | 3.52                                                                              | 3.32     | -                                                                                 | -      | 2.22 | -                                                                                 |
| Pot Cap-1 Maneuver       | 14                                                                                | 354      | -                                                                                 | -      | 443  | -                                                                                 |
| Stage 1                  | 172                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | 214                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |      | -                                                                                 |
| Mov Cap-1 Maneuver       | 14                                                                                | 354      | -                                                                                 | -      | 443  | -                                                                                 |
| Mov Cap-2 Maneuver       | 14                                                                                | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 1                  | 172                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | 214                                                                               | -        | -                                                                                 | -      | -    | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |      |                                                                                   |
| HCM Control Delay, s     | 149.7                                                                             | 0        |                                                                                   | 0.1    |      |                                                                                   |
| HCM LOS                  | F                                                                                 |          |                                                                                   |        |      |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT  |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 36                                                                                | 443    | -    |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.34                                                                              | 0.028  | -    |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 149.7                                                                             | 13.4   | 0    |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | F                                                                                 | B      | A    |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.1                                                                               | 0.1    | -    |                                                                                   |



## Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road &amp; Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Future Volume (vph)     | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                               | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    | 0.998                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                    | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 2862                                                                              |                                                                                   |                                                                                   | 1817                                                                              |                                                                                   |                                                                                    | 1700                                                                                |                                                                                     |                                                                                     | 491                                                                                 |                                                                                     |
| Travel Time (s)         |                                                                                   | 55.8                                                                              |                                                                                   |                                                                                   | 27.5                                                                              |                                                                                   |                                                                                    | 25.8                                                                                |                                                                                     |                                                                                     | 7.4                                                                                 |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 1974                                                                                | 33                                                                                  | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 2007                                                                                | 0                                                                                   | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                               | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                               | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 30.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 30.0                                                                               | 73.0                                                                                |                                                                                     | 17.0                                                                                | 60.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 25.0%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 25.0%                                                                              | 60.8%                                                                               |                                                                                     | 14.2%                                                                               | 50.0%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 23.0                                                                              | 8.0                                                                               | 8.0                                                                               |                                                                                   | 23.0                                                                               | 66.0                                                                                |                                                                                     | 10.0                                                                                | 53.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                               | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                               | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                               | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.0                                                                              | 15.4                                                                              | 38.2                                                                              | 9.4                                                                               | 9.5                                                                               | 116.7                                                                             | 22.8                                                                               | 68.2                                                                                |                                                                                     | 12.0                                                                                | 57.3                                                                                | 116.7                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.13                                                                              | 0.33                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.20                                                                               | 0.58                                                                                |                                                                                     | 0.10                                                                                | 0.49                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.67                                                                              | 0.13                                                                              | 0.30                                                                              | 0.13                                                                              | 0.24                                                                              | 0.18                                                                              | 0.74                                                                               | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |
| Control Delay           | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                  | D                                                                                   |                                                                                     | F                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 41.7                                                                              |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                    | 41.7                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Queue Length 50th (ft)  | 77                                                                                | 20                                                                                | 71                                                                                | 14                                                                                | 26                                                                                | 0                                                                                 | 185                                                                                | ~777                                                                                |                                                                                     | 128                                                                                 | 201                                                                                 | 0                                                                                   |
| Queue Length 95th (ft)  | #119                                                                              | 47                                                                                | 103                                                                               | 39                                                                                | 50                                                                                | 0                                                                                 | 245                                                                                | #992                                                                                |                                                                                     | #262                                                                                | 255                                                                                 | 0                                                                                   |
| Internal Link Dist (ft) | 2782                                                                              |                                                                                   |                                                                                   | 1737                                                                              |                                                                                   |                                                                                   | 1620                                                                               |                                                                                     |                                                                                     | 411                                                                                 |                                                                                     |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     |                                                                                     | 350                                                                                 |                                                                                     | 350                                                                                 |
| Base Capacity (vph)     | 294                                                                               | 474                                                                               | 965                                                                               | 151                                                                               | 303                                                                               | 1583                                                                              | 737                                                                                | 2063                                                                                |                                                                                     | 182                                                                                 | 1739                                                                                | 1583                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.67                                                                              | 0.13                                                                              | 0.29                                                                              | 0.13                                                                              | 0.22                                                                              | 0.18                                                                              | 0.68                                                                               | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|                                                                                        |                                                                                        |                                                                                          |                                                                                          |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø4 |  Ø3 |
| 17 s                                                                                   | 73 s                                                                                   | 15 s                                                                                     | 15 s                                                                                     |
|  Ø5 |  Ø6 |  Ø8 |  Ø7 |
| 30 s                                                                                   | 60 s                                                                                   | 15 s                                                                                     | 15 s                                                                                     |

# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |       |       |       |       |       |       |       |      |       |       |       |
|-------------------------|------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Group              | EBL                                                                                | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
| Lane Configurations     | ←←                                                                                 | →→    | →←    | ←     | →→    | →←    | ←←    | →→    |      | ←     | →→    | →←    |
| Traffic Volume (vph)    | 193                                                                                | 54    | 390   | 25    | 77    | 121   | 215   | 1016  | 32   | 249   | 1791  | 253   |
| Future Volume (vph)     | 193                                                                                | 54    | 390   | 25    | 77    | 121   | 215   | 1016  | 32   | 249   | 1791  | 253   |
| Ideal Flow (vphpl)      | 1900                                                                               | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 200                                                                                |       | 300   | 100   |       | 200   | 350   |       | 100  | 350   |       | 350   |
| Storage Lanes           | 2                                                                                  |       | 2     | 1     |       | 1     | 2     |       | 0    | 1     |       | 1     |
| Taper Length (ft)       | 100                                                                                |       |       | 100   |       |       | 100   |       |      | 100   |       |       |
| Lane Util. Factor       | 0.97                                                                               | 0.95  | 0.88  | 1.00  | 0.95  | 1.00  | 0.97  | 0.95  | 0.95 | 1.00  | 0.95  | 1.00  |
| Frt                     |                                                                                    |       | 0.850 |       |       | 0.850 |       | 0.995 |      |       |       | 0.850 |
| Flt Protected           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 3433                                                                               | 3539  | 2787  | 1770  | 3539  | 1583  | 3433  | 3522  | 0    | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (perm)       | 3433                                                                               | 3539  | 2787  | 1770  | 3539  | 1583  | 3433  | 3522  | 0    | 1770  | 3539  | 1583  |
| Right Turn on Red       |                                                                                    |       | No    |       |       | No    |       |       | No   |       |       | No    |
| Satd. Flow (RTOR)       |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Link Speed (mph)        |                                                                                    | 35    |       |       | 45    |       |       | 45    |      |       | 45    |       |
| Link Distance (ft)      |                                                                                    | 2862  |       |       | 1817  |       |       | 1700  |      |       | 491   |       |
| Travel Time (s)         |                                                                                    | 55.8  |       |       | 27.5  |       |       | 25.8  |      |       | 7.4   |       |
| Peak Hour Factor        | 0.90                                                                               | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90  |
| Adj. Flow (vph)         | 214                                                                                | 60    | 433   | 28    | 86    | 134   | 239   | 1129  | 36   | 277   | 1990  | 281   |
| Shared Lane Traffic (%) |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 214                                                                                | 60    | 433   | 28    | 86    | 134   | 239   | 1165  | 0    | 277   | 1990  | 281   |
| Turn Type               | Prot                                                                               | NA    | pm+ov | Prot  | NA    | Free  | Prot  | NA    |      | Prot  | NA    | Free  |
| Protected Phases        | 7                                                                                  | 4     | 5     | 3     | 8     |       | 5     | 2     |      | 1     | 6     |       |
| Permitted Phases        |                                                                                    |       | 4     |       |       | Free  |       |       |      |       |       | Free  |
| Detector Phase          | 7                                                                                  | 4     | 5     | 3     | 8     |       | 5     | 2     |      | 1     | 6     |       |
| Switch Phase            |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Minimum Initial (s)     | 7.0                                                                                | 7.0   | 7.0   | 7.0   | 7.0   |       | 7.0   | 14.0  |      | 7.0   | 14.0  |       |
| Minimum Split (s)       | 14.0                                                                               | 14.0  | 14.0  | 14.0  | 14.0  |       | 14.0  | 21.0  |      | 14.0  | 21.0  |       |
| Total Split (s)         | 15.0                                                                               | 15.0  | 16.0  | 15.0  | 15.0  |       | 16.0  | 56.0  |      | 34.0  | 74.0  |       |
| Total Split (%)         | 12.5%                                                                              | 12.5% | 13.3% | 12.5% | 12.5% |       | 13.3% | 46.7% |      | 28.3% | 61.7% |       |
| Maximum Green (s)       | 8.0                                                                                | 8.0   | 9.0   | 8.0   | 8.0   |       | 9.0   | 49.0  |      | 27.0  | 67.0  |       |
| Yellow Time (s)         | 5.0                                                                                | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0   | 5.0   |      | 5.0   | 5.0   |       |
| All-Red Time (s)        | 2.0                                                                                | 2.0   | 2.0   | 2.0   | 2.0   |       | 2.0   | 2.0   |      | 2.0   | 2.0   |       |
| Lost Time Adjust (s)    | -2.0                                                                               | -2.0  | -2.0  | -2.0  | -2.0  |       | -2.0  | -2.0  |      | -2.0  | -2.0  |       |
| Total Lost Time (s)     | 5.0                                                                                | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0   | 5.0   |      | 5.0   | 5.0   |       |
| Lead/Lag                | Lag                                                                                | Lead  | Lead  | Lag   | Lead  |       | Lead  | Lag   |      | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes                                                                                | Yes   | Yes   | Yes   | Yes   |       | Yes   | Yes   |      | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0                                                                                | 3.0   | 3.0   | 3.0   | 3.0   |       | 3.0   | 3.0   |      | 3.0   | 3.0   |       |
| Recall Mode             | None                                                                               | None  | None  | None  | None  |       | None  | Min   |      | None  | Min   |       |
| Act Effct Green (s)     | 10.1                                                                               | 12.5  | 22.4  | 9.7   | 9.7   | 115.9 | 11.1  | 54.8  |      | 24.5  | 68.2  | 115.9 |
| Actuated g/C Ratio      | 0.09                                                                               | 0.11  | 0.19  | 0.08  | 0.08  | 1.00  | 0.10  | 0.47  |      | 0.21  | 0.59  | 1.00  |
| v/c Ratio               | 0.72                                                                               | 0.16  | 0.80  | 0.19  | 0.29  | 0.08  | 0.73  | 0.70  |      | 0.74  | 0.96  | 0.18  |
| Control Delay           | 67.1                                                                               | 51.0  | 51.4  | 54.5  | 54.2  | 0.1   | 65.9  | 28.7  |      | 55.6  | 35.5  | 0.2   |
| Queue Delay             | 0.0                                                                                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |
| Total Delay             | 67.1                                                                               | 51.0  | 51.4  | 54.5  | 54.2  | 0.1   | 65.9  | 28.7  |      | 55.6  | 35.5  | 0.2   |
| LOS                     | E                                                                                  | D     | D     | D     | D     | A     | E     | C     |      | E     | D     | A     |
| Approach Delay          |                                                                                    | 56.1  |       |       | 25.0  |       |       | 35.0  |      |       | 33.8  |       |
| Approach LOS            |                                                                                    | E     |       |       | C     |       |       | D     |      |       | C     |       |



# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |      |      |      |      |      |      |      |     |      |      |      |
|-------------------------|------------------------------------------------------------------------------------|------|------|------|------|------|------|------|-----|------|------|------|
| Lane Group              | EBL                                                                                | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR | SBL  | SBT  | SBR  |
| Queue Length 50th (ft)  | 85                                                                                 | 23   | 147  | 20   | 33   | 0    | 94   | 381  |     | 201  | 748  | 0    |
| Queue Length 95th (ft)  | #139                                                                               | 45   | #239 | 51   | 60   | 0    | #151 | 490  |     | 290  | #963 | 0    |
| Internal Link Dist (ft) | 2782                                                                               |      |      | 1737 |      |      | 1620 |      |     | 411  |      |      |
| Turn Bay Length (ft)    | 200                                                                                |      | 300  | 100  |      | 200  | 350  |      |     | 350  |      | 350  |
| Base Capacity (vph)     | 298                                                                                | 392  | 539  | 155  | 306  | 1583 | 327  | 1664 |     | 445  | 2118 | 1583 |
| Starvation Cap Reductn  | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Storage Cap Reductn     | 0                                                                                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.72                                                                               | 0.15 | 0.80 | 0.18 | 0.28 | 0.08 | 0.73 | 0.70 |     | 0.62 | 0.94 | 0.18 |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|                                                                                        |  |                                                                                        |  |                                                                                          |  |                                                                                          |  |
|----------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------|--|
|  Ø1 |  |  Ø2 |  |  Ø4 |  |  Ø3 |  |
| 34 s                                                                                   |  | 56 s                                                                                   |  | 15 s                                                                                     |  | 15 s                                                                                     |  |
|  Ø5 |  |  Ø6 |  |  Ø8 |  |  Ø7 |  |
| 16 s                                                                                   |  | 74 s                                                                                   |  | 15 s                                                                                     |  | 15 s                                                                                     |  |

# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Future Volume (vph)     | 176                                                                               | 56                                                                                | 249                                                                               | 17                                                                                | 61                                                                                | 250                                                                               | 449                                                                                | 1777                                                                                | 30                                                                                  | 148                                                                                 | 668                                                                                 | 571                                                                                 |
| Ideal Flow (vphpl)      | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Storage Length (ft)     | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     | 100                                                                                 | 350                                                                                 |                                                                                     | 350                                                                                 |
| Storage Lanes           | 2                                                                                 |                                                                                   | 2                                                                                 | 1                                                                                 |                                                                                   | 1                                                                                 | 2                                                                                  |                                                                                     | 0                                                                                   | 1                                                                                   |                                                                                     | 1                                                                                   |
| Taper Length (ft)       | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| Lane Util. Factor       | 0.97                                                                              | 0.95                                                                              | 0.88                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 0.97                                                                               | 0.95                                                                                | 0.95                                                                                | 1.00                                                                                | 0.95                                                                                | 1.00                                                                                |
| Frt                     |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                   |                                                                                   | 0.850                                                                             |                                                                                    | 0.998                                                                               |                                                                                     |                                                                                     |                                                                                     | 0.850                                                                               |
| Flt Protected           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (prot)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Flt Permitted           | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                             |                                                                                   |                                                                                   | 0.950                                                                              |                                                                                     |                                                                                     | 0.950                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)       | 3433                                                                              | 3539                                                                              | 2787                                                                              | 1770                                                                              | 3539                                                                              | 1583                                                                              | 3433                                                                               | 3532                                                                                | 0                                                                                   | 1770                                                                                | 3539                                                                                | 1583                                                                                |
| Right Turn on Red       |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |
| Satd. Flow (RTOR)       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Link Speed (mph)        |                                                                                   | 35                                                                                |                                                                                   |                                                                                   | 45                                                                                |                                                                                   |                                                                                    | 45                                                                                  |                                                                                     |                                                                                     | 45                                                                                  |                                                                                     |
| Link Distance (ft)      |                                                                                   | 568                                                                               |                                                                                   |                                                                                   | 1400                                                                              |                                                                                   |                                                                                    | 1091                                                                                |                                                                                     |                                                                                     | 1263                                                                                |                                                                                     |
| Travel Time (s)         |                                                                                   | 11.1                                                                              |                                                                                   |                                                                                   | 21.2                                                                              |                                                                                   |                                                                                    | 16.5                                                                                |                                                                                     |                                                                                     | 19.1                                                                                |                                                                                     |
| Peak Hour Factor        | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                              | 0.90                                                                               | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                | 0.90                                                                                |
| Adj. Flow (vph)         | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 1974                                                                                | 33                                                                                  | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 196                                                                               | 62                                                                                | 277                                                                               | 19                                                                                | 68                                                                                | 278                                                                               | 499                                                                                | 2007                                                                                | 0                                                                                   | 164                                                                                 | 742                                                                                 | 634                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Free                                                                              | Prot                                                                               | NA                                                                                  |                                                                                     | Prot                                                                                | NA                                                                                  | Free                                                                                |
| Protected Phases        | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | Free                                                                              |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     | Free                                                                                |
| Detector Phase          | 7                                                                                 | 4                                                                                 | 5                                                                                 | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                  | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 14.0                                                                                |                                                                                     | 7.0                                                                                 | 14.0                                                                                |                                                                                     |
| Minimum Split (s)       | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              | 14.0                                                                              |                                                                                   | 14.0                                                                               | 21.0                                                                                |                                                                                     | 14.0                                                                                | 21.0                                                                                |                                                                                     |
| Total Split (s)         | 15.0                                                                              | 15.0                                                                              | 30.0                                                                              | 15.0                                                                              | 15.0                                                                              |                                                                                   | 30.0                                                                               | 73.0                                                                                |                                                                                     | 17.0                                                                                | 60.0                                                                                |                                                                                     |
| Total Split (%)         | 12.5%                                                                             | 12.5%                                                                             | 25.0%                                                                             | 12.5%                                                                             | 12.5%                                                                             |                                                                                   | 25.0%                                                                              | 60.8%                                                                               |                                                                                     | 14.2%                                                                               | 50.0%                                                                               |                                                                                     |
| Maximum Green (s)       | 8.0                                                                               | 8.0                                                                               | 23.0                                                                              | 8.0                                                                               | 8.0                                                                               |                                                                                   | 23.0                                                                               | 66.0                                                                                |                                                                                     | 10.0                                                                                | 53.0                                                                                |                                                                                     |
| Yellow Time (s)         | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| All-Red Time (s)        | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               | 2.0                                                                               |                                                                                   | 2.0                                                                                | 2.0                                                                                 |                                                                                     | 2.0                                                                                 | 2.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)    | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              | -2.0                                                                              |                                                                                   | -2.0                                                                               | -2.0                                                                                |                                                                                     | -2.0                                                                                | -2.0                                                                                |                                                                                     |
| Total Lost Time (s)     | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |                                                                                   | 5.0                                                                                | 5.0                                                                                 |                                                                                     | 5.0                                                                                 | 5.0                                                                                 |                                                                                     |
| Lead/Lag                | Lag                                                                               | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lead                                                                              |                                                                                   | Lead                                                                               | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| Recall Mode             | None                                                                              | None                                                                              | None                                                                              | None                                                                              | None                                                                              |                                                                                   | None                                                                               | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effct Green (s)     | 10.0                                                                              | 15.4                                                                              | 38.2                                                                              | 9.4                                                                               | 9.5                                                                               | 116.7                                                                             | 22.8                                                                               | 68.2                                                                                |                                                                                     | 12.0                                                                                | 57.3                                                                                | 116.7                                                                               |
| Actuated g/C Ratio      | 0.09                                                                              | 0.13                                                                              | 0.33                                                                              | 0.08                                                                              | 0.08                                                                              | 1.00                                                                              | 0.20                                                                               | 0.58                                                                                |                                                                                     | 0.10                                                                                | 0.49                                                                                | 1.00                                                                                |
| v/c Ratio               | 0.67                                                                              | 0.13                                                                              | 0.30                                                                              | 0.13                                                                              | 0.24                                                                              | 0.18                                                                              | 0.74                                                                               | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |
| Control Delay           | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 64.3                                                                              | 47.9                                                                              | 24.3                                                                              | 53.6                                                                              | 53.6                                                                              | 0.2                                                                               | 51.8                                                                               | 39.1                                                                                |                                                                                     | 98.0                                                                                | 21.3                                                                                | 0.8                                                                                 |
| LOS                     | E                                                                                 | D                                                                                 | C                                                                                 | D                                                                                 | D                                                                                 | A                                                                                 | D                                                                                  | D                                                                                   |                                                                                     | F                                                                                   | C                                                                                   | A                                                                                   |
| Approach Delay          |                                                                                   | 41.7                                                                              |                                                                                   |                                                                                   | 13.0                                                                              |                                                                                   |                                                                                    | 41.7                                                                                |                                                                                     |                                                                                     | 21.0                                                                                |                                                                                     |
| Approach LOS            |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | D                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: AM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Queue Length 50th (ft)  | 77                                                                                | 20                                                                                | 71                                                                                | 14                                                                                | 26                                                                                | 0                                                                                 | 185                                                                                | ~777                                                                                |                                                                                     | 128                                                                                 | 201                                                                                 | 0                                                                                   |
| Queue Length 95th (ft)  | #119                                                                              | 47                                                                                | 103                                                                               | 39                                                                                | 50                                                                                | 0                                                                                 | 245                                                                                | #992                                                                                |                                                                                     | #262                                                                                | 255                                                                                 | 0                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 488                                                                               |                                                                                   |                                                                                   | 1320                                                                              |                                                                                   |                                                                                    | 1011                                                                                |                                                                                     |                                                                                     | 1183                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     |                                                                                     | 350                                                                                 |                                                                                     | 350                                                                                 |
| Base Capacity (vph)     | 294                                                                               | 474                                                                               | 965                                                                               | 151                                                                               | 303                                                                               | 1583                                                                              | 737                                                                                | 2063                                                                                |                                                                                     | 182                                                                                 | 1739                                                                                | 1583                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.67                                                                              | 0.13                                                                              | 0.29                                                                              | 0.13                                                                              | 0.22                                                                              | 0.18                                                                              | 0.68                                                                               | 0.97                                                                                |                                                                                     | 0.90                                                                                | 0.43                                                                                | 0.40                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 116.7

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.1

Intersection LOS: C

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

### Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|                                                                                        |                                                                                        |                                                                                          |                                                                                          |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
|  Ø1 |  Ø2 |  Ø4 |  Ø3 |
| 17 s                                                                                   | 73 s                                                                                   | 15 s                                                                                     | 15 s                                                                                     |
|  Ø5 |  Ø6 |  Ø8 |  Ø7 |
| 30 s                                                                                   | 60 s                                                                                   | 15 s                                                                                     | 15 s                                                                                     |



# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |       |       |       |       |       |       |       |      |       |       |       |
|-------------------------|------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Group              | EBL                                                                                | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR  | SBL   | SBT   | SBR   |
| Lane Configurations     | ←←                                                                                 | →→    | →←    | ←     | →→    | →←    | ←←    | →→    |      | ←     | →→    | →←    |
| Traffic Volume (vph)    | 193                                                                                | 54    | 390   | 25    | 77    | 121   | 215   | 1016  | 32   | 249   | 1791  | 253   |
| Future Volume (vph)     | 193                                                                                | 54    | 390   | 25    | 77    | 121   | 215   | 1016  | 32   | 249   | 1791  | 253   |
| Ideal Flow (vphpl)      | 1900                                                                               | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  |
| Storage Length (ft)     | 200                                                                                |       | 300   | 100   |       | 200   | 350   |       | 100  | 350   |       | 350   |
| Storage Lanes           | 2                                                                                  |       | 2     | 1     |       | 1     | 2     |       | 0    | 1     |       | 1     |
| Taper Length (ft)       | 100                                                                                |       |       | 100   |       |       | 100   |       |      | 100   |       |       |
| Lane Util. Factor       | 0.97                                                                               | 0.95  | 0.88  | 1.00  | 0.95  | 1.00  | 0.97  | 0.95  | 0.95 | 1.00  | 0.95  | 1.00  |
| Frt                     |                                                                                    |       | 0.850 |       |       | 0.850 |       | 0.995 |      |       |       | 0.850 |
| Flt Protected           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (prot)       | 3433                                                                               | 3539  | 2787  | 1770  | 3539  | 1583  | 3433  | 3522  | 0    | 1770  | 3539  | 1583  |
| Flt Permitted           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 |       |      | 0.950 |       |       |
| Satd. Flow (perm)       | 3433                                                                               | 3539  | 2787  | 1770  | 3539  | 1583  | 3433  | 3522  | 0    | 1770  | 3539  | 1583  |
| Right Turn on Red       |                                                                                    |       | No    |       |       | No    |       |       | No   |       |       | No    |
| Satd. Flow (RTOR)       |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Link Speed (mph)        |                                                                                    | 35    |       |       | 45    |       |       | 45    |      |       | 45    |       |
| Link Distance (ft)      |                                                                                    | 568   |       |       | 1400  |       |       | 1091  |      |       | 1263  |       |
| Travel Time (s)         |                                                                                    | 11.1  |       |       | 21.2  |       |       | 16.5  |      |       | 19.1  |       |
| Peak Hour Factor        | 0.90                                                                               | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90 | 0.90  | 0.90  | 0.90  |
| Adj. Flow (vph)         | 214                                                                                | 60    | 433   | 28    | 86    | 134   | 239   | 1129  | 36   | 277   | 1990  | 281   |
| Shared Lane Traffic (%) |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Lane Group Flow (vph)   | 214                                                                                | 60    | 433   | 28    | 86    | 134   | 239   | 1165  | 0    | 277   | 1990  | 281   |
| Turn Type               | Prot                                                                               | NA    | pm+ov | Prot  | NA    | Free  | Prot  | NA    |      | Prot  | NA    | Free  |
| Protected Phases        | 7                                                                                  | 4     | 5     | 3     | 8     |       | 5     | 2     |      | 1     | 6     |       |
| Permitted Phases        |                                                                                    |       | 4     |       |       | Free  |       |       |      |       |       | Free  |
| Detector Phase          | 7                                                                                  | 4     | 5     | 3     | 8     |       | 5     | 2     |      | 1     | 6     |       |
| Switch Phase            |                                                                                    |       |       |       |       |       |       |       |      |       |       |       |
| Minimum Initial (s)     | 7.0                                                                                | 7.0   | 7.0   | 7.0   | 7.0   |       | 7.0   | 14.0  |      | 7.0   | 14.0  |       |
| Minimum Split (s)       | 14.0                                                                               | 14.0  | 14.0  | 14.0  | 14.0  |       | 14.0  | 21.0  |      | 14.0  | 21.0  |       |
| Total Split (s)         | 15.0                                                                               | 15.0  | 16.0  | 15.0  | 15.0  |       | 16.0  | 56.0  |      | 34.0  | 74.0  |       |
| Total Split (%)         | 12.5%                                                                              | 12.5% | 13.3% | 12.5% | 12.5% |       | 13.3% | 46.7% |      | 28.3% | 61.7% |       |
| Maximum Green (s)       | 8.0                                                                                | 8.0   | 9.0   | 8.0   | 8.0   |       | 9.0   | 49.0  |      | 27.0  | 67.0  |       |
| Yellow Time (s)         | 5.0                                                                                | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0   | 5.0   |      | 5.0   | 5.0   |       |
| All-Red Time (s)        | 2.0                                                                                | 2.0   | 2.0   | 2.0   | 2.0   |       | 2.0   | 2.0   |      | 2.0   | 2.0   |       |
| Lost Time Adjust (s)    | -2.0                                                                               | -2.0  | -2.0  | -2.0  | -2.0  |       | -2.0  | -2.0  |      | -2.0  | -2.0  |       |
| Total Lost Time (s)     | 5.0                                                                                | 5.0   | 5.0   | 5.0   | 5.0   |       | 5.0   | 5.0   |      | 5.0   | 5.0   |       |
| Lead/Lag                | Lag                                                                                | Lead  | Lead  | Lag   | Lead  |       | Lead  | Lag   |      | Lead  | Lag   |       |
| Lead-Lag Optimize?      | Yes                                                                                | Yes   | Yes   | Yes   | Yes   |       | Yes   | Yes   |      | Yes   | Yes   |       |
| Vehicle Extension (s)   | 3.0                                                                                | 3.0   | 3.0   | 3.0   | 3.0   |       | 3.0   | 3.0   |      | 3.0   | 3.0   |       |
| Recall Mode             | None                                                                               | None  | None  | None  | None  |       | None  | Min   |      | None  | Min   |       |
| Act Effct Green (s)     | 10.1                                                                               | 12.5  | 22.4  | 9.7   | 9.7   | 115.9 | 11.1  | 54.8  |      | 24.5  | 68.2  | 115.9 |
| Actuated g/C Ratio      | 0.09                                                                               | 0.11  | 0.19  | 0.08  | 0.08  | 1.00  | 0.10  | 0.47  |      | 0.21  | 0.59  | 1.00  |
| v/c Ratio               | 0.72                                                                               | 0.16  | 0.80  | 0.19  | 0.29  | 0.08  | 0.73  | 0.70  |      | 0.74  | 0.96  | 0.18  |
| Control Delay           | 67.1                                                                               | 51.0  | 51.4  | 54.5  | 54.2  | 0.1   | 65.9  | 28.7  |      | 55.6  | 35.5  | 0.2   |
| Queue Delay             | 0.0                                                                                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |      | 0.0   | 0.0   | 0.0   |
| Total Delay             | 67.1                                                                               | 51.0  | 51.4  | 54.5  | 54.2  | 0.1   | 65.9  | 28.7  |      | 55.6  | 35.5  | 0.2   |
| LOS                     | E                                                                                  | D     | D     | D     | D     | A     | E     | C     |      | E     | D     | A     |
| Approach Delay          |                                                                                    | 56.1  |       |       | 25.0  |       |       | 35.0  |      |       | 33.8  |       |
| Approach LOS            |                                                                                    | E     |       |       | C     |       |       | D     |      |       | C     |       |

# Lanes, Volumes, Timings

## 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

Build (2050)

Timing Plan: PM Peak Hour

|                         |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Queue Length 50th (ft)  | 85                                                                                | 23                                                                                | 147                                                                               | 20                                                                                | 33                                                                                | 0                                                                                 | 94                                                                                 | 381                                                                                 |                                                                                     | 201                                                                                 | 748                                                                                 | 0                                                                                   |
| Queue Length 95th (ft)  | #139                                                                              | 45                                                                                | #239                                                                              | 51                                                                                | 60                                                                                | 0                                                                                 | #151                                                                               | 490                                                                                 |                                                                                     | 290                                                                                 | #963                                                                                | 0                                                                                   |
| Internal Link Dist (ft) |                                                                                   | 488                                                                               |                                                                                   |                                                                                   | 1320                                                                              |                                                                                   |                                                                                    | 1011                                                                                |                                                                                     |                                                                                     | 1183                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 300                                                                               | 100                                                                               |                                                                                   | 200                                                                               | 350                                                                                |                                                                                     |                                                                                     | 350                                                                                 |                                                                                     | 350                                                                                 |
| Base Capacity (vph)     | 298                                                                               | 392                                                                               | 539                                                                               | 155                                                                               | 306                                                                               | 1583                                                                              | 327                                                                                | 1664                                                                                |                                                                                     | 445                                                                                 | 2118                                                                                | 1583                                                                                |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.72                                                                              | 0.15                                                                              | 0.80                                                                              | 0.18                                                                              | 0.28                                                                              | 0.08                                                                              | 0.73                                                                               | 0.70                                                                                |                                                                                     | 0.62                                                                                | 0.94                                                                                | 0.18                                                                                |

### Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 115.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

|                                                                                     |                                                                                     |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| Ø1                                                                                  | Ø2                                                                                  | Ø4                                                                                    | Ø3                                                                                    |
| 34 s                                                                                | 56 s                                                                                | 15 s                                                                                  | 15 s                                                                                  |
|  |  |  |  |
| Ø5                                                                                  | Ø6                                                                                  | Ø8                                                                                    | Ø7                                                                                    |
| 16 s                                                                                | 74 s                                                                                | 15 s                                                                                  | 15 s                                                                                  |

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|--------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 0.7  | 0.1  | 0.7  | 0.0  | 0.0  | 0.0  | 2.1  | 0.9  | 0.8  | 0.0  | 0.0  | 0.0 |
| Total Del/Veh (s)  | 65.5 | 45.1 | 22.3 | 68.3 | 48.7 | 15.7 | 54.0 | 36.0 | 35.7 | 88.3 | 20.0 | 5.2 |

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.7  |
| Total Del/Veh (s)  | 33.3 |

9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL   | WBR   | NBT | NBR | SBL  | SBT | All |
|--------------------|-------|-------|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.1   | 0.1   | 0.0 | 0.0 | 0.1  | 0.3 | 0.1 |
| Total Del/Veh (s)  | 558.9 | 363.3 | 7.9 | 4.9 | 15.7 | 1.6 | 8.6 |

Total Network Performance

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.8  |
| Total Del/Veh (s)  | 42.4 |



Queuing and Blocking Report  
Honeycutt Road CTP Amendment - Holly Springs, NC

Build (2050)  
AM Peak Hour

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | EB  | EB  | EB   | EB   | EB  | EB  | WB  | WB   | WB   | WB  | NB  | NB  |
|-----------------------|-----|-----|------|------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | L   | T    | T    | R   | R   | L   | T    | T    | R   | L   | L   |
| Maximum Queue (ft)    | 158 | 162 | 40   | 67   | 132 | 118 | 51  | 93   | 76   | 271 | 211 | 450 |
| Average Queue (ft)    | 60  | 67  | 14   | 18   | 58  | 62  | 10  | 42   | 18   | 116 | 136 | 225 |
| 95th Queue (ft)       | 126 | 122 | 30   | 47   | 109 | 109 | 33  | 74   | 49   | 228 | 224 | 431 |
| Link Distance (ft)    |     |     | 2782 | 2782 |     |     |     | 1750 | 1750 |     |     |     |
| Upstream Blk Time (%) |     |     |      |      |     |     |     |      |      |     |     |     |
| Queuing Penalty (veh) |     |     |      |      |     |     |     |      |      |     |     |     |
| Storage Bay Dist (ft) | 200 | 200 |      |      | 300 | 300 | 100 |      |      | 200 | 350 | 350 |
| Storage Blk Time (%)  |     |     |      |      |     |     |     | 0    |      | 5   |     |     |
| Queuing Penalty (veh) |     |     |      |      |     |     |     | 0    |      | 2   |     |     |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | NB   | NB   | SB  | SB  | SB  | SB  |
|-----------------------|------|------|-----|-----|-----|-----|
| Directions Served     | T    | TR   | L   | T   | T   | R   |
| Maximum Queue (ft)    | 513  | 548  | 256 | 240 | 206 | 206 |
| Average Queue (ft)    | 349  | 357  | 133 | 130 | 118 | 84  |
| 95th Queue (ft)       | 521  | 542  | 231 | 201 | 179 | 182 |
| Link Distance (ft)    | 1602 | 1602 |     | 409 | 409 |     |
| Upstream Blk Time (%) |      |      |     |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |     |
| Storage Bay Dist (ft) |      |      | 350 |     | 350 |     |
| Storage Blk Time (%)  | 10   |      |     |     |     |     |
| Queuing Penalty (veh) | 44   |      |     |     |     |     |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB   | SB   |
|-----------------------|------|------|
| Directions Served     | LR   | LT   |
| Maximum Queue (ft)    | 161  | 142  |
| Average Queue (ft)    | 75   | 11   |
| 95th Queue (ft)       | 168  | 68   |
| Link Distance (ft)    | 1309 | 1288 |
| Upstream Blk Time (%) |      |      |
| Queuing Penalty (veh) |      |      |
| Storage Bay Dist (ft) |      |      |
| Storage Blk Time (%)  |      |      |
| Queuing Penalty (veh) |      |      |

Network Summary

Network wide Queuing Penalty: 46

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|--------------------|------|------|------|------|------|-----|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 0.9  | 0.2  | 0.8  | 0.0  | 0.0  | 0.0 | 2.3  | 0.3  | 0.5  | 0.0  | 0.0  | 0.0 |
| Total Del/Veh (s)  | 65.0 | 53.7 | 57.1 | 62.6 | 51.0 | 4.5 | 73.3 | 25.2 | 21.3 | 48.5 | 28.6 | 5.3 |

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.3  |
| Total Del/Veh (s)  | 33.9 |

9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL  | WBR  | NBT | NBR | SBL  | SBT  | All  |
|--------------------|------|------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.1  | 0.1  | 0.0 | 0.0 | 0.9  | 1.0  | 0.6  |
| Total Del/Veh (s)  | 46.8 | 15.3 | 5.0 | 4.3 | 43.4 | 30.5 | 21.1 |

Total Network Performance

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.8  |
| Total Del/Veh (s)  | 53.9 |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | EB  | EB  | EB   | EB   | EB  | EB  | WB  | WB   | WB   | WB  | NB  | NB  |
|-----------------------|-----|-----|------|------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | L   | T    | T    | R   | R   | L   | T    | T    | R   | L   | L   |
| Maximum Queue (ft)    | 117 | 120 | 53   | 242  | 237 | 218 | 52  | 120  | 106  | 168 | 150 | 167 |
| Average Queue (ft)    | 48  | 65  | 13   | 25   | 136 | 134 | 24  | 53   | 22   | 16  | 69  | 103 |
| 95th Queue (ft)       | 102 | 109 | 38   | 98   | 220 | 210 | 52  | 88   | 60   | 75  | 141 | 155 |
| Link Distance (ft)    |     |     | 2782 | 2782 |     |     |     | 1750 | 1750 |     |     |     |
| Upstream Blk Time (%) |     |     |      |      |     |     |     |      |      |     |     |     |
| Queuing Penalty (veh) |     |     |      |      |     |     |     |      |      |     |     |     |
| Storage Bay Dist (ft) | 200 | 200 |      |      | 300 | 300 | 100 |      |      | 200 | 350 | 350 |
| Storage Blk Time (%)  |     |     |      |      |     |     |     | 1    |      |     |     |     |
| Queuing Penalty (veh) |     |     |      |      |     |     |     | 0    |      |     |     |     |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | NB   | NB   | SB  | SB  | SB  | SB  |
|-----------------------|------|------|-----|-----|-----|-----|
| Directions Served     | T    | TR   | L   | T   | T   | R   |
| Maximum Queue (ft)    | 321  | 321  | 409 | 451 | 448 | 409 |
| Average Queue (ft)    | 200  | 187  | 220 | 349 | 347 | 119 |
| 95th Queue (ft)       | 288  | 292  | 406 | 471 | 481 | 418 |
| Link Distance (ft)    | 1602 | 1602 |     | 409 | 409 |     |
| Upstream Blk Time (%) |      |      | 0   | 6   | 6   | 0   |
| Queuing Penalty (veh) |      |      | 0   | 68  | 75  | 0   |
| Storage Bay Dist (ft) |      |      | 350 |     |     | 350 |
| Storage Blk Time (%)  |      |      | 0   | 14  | 15  |     |
| Queuing Penalty (veh) |      |      | 3   | 35  | 38  |     |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB   | SB   | SB   |
|-----------------------|------|------|------|
| Directions Served     | LR   | LT   | T    |
| Maximum Queue (ft)    | 49   | 1178 | 1204 |
| Average Queue (ft)    | 9    | 355  | 340  |
| 95th Queue (ft)       | 33   | 961  | 954  |
| Link Distance (ft)    | 1309 | 1288 | 1288 |
| Upstream Blk Time (%) |      |      |      |
| Queuing Penalty (veh) |      |      |      |
| Storage Bay Dist (ft) |      |      |      |
| Storage Blk Time (%)  |      |      |      |
| Queuing Penalty (veh) |      |      |      |

Network Summary

Network wide Queuing Penalty: 220



### 3: Piney Grove-Wilbon Road & Honeycutt Road Performance by movement

| Movement           | EBL  | EBR  | NBL  | NBT  | SBT  | SBR | All  |
|--------------------|------|------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.2  | 0.2  | 0.0  | 0.0  | 0.0  | 0.0 | 0.0  |
| Total Del/Veh (s)  | 50.4 | 16.5 | 33.3 | 14.8 | 34.0 | 9.6 | 21.4 |

### 4: Piney Grove-Wilbon Road & Wade Nash Road Performance by movement

| Movement           | WBL  | WBR  | NBT  | NBR  | SBL  | SBT | All  |
|--------------------|------|------|------|------|------|-----|------|
| Denied Del/Veh (s) | 0.1  | 0.2  | 0.8  | 0.7  | 0.2  | 0.0 | 0.5  |
| Total Del/Veh (s)  | 60.0 | 39.9 | 18.2 | 13.9 | 60.0 | 5.2 | 19.0 |

### 9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL   | WBR  | NBT | NBR | SBL | SBT | All |
|--------------------|-------|------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1   | 0.1  | 0.0 | 0.0 | 0.2 | 0.4 | 0.2 |
| Total Del/Veh (s)  | 169.9 | 78.7 | 2.8 | 0.3 | 8.6 | 1.7 | 2.9 |

### Total Network Performance

| Movement           | EBL | EBR | NBL | NBT  | SBT | SBR | All |
|--------------------|-----|-----|-----|------|-----|-----|-----|
| Denied Del/Veh (s) |     |     |     | 0.6  |     |     |     |
| Total Del/Veh (s)  |     |     |     | 39.4 |     |     |     |

Intersection: 3: Piney Grove-Wilbon Road & Honeycutt Road

| Movement              | EB   | EB   | EB  | NB  | NB  | NB   | NB   | SB  | SB  | SB  |
|-----------------------|------|------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L    | R    | R   | L   | L   | T    | T    | T   | T   | R   |
| Maximum Queue (ft)    | 197  | 208  | 172 | 186 | 179 | 244  | 250  | 347 | 343 | 289 |
| Average Queue (ft)    | 95   | 81   | 47  | 116 | 110 | 103  | 109  | 242 | 218 | 132 |
| 95th Queue (ft)       | 166  | 152  | 117 | 184 | 174 | 194  | 203  | 326 | 308 | 242 |
| Link Distance (ft)    | 1514 | 1514 |     |     |     | 1102 | 1102 | 482 | 482 |     |
| Upstream Blk Time (%) |      |      |     |     |     |      |      |     |     |     |
| Queuing Penalty (veh) |      |      |     |     |     |      |      |     |     |     |
| Storage Bay Dist (ft) |      |      | 200 | 350 | 350 |      |      |     |     | 350 |
| Storage Blk Time (%)  |      | 0    |     |     |     |      |      |     | 0   |     |
| Queuing Penalty (veh) |      | 0    |     |     |     |      |      |     | 0   |     |

Intersection: 4: Piney Grove-Wilbon Road & Wade Nash Road

| Movement              | WB   | WB   | NB   | NB   | SB  | SB  | SB   | SB   |
|-----------------------|------|------|------|------|-----|-----|------|------|
| Directions Served     | L    | R    | T    | TR   | L   | L   | T    | T    |
| Maximum Queue (ft)    | 67   | 311  | 492  | 487  | 123 | 139 | 52   | 72   |
| Average Queue (ft)    | 18   | 177  | 296  | 241  | 83  | 105 | 6    | 10   |
| 95th Queue (ft)       | 55   | 287  | 508  | 468  | 127 | 139 | 28   | 40   |
| Link Distance (ft)    | 1383 | 1383 | 1002 | 1002 |     |     | 1102 | 1102 |
| Upstream Blk Time (%) |      |      |      |      |     |     |      |      |
| Queuing Penalty (veh) |      |      |      |      |     |     |      |      |
| Storage Bay Dist (ft) |      |      |      |      | 200 | 200 |      |      |
| Storage Blk Time (%)  |      |      |      |      |     |     |      |      |
| Queuing Penalty (veh) |      |      |      |      |     |     |      |      |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB  | SB   |
|-----------------------|-----|------|
| Directions Served     | LR  | LT   |
| Maximum Queue (ft)    | 73  | 77   |
| Average Queue (ft)    | 19  | 7    |
| 95th Queue (ft)       | 56  | 41   |
| Link Distance (ft)    | 994 | 1222 |
| Upstream Blk Time (%) |     |      |
| Queuing Penalty (veh) |     |      |
| Storage Bay Dist (ft) |     |      |
| Storage Blk Time (%)  |     |      |
| Queuing Penalty (veh) |     |      |

Network Summary

Network wide Queuing Penalty: 1

### 3: Piney Grove-Wilbon Road & Honeycutt Road Performance by movement

| Movement           | EBL  | EBR  | NBL   | NBT | SBT  | SBR | All  |
|--------------------|------|------|-------|-----|------|-----|------|
| Denied Del/Veh (s) | 0.2  | 0.3  | 0.0   | 0.0 | 0.0  | 0.0 | 0.0  |
| Total Del/Veh (s)  | 85.1 | 46.0 | 106.8 | 5.2 | 30.8 | 7.1 | 32.2 |

### 4: Piney Grove-Wilbon Road & Wade Nash Road Performance by movement

| Movement           | WBL  | WBR | NBT | NBR | SBL  | SBT  | All  |
|--------------------|------|-----|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.1  | 0.2 | 0.3 | 0.3 | 0.0  | 0.0  | 0.1  |
| Total Del/Veh (s)  | 55.2 | 2.9 | 8.9 | 4.3 | 54.1 | 11.2 | 13.5 |

### 9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL   | WBR   | NBT | NBR | SBL  | SBT  | All  |
|--------------------|-------|-------|-----|-----|------|------|------|
| Denied Del/Veh (s) | 0.1   | 0.1   | 0.0 | 0.0 | 0.9  | 1.1  | 0.7  |
| Total Del/Veh (s)  | 823.5 | 365.0 | 0.9 | 0.6 | 45.4 | 33.2 | 23.2 |

### Total Network Performance

| Movement           | EBL | EBR | NBL | NBT  | SBT | SBR | All |
|--------------------|-----|-----|-----|------|-----|-----|-----|
| Denied Del/Veh (s) |     |     |     | 0.7  |     |     |     |
| Total Del/Veh (s)  |     |     |     | 62.4 |     |     |     |



Intersection: 3: Piney Grove-Wilbon Road & Honeycutt Road

| Movement              | EB   | EB   | EB  | NB  | NB  | NB   | NB   | SB  | SB  | SB  |
|-----------------------|------|------|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L    | R    | R   | L   | L   | T    | T    | T   | T   | R   |
| Maximum Queue (ft)    | 332  | 380  | 299 | 255 | 269 | 54   | 53   | 496 | 497 | 450 |
| Average Queue (ft)    | 154  | 183  | 152 | 162 | 176 | 8    | 23   | 426 | 416 | 212 |
| 95th Queue (ft)       | 270  | 296  | 242 | 228 | 254 | 34   | 53   | 563 | 572 | 553 |
| Link Distance (ft)    | 1514 | 1514 |     |     |     | 1102 | 1102 | 482 | 482 |     |
| Upstream Blk Time (%) |      |      |     |     |     |      |      | 7   | 6   |     |
| Queuing Penalty (veh) |      |      |     |     |     |      |      | 81  | 69  |     |
| Storage Bay Dist (ft) |      |      | 200 | 350 | 350 |      |      |     |     | 350 |
| Storage Blk Time (%)  |      | 5    | 1   |     |     |      |      |     | 19  |     |
| Queuing Penalty (veh) |      | 12   | 2   |     |     |      |      |     | 50  |     |

Intersection: 4: Piney Grove-Wilbon Road & Wade Nash Road

| Movement              | WB   | WB   | NB   | NB   | SB  | SB  | SB   | SB   |
|-----------------------|------|------|------|------|-----|-----|------|------|
| Directions Served     | L    | R    | T    | TR   | L   | L   | T    | T    |
| Maximum Queue (ft)    | 46   | 97   | 271  | 224  | 142 | 161 | 957  | 1007 |
| Average Queue (ft)    | 16   | 16   | 144  | 96   | 95  | 118 | 87   | 101  |
| 95th Queue (ft)       | 47   | 61   | 263  | 196  | 141 | 151 | 385  | 418  |
| Link Distance (ft)    | 1383 | 1383 | 1002 | 1002 |     |     | 1102 | 1102 |
| Upstream Blk Time (%) |      |      |      |      |     |     |      |      |
| Queuing Penalty (veh) |      |      |      |      |     |     |      |      |
| Storage Bay Dist (ft) |      |      |      |      | 200 | 200 |      |      |
| Storage Blk Time (%)  |      |      |      |      |     |     | 0    |      |
| Queuing Penalty (veh) |      |      |      |      |     |     | 0    |      |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB  | SB   | SB   |
|-----------------------|-----|------|------|
| Directions Served     | LR  | LT   | T    |
| Maximum Queue (ft)    | 73  | 1013 | 1002 |
| Average Queue (ft)    | 36  | 371  | 343  |
| 95th Queue (ft)       | 78  | 1023 | 956  |
| Link Distance (ft)    | 994 | 1222 | 1222 |
| Upstream Blk Time (%) |     |      |      |
| Queuing Penalty (veh) |     |      |      |
| Storage Bay Dist (ft) |     |      |      |
| Storage Blk Time (%)  |     |      |      |
| Queuing Penalty (veh) |     |      |      |

Network Summary

Network wide Queuing Penalty: 214

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR |
|--------------------|------|------|------|------|------|------|------|------|------|-------|------|-----|
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.0  | 3.5  | 0.2  | 3.5  | 2.5  | 1.1  | 1.6  | 0.0   | 0.0  | 0.0 |
| Total Del/Veh (s)  | 74.2 | 48.3 | 25.0 | 55.0 | 56.8 | 19.8 | 61.4 | 47.2 | 46.8 | 107.0 | 20.5 | 7.8 |

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.9  |
| Total Del/Veh (s)  | 40.1 |

9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL   | WBR   | NBT | NBR | SBL  | SBT | All  |
|--------------------|-------|-------|-----|-----|------|-----|------|
| Denied Del/Veh (s) | 0.1   | 0.1   | 0.0 | 0.0 | 0.1  | 0.3 | 0.1  |
| Total Del/Veh (s)  | 679.0 | 487.6 | 9.9 | 7.8 | 69.8 | 2.2 | 10.1 |

Total Network Performance

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 1.0  |
| Total Del/Veh (s)  | 50.2 |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | EB  | EB  | EB  | EB  | EB  | EB  | WB  | WB   | WB   | WB  | NB  | NB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|-----|
| Directions Served     | L   | L   | T   | T   | R   | R   | L   | T    | T    | R   | L   | L   |
| Maximum Queue (ft)    | 161 | 174 | 66  | 67  | 129 | 116 | 64  | 83   | 36   | 225 | 300 | 450 |
| Average Queue (ft)    | 76  | 89  | 33  | 13  | 68  | 53  | 16  | 39   | 6    | 113 | 145 | 303 |
| 95th Queue (ft)       | 149 | 152 | 66  | 42  | 116 | 103 | 41  | 81   | 21   | 193 | 225 | 534 |
| Link Distance (ft)    |     |     | 488 | 488 |     |     |     | 1337 | 1337 |     |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |      |      |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |      |      |     |     |     |
| Storage Bay Dist (ft) | 200 | 200 |     |     | 300 | 300 | 100 |      |      | 200 | 350 | 350 |
| Storage Blk Time (%)  |     |     |     |     |     |     |     | 0    |      | 0   |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     | 0    |      | 0   |     |     |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | NB   | NB   | SB  | SB   | SB   | SB  |
|-----------------------|------|------|-----|------|------|-----|
| Directions Served     | T    | TR   | L   | T    | T    | R   |
| Maximum Queue (ft)    | 1056 | 944  | 239 | 215  | 229  | 240 |
| Average Queue (ft)    | 551  | 517  | 136 | 127  | 135  | 70  |
| 95th Queue (ft)       | 913  | 851  | 240 | 194  | 195  | 217 |
| Link Distance (ft)    | 1022 | 1022 |     | 1166 | 1166 |     |
| Upstream Blk Time (%) | 1    |      |     |      |      |     |
| Queuing Penalty (veh) | 0    |      |     |      |      |     |
| Storage Bay Dist (ft) |      |      | 350 |      | 350  |     |
| Storage Blk Time (%)  | 22   |      |     |      |      |     |
| Queuing Penalty (veh) | 96   |      |     |      |      |     |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB   | NB   | SB   | SB   |
|-----------------------|------|------|------|------|
| Directions Served     | LR   | TR   | LT   | T    |
| Maximum Queue (ft)    | 200  | 1222 | 185  | 171  |
| Average Queue (ft)    | 87   | 44   | 18   | 11   |
| 95th Queue (ft)       | 197  | 418  | 100  | 79   |
| Link Distance (ft)    | 1073 | 1166 | 1546 | 1546 |
| Upstream Blk Time (%) |      | 0    |      |      |
| Queuing Penalty (veh) |      | 0    |      |      |
| Storage Bay Dist (ft) |      |      |      |      |
| Storage Blk Time (%)  |      |      |      |      |
| Queuing Penalty (veh) |      |      |      |      |

Network Summary

Network wide Queuing Penalty: 97



8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------|------|------|------|------|------|-----|-------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.0  | 0.0  | 0.0  | 3.7  | 0.2  | 3.7 | 2.4   | 0.3  | 0.4  | 0.0  | 0.0  | 0.0  |
| Total Del/Veh (s)  | 59.2 | 45.7 | 58.9 | 54.6 | 56.4 | 3.3 | 109.3 | 25.6 | 13.2 | 60.4 | 29.9 | 11.3 |

8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.4  |
| Total Del/Veh (s)  | 37.8 |

9: Piney Grove-Wilbon Road & High Pocket Drive Performance by movement

| Movement           | WBL   | WBR   | NBT | NBR | SBL  | SBT | All |
|--------------------|-------|-------|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.1   | 0.1   | 0.0 | 0.0 | 0.8  | 0.8 | 0.5 |
| Total Del/Veh (s)  | 552.5 | 585.0 | 5.9 | 5.1 | 16.6 | 5.0 | 6.5 |

Total Network Performance

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.8  |
| Total Del/Veh (s)  | 45.8 |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | EB  | EB  | EB  | EB  | EB  | EB  | WB  | WB  | WB   | WB   | NB  | NB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|-----|-----|
| Directions Served     | L   | L   | T   | T   | R   | R   | L   | T   | T    | R    | L   | L   |
| Maximum Queue (ft)    | 129 | 132 | 65  | 292 | 280 | 249 | 64  | 124 | 15   | 100  | 277 | 281 |
| Average Queue (ft)    | 59  | 80  | 23  | 24  | 145 | 128 | 17  | 43  | 6    | 12   | 146 | 178 |
| 95th Queue (ft)       | 110 | 117 | 54  | 127 | 236 | 207 | 44  | 74  | 17   | 59   | 224 | 245 |
| Link Distance (ft)    |     |     | 488 | 488 |     |     |     |     | 1337 | 1337 |     |     |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |     |      |      |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |     |      |      |     |     |
| Storage Bay Dist (ft) | 200 | 200 |     |     | 300 | 300 | 100 |     |      | 200  | 350 | 350 |
| Storage Blk Time (%)  |     |     |     | 0   | 0   |     |     | 0   |      |      |     |     |
| Queuing Penalty (veh) |     |     |     | 0   | 0   |     |     | 0   |      |      |     |     |

Intersection: 8: Piney Grove-Wilbon Road & Honeycutt Road/Wade Nash Road

| Movement              | NB   | NB   | SB  | SB   | SB   | SB  |
|-----------------------|------|------|-----|------|------|-----|
| Directions Served     | T    | TR   | L   | T    | T    | R   |
| Maximum Queue (ft)    | 391  | 406  | 450 | 907  | 930  | 450 |
| Average Queue (ft)    | 214  | 204  | 186 | 341  | 348  | 80  |
| 95th Queue (ft)       | 333  | 325  | 386 | 617  | 620  | 363 |
| Link Distance (ft)    | 1022 | 1022 |     | 1166 | 1166 |     |
| Upstream Blk Time (%) |      |      |     |      |      |     |
| Queuing Penalty (veh) |      |      |     |      |      |     |
| Storage Bay Dist (ft) |      |      | 350 |      | 350  |     |
| Storage Blk Time (%)  | 1    |      | 0   | 7    | 7    |     |
| Queuing Penalty (veh) | 2    |      | 0   | 17   | 18   |     |

Intersection: 9: Piney Grove-Wilbon Road & High Pocket Drive

| Movement              | WB   | SB   | SB   |
|-----------------------|------|------|------|
| Directions Served     | LR   | LT   | T    |
| Maximum Queue (ft)    | 92   | 303  | 311  |
| Average Queue (ft)    | 27   | 43   | 24   |
| 95th Queue (ft)       | 76   | 167  | 145  |
| Link Distance (ft)    | 1073 | 1546 | 1546 |
| Upstream Blk Time (%) |      |      |      |
| Queuing Penalty (veh) |      |      |      |
| Storage Bay Dist (ft) |      |      |      |
| Storage Blk Time (%)  |      |      |      |
| Queuing Penalty (veh) |      |      |      |

Network Summary

Network wide Queuing Penalty: 37



# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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### **Agenda Item#: 14.**

#### **New Business**

**Title:** Municipal Agreement with NCDOT for Bridge Replacement at NC 751 and US 1

**Strategic Priority Area:** Responsible & Balanced Growth

Safe & Friendly

Economic Prosperity & Diversity

**Staff Resource:** Elizabeth Goodson, Development Services, John Schifano, Town Attorney

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#### **Action(s):**

Authorize the Town Manager to execute a Memorandum of Understanding regarding NCDOT funding of partial Transportation Improvements related to Amgen

#### **Explanation:**

- The North Carolina Department of Transportation ("NCDOT" or "Department") requires an agreement with a municipality for any work performed by the Department in conjunction with their economic development funding.
- NCDOT committed up to \$10 million in road improvement funding during the recruitment of Amgen.
- NCDOT determined in coordination with the Town and Amgen that the best use of the funds was to focus on the area near the bridge over NC 751 (New Hill Holleman Road) & US-1, located outside of town limits.
- This agreement requires the Town to fund any right of way acquisition or utility relocation for any area located within the town limits. There are no areas within the scope of this work located within the town's corporate limits, therefore there are no Town funds required for this project.

#### **Background:**

- A transportation impact analysis (TIA) was performed for Amgen which required several upgrades to existing roads, including an expansion of a turn lane at Friendship road and New Hill Holleman Road (NC 751).
- In order to accommodate the spacing for the new lane and stacking for the US-1 off-ramp, the NCDOT determined that a bridge replacement was required.

#### **Funding Source(s):**

NCDOT economic development funds

#### **Attachment(s):**

1. NCDOT -HS MOU Amgen



**MEMORANDUM OF UNDERSTANDING**  
*between*  
**THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**  
*and*  
**TOWN OF HOLLY SPRINGS**

This **Memorandum of Understanding (MOU)** is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the **Department** and the Town of Holly Springs, hereinafter referred to as the **Municipality**; and collectively referred to as the **Parties**.

The **Parties** to this MOU, listed above, intend that this MOU, together with all attachments, schedules, exhibits, and other documents that both are referenced in this MOU and refer to this MOU, represents the entire understanding between the **Parties** with respect to its subject matter and supersedes any previous communication or agreements that may exist.

**I. WHEREAS STATEMENTS**

**WHEREAS**, Economic Development funding has been requested by the **Municipality** for transportation improvements associated with Project Titan (AMGEN); and,

**WHEREAS**, the **Municipality** has requested the **Department's** assistance with developing and delivering multiple transportation improvements for the AMGEN development, using up to \$10,000,000 of Economic Development funding; and,

**WHEREAS**, the **Department** has programmed funding into the State Transportation Improvement Program (STIP) under Project HE-0010; and,

**NOW, THEREFORE**, the **Parties** hereto agree to the following conditions and provisions as hereinafter set forth as follows:

**II. MOU SPECIFIC PROVISIONS**

**A. SCOPE**

This MOU will serve to identify the Parties' responsibilities for planning, design, permitting, construction, maintenance, and funding of interchange improvements at US 1 and SR 1127 (New Hill - Holleman Road), and intersection improvements at SR 1127 / SR 1149 (Friendship Road) and Friendship Road / SR 1152 (Old Holly Springs - New Hill Road), which are proposed to assist with the development and expansion of the AMGEN facility on Friendship Road.

**B. DEPARTMENT RESPONSIBILITIES**

- i. The **Department** will be responsible for planning, designing, permitting, advertising/letting, and administering the construction contract(s) for the project(s) to be funded in the manner set forth herein.
- ii. The **Department** will prioritize projects to be funded with up to \$10,000,000 in Economic Development Funding as detailed below.
- iii. The **Department** will be responsible for the acquisition of right of way outside the **Municipality's** jurisdiction.
- iv. The **Department** will be responsible for maintenance of all improvements on the State Highway system.

**C. MUNICIPALITY RESPONSIBILITIES**

- i. The **Municipality** shall be responsible for acquiring any needed right of way required for the Project(s) within their corporate jurisdiction in accordance with the policies and procedures set forth in the North Carolina Right of Way Manual. The **Municipality** shall notify the **Department** of any changes/expansion of their jurisdictional boundaries.
- ii. The **Municipality** shall be responsible for the relocation and adjustment of all municipally owned utilities in conflict with the Project(s) and shall exercise any rights that it may have under any franchise to effect all necessary changes, adjustments, and relocations of communications and electric power lines; underground cables, gas lines, and, and other pipelines or conduits; or any privately- or publicly-owned utilities.
  1. Said work shall be performed in a manner satisfactory to the **Department** prior to the **Department** beginning construction of the Project(s). The **Municipality** shall make every effort to promptly relocate said utilities in order that the **Department** will not be delayed in the construction of the Project(s).
  2. The **Municipality** shall make all necessary adjustments to house or lot connections or services lying within the right of way or construction limits, whichever is greater, of the Project(s).
  3. The **Department**, where necessitated by construction, will make vertical adjustments of two (2) feet or less to the existing manholes, meter boxes, and valve boxes at no expense to the **Municipality**.
  4. The **Department** shall not be liable for any work that the **Municipality** undertakes with respect to said utility relocation.

#### D. PRIORITIZATION OF PROJECTS

The **Department** has identified and shall utilize Economic Development Funding on the following Project priorities:

- i. **Priority #1** – Planning and preliminary engineering design of interchange improvements at US1 and SR 1127 (New Hill – Holleman Road), widening of SR 1127, realignment of SR 1149 (Friendship Road) and intersection improvements at SR 1127 and SR 1149. Planning and design shall formalize conceptual ALTERNATE #2 to address traffic impact analysis (TIA) requirements for Project Titan (AMGEN) and other concurrent area development. The design of the interchange, SR 1127 and SR 1149 improvements will serve as the basis for construction project(s) to be let and administered by the **Department** using remaining Economic Development funds. The design will also serve as the basis for remaining improvements required by area development and accomplished by the **Municipality** or developers through standard encroachments.
- ii. **Priority #2** – Replacement of the bridge over US 1 at the SR 1127 (New Hill – Holleman Road) interchange:
  1. For Project Titan (AMGEN), turn lane improvements are required at the existing US 1 interchange ramps. Relocation of the existing ramps is not feasible due to potential impacts to parallel transmission power facilities and other existing developments. The existing SR 1127 bridge over US 1 will be replaced with a wider structure to accommodate parallel left turn lanes at the ramps. The replacement bridge over US 1 will have sufficient width to also accommodate the improvements required for Friendship Innovation Park (Friendship Masterplan) in order to minimize further impacts and disruptions to the US 1 corridor.
  2. Widening of SR 1127 (New Hill – Holleman Road) will be accomplished only to the extent needed to construct the bridge replacement, maintain traffic operations during bridge construction, and tie into existing SR 1127 and the interchange ramps.
- iii. **Priority #3** – Interim turn lane improvements at the existing intersection of SR 1127 (New Hill – Holleman Road) and SR 1149 (Friendship Road) as required by Phase I of the Project Titan TIA.
- iv. Should a balance of Economic Development funds remain following completion of the above referenced priorities or additional funding become available from the **Municipality** or other entities, the **Department** will consider additional improvements required by the Project Titan TIA.

#### E. FUNDING

- i. Project Titan (AMGEN) has been approved for up to \$10,000,000 in Economic Development Funds from the **Department** for transportation improvement. The



**NO FUNDING**  
**MEMORANDUM OF UNDERSTANDING**  
**AGREEMENT ID # 11466**

**Department** will develop and deliver projects with total cumulative costs (including PE, ROW, UTIL, CON and any administration costs) that do not exceed the \$10,000,000 maximum Economic Development funding. The **Department** will utilize the available Economic Development funding according to the priorities established above.

- ii. If the **Municipality** receives additional Economic Development Funding to fund the Project(s) the **Department** will consult with the **Municipality** to prioritize future Project(s).
- iii. The **Department** will utilize Economic Development funds for required right-of-way acquisitions outside the **Municipality's** jurisdiction.

**F. FUTURE AGREEMENTS**

- i. The **Parties** agree to coordinate and collaborate as needed on future agreements that will provide more specific details on project delivery and funding.
- ii. For any proposed project where the **Municipality** is entitled to reimbursement of costs for eligible work, the **Parties** shall enter into an agreement to address project-specific responsibilities and cost share.
- iii. If the **Municipality** identifies local funding for the Project(s), the **Municipality** and the **Department** will enter into a separate agreement (or agreements) to identify those funding sources and payment terms.

**III. GENERAL PROVISIONS**

**A. ENTIRE MOU**

This MOU between the **Parties** includes the complete agreement as expressly set forth herein.

**B. AUTHORIZATION TO EXECUTE**

The **Parties** hereby acknowledge that the individual executing the MOU on their behalf is authorized to execute this MOU on their behalf and to bind the respective entities to the terms contained herein and that he has read this MOU, conferred with his attorney, and fully understands its contents.

**C. MOU MODIFICATIONS**

Any modification to this MOU including, but not limited to, changes in scope, funding, or responsibilities will be agreed upon by all **Parties** by means of a revised MOU or another acceptable written format agreed to by all **Parties**.

**D. OTHER AGREEMENTS**

The **Parties** are solely responsible for all Memorandum of Agreements, Memorandum of Understandings, contracts, purchase orders and work orders entered into or issued by the **Municipality** or the **Department** (respectively) for work issued by that Party. Neither Party is responsible for any expenses or obligations incurred by the other Party for the work under the terms of this MOU.

**E. FUNDING AVAILABILITY**

All terms and conditions of this MOU are dependent upon and subject to the availability of funds for the purpose set forth in the MOU, and the MOU shall automatically terminate if funds cease to be available. The **Department** will promptly notify all parties if funding becomes unavailable.

**F. PERFORMANCE OF WORK**

The **Municipality** shall be responsible for administering any work that is the responsibility of the **Municipality** and for certifying to the **Department** that all terms set forth in this MOU are met and adhered to by the **Municipality** and/or its contractors and agents. The **Department** must approve any assignment or transfer of the responsibilities of the **Municipality** set forth in this MOU to other parties or entities.

**G. COMPLIANCE WITH STATE/FEDERAL POLICY**

Both **Parties**, including all contractors, subcontractors, or sub-recipients shall comply with all applicable Federal and State policies and procedures, stated both in this MOU and in the FMCSA guidelines and procedures.

**H. FAILURE TO COMPLY – CONSEQUENCES**

Failure on the part of the **Municipality**, after notice and opportunity to cure such failure, to comply with any of the provisions of this MOU will be grounds for the **Department** to terminate participation in the MOU.

**I. REFERENCES**

It will be the responsibility of both **Parties** to follow the current and/or most recent edition of references, websites, specifications, standards, guidelines, recommendations, regulations and/or general statutes, as stated in this MOU.

**J. INDEMNIFICATION**

To the extent authorized by state and federal claims statutes, the **Municipality** shall be responsible for its actions under the terms of this agreement and save harmless the FHWA (if applicable), the **Department**, and the State of North Carolina, their respective officers, directors, principals, employees, agents, successors, and assigns from and against any and

all claim for payment, damages and/or liabilities of any nature, asserted against the **Department** in connection with this Agreement. The **Department** shall not be liable and shall be held harmless from any and all third-party claims that might arise on account of the **Municipality's** negligence and/or responsibilities under the terms of this agreement.

**K. DEBARMENT POLICY**

It is the policy of the **Department** not to enter into any agreement with parties that have been debarred by any government agency (Federal or State). By execution of this agreement, the **Municipality** certifies that neither it nor its agents or contractors are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal or State Agency or Department and that it will not enter into agreements with any entity that is debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction.

**L. TITLE VI - CIVIL RIGHTS ACT OF 1964.**

The **Parties** shall comply with Title VI of the Civil Rights Act of 1964, (Title 49 CFR, Subtitle A, Part 21). Title VI prohibits discrimination on the basis of race, color, national origin, disability, gender, and age in all programs or activities of any recipient of Federal assistance.

**M. EQUAL EMPLOYMENT OPPORTUNITY**

The **Parties** shall take affirmative action and not discriminate against any employee or applicant for employment to ensure that applicants are employed, and that employees are fairly treated during their employment, without regard to their race, religion, color, sex, national origin, age, or disability. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay, or other forms of compensation; and selection of training, including apprenticeship. The **Parties** shall incorporate the foregoing requirements of this paragraph in all subcontracts for services covered by this MOU.

**N. AMERICANS WITH DISABILITIES ACT**

The **Parties** agree to comply with the provisions of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973, P.L. 93-112, and other applicable Federal regulations relating hereto, issued by the U.S. Department of Transportation.

**O. RESTRICTIONS ON LOBBYING**

The **Parties**, and their agents, including all contractors, subcontractors, or sub-recipients, agree to comply with the requirements of Title 49 CFR Part 20, New Restrictions on Lobbying.



**P. DRUG-FREE WORKPLACE**

The **Parties**, and their agents, including all contractors, subcontractors, or sub-recipients agree to comply with Title 49 CFR Part 32.400, DrugFree Workplace requirements.

**Q. FACSIMILE**

A copy or facsimile copy of the signature of any party shall be deemed an original with each fully executed copy of the Agreement as binding as an original, and the **Parties** agree that this Agreement can be executed in counterparts, as duplicate originals, with facsimile signatures sufficient to evidence an agreement to be bound by the terms of the Agreement.

**R. DOCUSIGN**

The **Department** and the **Municipality** acknowledge and agree that the electronic signature application DocuSign may be used, at the sole election of the **Department** or the **Municipality**, to execute this Agreement. By selecting "I Agree", "I Accept", or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the DocuSign application, the **Department** and the **Municipality** consent to be legally bound by the terms and conditions of Agreement and that such act constitutes the **Department's** signature as if actually signed by the **Department** in writing or the **Municipality's** signature as if actually signed by the **Municipality** in writing. The **Department** and the **Municipality** also agree that no certification authority or other third-party verification is necessary to validate its electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of its electronic signature. The **Department** and the **Municipality** acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby through the DocuSign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

**S. GIFT BAN**

By Executive Order 24, issued by Governor Perdue, and NCGS 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e. Administration, Adult Corrections, Commerce, Environmental Quality, Health and Human Services, Information Technology, Military and Veterans Affairs, Natural and Cultural Resources, Public Safety, Revenue, Transportation, and the Office of the Governor).

**SIGNATURE PAGE**

IN WITNESS WHEREOF, this Memorandum of Understanding has been executed the day and year heretofore set out, on the part of the **Department** and the **Municipality** by authority duly given.

**(DOCUSIGN ONLY)**

Authorized Signer: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date Signed: \_\_\_\_\_

If applicable, this Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act:

TOWN OF HOLLY SPRINGS

FED TAX ID NO: \_\_\_\_\_

Finance Officer: \_\_\_\_\_

REMITTANCE ADDRESS:

Print Name: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Date Signed: \_\_\_\_\_

**DEPARTMENT OF TRANSPORTATION**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

APPROVED BY BOARD OF TRANSPORTATION ITEM O: \_\_\_\_\_ (DATE)

**SIGNATURE PAGE**

IN WITNESS WHEREOF, this Agreement has been executed the day and year heretofore set out, on the part of the **Department** and the **Municipality** by authority duly given.

**(INK SIGNATURES ONLY)**

ATTEST: Authorized Signer: \_\_\_\_\_

BY: \_\_\_\_\_ Print Name: \_\_\_\_\_

TITLE: \_\_\_\_\_ Title: \_\_\_\_\_

Date Signed: \_\_\_\_\_

If applicable, this Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act:

TOWN OF HOLLY SPRINGS

FED TAX ID NO: \_\_\_\_\_ Finance Officer: \_\_\_\_\_

REMITTANCE ADDRESS: \_\_\_\_\_ Print Name: \_\_\_\_\_

\_\_\_\_\_ Date Signed: \_\_\_\_\_

\_\_\_\_\_

**DEPARTMENT OF TRANSPORTATION (DocuSign)**

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

APPROVED BY BOARD OF TRANSPORTATION ITEM O: \_\_\_\_\_ (DATE)





# Holly Springs Town Council

## *Town Council Meeting Agenda Cover Sheet*

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**Agenda Item#: 15.**

### **New Business**

**Title:** Annual Appointments to Planning Board and Board of Adjustment

**Strategic Priority Area:** Organizational Excellence

Responsible & Balanced Growth

**Staff Resource:** Linda McKinney, Town Clerk

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### **Action(s):**

1. Appoint one (1) In-Town Regular Member to the Board of Adjustment and four (4) In-Town Members to the Planning Board (three to full terms, and one to a partial term).
2. Recommend one ETJ member for appointment to the Board of Adjustment by the Wake County Board of Commissioners.

### **Explanation:**

- Openings on the Board of Adjustment and Planning Board were advertised by staff.
- The Clerk's Office received 22 applications from in-town residents for Planning Board and five (5) applications from in-town residents and two (2) applications from ETJ residents for Board of Adjustment.
- These applications were forwarded to Council in December.
- The following positions need to be filled by Council:
  - In-Town Regular member of Board of Adjustment
  - Three (3) in-town members of the Planning Board (three-year terms beginning March 1, 2024)
  - One (1) in-town member of the Planning Board to fill the remainder of Chris Deshazor's seat and to begin immediately.
- The following position needs a recommendation to the Wake County Board of Commissioners
  - One (1) ETJ member of Board of Adjustment

### **Background:**

- On the last day of February of each year, the terms of several members of the Board of Adjustment and Planning Board expire.
- Council appoints (or reappoints) members to fill those terms at their business meeting in January.

### **Funding Source(s):**

N/A

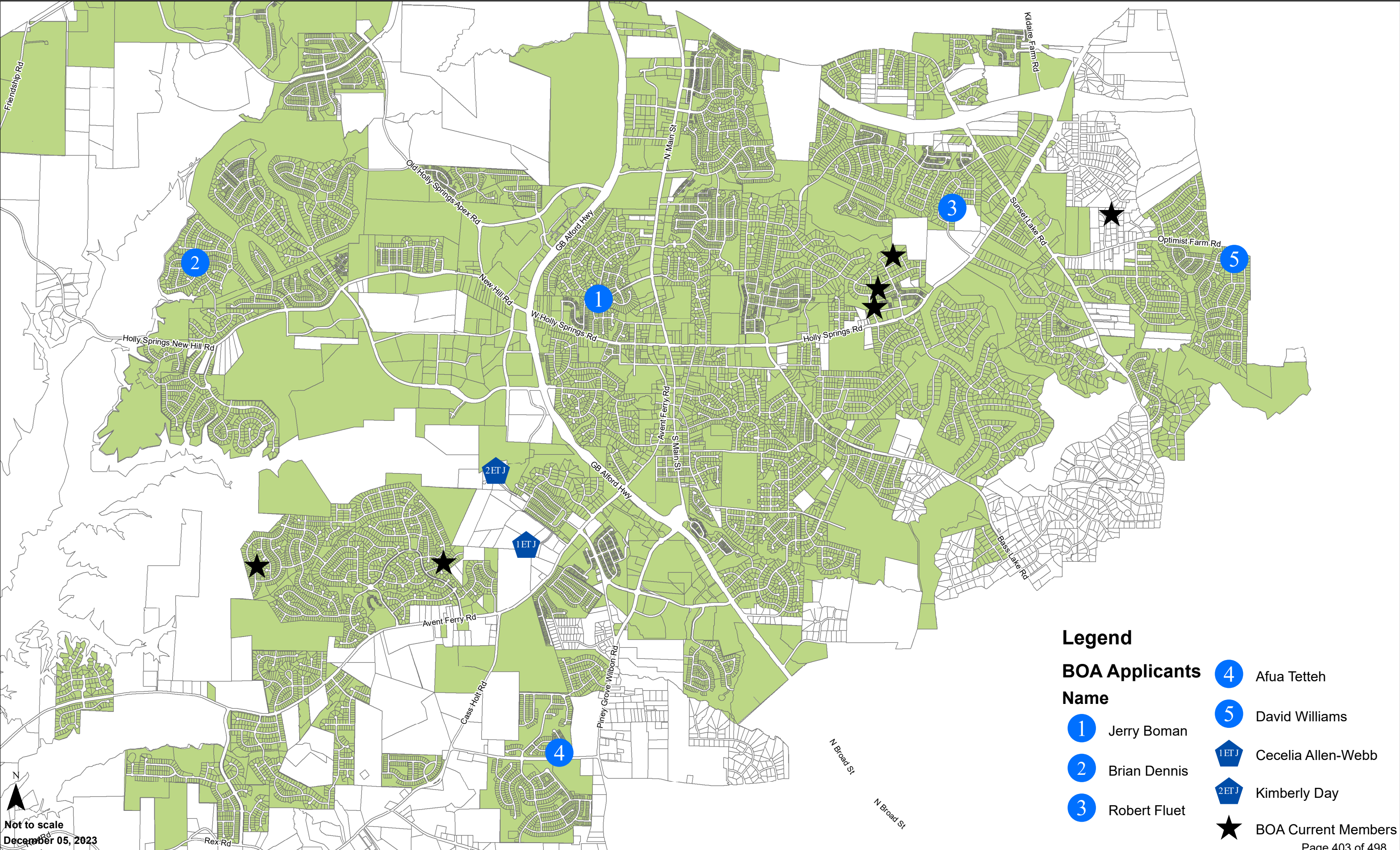
### **Attachment(s):**

1. 2024\_BoardAppointment map

Town Council Business Meeting  
January 16, 2024

2. Combined 2024 applications BoA
3. 2024\_PBApplicants map
4. Combined applications 2024 Planning Board

Applicant's for BOA Committee





# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Jerry

**Last Name \***

Boman

**Email \***

jerryboman47@gmail.com

**Address \***

Street Address

104 Greemar Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

Oak Hall

**How long have you lived in Holly Springs? \***

27 years

**Home Phone \***

919-345-3396

**Work Phone \***

919-345-3396

**Current Employer \***

Coldwell Banker Howard Perry & Walston

**Job Title/Occupation \***

Broker

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

I have enjoyed a 22-year career in the real estate industry. Presently, my role involves assisting investors and builders in securing building permits across Wake County and various other counties. My specialization lies in property valuation, as I am deeply immersed in this field on a daily basis.

**List any current or past volunteer activities in which you are/were involved. \***

Current: 1. Team Drea (info@teamdrea.org); 2. MMIA(Military Missions In Actions(<https://www.militarymissionsinaction.org/>) 3. Turkeys for the Triangle(<https://www.turkeysforthetriangle.com/>)

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

Holly Springs has witnessed a significant surge in new development since my arrival in 1997. Leveraging my expertise in land assessment and development, I believe I could contribute valuable insights to the Board of Adjustment. Furthermore, I have diligently served as the treasurer for the Oak Hall Homeowners Association for the past three years. My ultimate aim is to actively contribute to the enhancement of our community by becoming a member of the Board of Adjustments

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Jerry Boman*

**Date \***

10/6/2023

**Time \***

9:51:45 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Emails from Holly Springs

# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Brian

**Last Name \***

Dennis

**Email \***

bdennis13@gmail.com

**Address \***

Street Address

720 Ancient Oaks Dr.

Address Line 2

Drive

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

12 Oaks

**How long have you lived in Holly Springs? \***

Three years and four months

**Home Phone \***

408-390-0385

**Work Phone \***

919-271-2803

**Current Employer \***

Wells Fargo

**Job Title/Occupation \***

Financial Consultant

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No



**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

1. Graduate Lafayette College Cum Laude Double Major History/Political Science
2. Corporate Business Development experience helping buildout of large corporations infrastructure
3. Corporate cash management for emerging growth corporations liquidity
4. Relationship management with commercial real estate developers for banking opportunities and wealth management.
5. 15 years experience relationship management of personal family finances.
6. Versed and longstanding application and navigation of both personal and corporate balance sheets, business owner acquisition etc.
7. Deep understanding corporate Franchise agreements and business transition for franchise owners for largest franchises in the world.
8. Working knowledge, indepth training, understanding and daily application of fixed income in particular credit quality of governments, relationships of US Treasury Bonds with all aspects of interest rates and inflation.
9. Relationships with a diverse group of people and positions from CEO's of fortune 100 to small business owners, PE, VC and individual investors.
10. Management of 30 plus employees with P&L and revenue exceeding \$100M

**List any current or past volunteer activities in which you are/were involved. \***

I have volunteered for several candidates dating back to 1973 for family members and then friends of my family. As recently as 2022, volunteered with my son to help a candidate for State HOR. I have volunteered several basketball teams dating back to 2004 and personally trained grammar school and high school students for scholarships and eventually to the professional level. Most recently, I ran for Holly Springs Town Council.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

To study, listen, understand and participate in Town's zoning regulations decisions at the appeal level for development and economic growth recommended by Development Services staff.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes ☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Brian Dennis*

**Date \***

11/10/2023

**Time \***

1:01:18 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Friend

# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Robert

**Last Name \***

Fluet

**Email \***

robbfluet@gmail.com

**Address \***

Street Address

4805 Sunset Fairways Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27539

State / Province / Region

NC

Country

United States

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

Woodcreek

**How long have you lived in Holly Springs? \***

3 Years

**Home Phone \***

19194440991

**Work Phone \***

919.268.1661

**Current Employer \***

Eaton

**Job Title/Occupation \***

Engineering Sales Director

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

Having worked in the Engineering and Electrical Sector, I have a thorough understanding of requirements for traffic requirements, infrastructure, as well as the business side and how it affects urban growth.

**List any current or past volunteer activities in which you are/were involved. \***

HOA President, Head Coach Flight 919, Durham Growth Committee

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The responsibilities of the board of adjustments is to recommend (or not) changes to the existing Holly Springs variances. My hope is to ensure that Holly Springs grows, but grows responsibly and in an equitable and environmentally friendly manner.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Robert Huet*

**Date \***

10/13/2023

**Time \***

10:40:57 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**



# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Afua

**Last Name \***

Tetteh

**Email \***

okobea@gmail.com

**Address \***

Street Address

305 Kephart Way

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

Wake

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

Honeycutt Farm

**How long have you lived in Holly Springs? \***

16 months

**Home Phone \***

7706555101

**Work Phone \***

9842608640

**Current Employer \***

BASF

**Job Title/Occupation \***

Regulatory Allergologist

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

Lived in the Midwest for about seven years. I love the farming and yet metropolitan nature of Holly Springs.  
Served in several community-based nonprofit outreach.

**List any current or past volunteer activities in which you are/were involved. \***

Meals on wheels, Toastmasters.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

I see the board as a steering committee to guide the continued development of Holly Springs. My contributions will be to provide inputs on development projects to make Holly Springs (example, playground that offers options for special needs) continue to be a safe and desirable residential and farming community.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

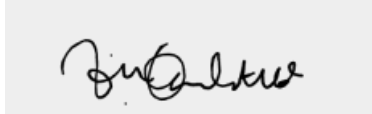
☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

10/10/2023

**Time \***

7:00:49 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

David

**Last Name \***

Williams

**Email \***

diwilliams@outlook.com

**Address \***

Street Address

113 Sunset Oaks Dr

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

Sunset Oaks

**How long have you lived in Holly Springs? \***

3 years

**Home Phone \***

3364148773

**Work Phone \***

3364148773

**Current Employer \***

Midtown Property Law

**Job Title/Occupation \***

Real Estate Attorney

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

David Williams Legal Resume 2023.pdf

161.48KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

I am a licensed attorney with particular experience in transactional real estate. My practice does not directly involve zoning.

**List any current or past volunteer activities in which you are/were involved. \***

I have volunteered with the student ministry at the Summit Church continually since 2012.



**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The independence of the Board of Adjustment from the Town Council both provides it the flexibility to consider discrete issues in their unique context and to give the parties involved in each case the assurance that the issues were fully considered and reasonably resolved, with the ultimate goal of keeping Holly Springs a desirable place to live for all present and future residents. I hope to contribute specifically by making sure all parties feel that their perspective was fairly considered and enriching the discussion of board members on particularly close decisions.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☒ Yes

☐ No

**Please explain the potential conflict of interest. \***

While I do not advise clients on zoning issues, it is possible that in rare cases I may have assisted a petitioner or interested neighbor in the acquisition of their property. In such a case, I would need to consider recusal to avoid any public perception of conflict.

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes

☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*David J Williams*

**Date \***

10/6/2023

**Time \***

10:06:18 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Town Newsletter

## Licensure

|                                                                       |             |
|-----------------------------------------------------------------------|-------------|
| <b>North Carolina State Bar</b>                                       | <i>2013</i> |
| <b>U.S. Patent &amp; Trademark Office</b>                             | <i>2013</i> |
| <b>U.S. District Court for the Eastern District of North Carolina</b> | <i>2014</i> |

## Work Experience

|                                                                                                                                                                                                                                                                                   |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| <b>Midtown Property Law</b>                                                                                                                                                                                                                                                       | <i>Raleigh, NC</i>  |
| Managing Title Attorney                                                                                                                                                                                                                                                           | <i>2022–present</i> |
| <ul style="list-style-type: none"><li>• Develop internal resources for training, education, and policy-making</li><li>• Assist and advise other attorneys with respect to various title issues</li><li>• Certify title for both residential and commercial transactions</li></ul> |                     |

|                                                                                                                                                                                                                                                                     |                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>Mann, McGibney and Jordan, PLLC</b>                                                                                                                                                                                                                              | <i>Cary, NC</i>  |
| Title Attorney                                                                                                                                                                                                                                                      | <i>2020–2022</i> |
| <ul style="list-style-type: none"><li>• Conducted title searches and certified title for residential transactions</li><li>• Trained colleagues to assist with title-related activities</li><li>• Provided title-related expertise and support to the firm</li></ul> |                  |

|                                                                                                                                                                                                 |                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>Shedor Law Firm, PLLC</b>                                                                                                                                                                    | <i>Cary, NC</i>  |
| Title Attorney                                                                                                                                                                                  | <i>2014–2020</i> |
| <ul style="list-style-type: none"><li>• Handled all pre-closing title matters for the firm's real estate practice, which included mostly residential and some commercial transactions</li></ul> |                  |

## Education

|                                                                                                                                                                                                                                                                                                                                                                                 |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| <b>Campbell University School of Law</b>                                                                                                                                                                                                                                                                                                                                        | <i>Raleigh, NC</i> |
| Juris Doctor                                                                                                                                                                                                                                                                                                                                                                    | <i>May, 2013</i>   |
| <ul style="list-style-type: none"><li>• Earned Book Awards in <i>Evidence</i> and <i>Patent Preparation and Prosecution</i></li><li>• Won the 2011 Richard A. Lord Intramural Moot Court Competition</li><li>• Campbell Law Review – Comments Editor</li><li>• Christian Legal Society – President, Treasurer</li><li>• Student Bar Association – Honor Court Justice</li></ul> |                    |

|                                                    |                        |
|----------------------------------------------------|------------------------|
| <b>University of North Carolina at Chapel Hill</b> | <i>Chapel Hill, NC</i> |
| Bachelor of Arts (Physics, Mathematics)            | <i>May, 2010</i>       |

## Technical Proficiencies

- Microsoft 365 (*Outlook, Word, Excel, etc.*)
- SoftPro (*ProForm, ProTrust, Select*)
- Qualia

Whatever you do, do your work heartily, as for the Lord rather than for men, knowing that from the Lord you will receive the reward of the inheritance. It is the Lord Christ whom you serve.

*Colossians 3: 23-24*

# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Cecelia

**Last Name \***

Allen-Webb

**Email \***

cecelia@kneadingwellness.com

**Address \***

Street Address

1216 happy hunting hills drive

Address Line 2

City

Holly springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

Wake

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

Logging road

**How long have you lived in Holly Springs? \***

8 years

**Home Phone \***

9196042205

**Work Phone \***

9196042205

**Current Employer \***

Self

**Job Title/Occupation \***

Massage/esthetician

**I reside within the \***

☐ Corporate limits of Holly Springs

☒ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

North Raleigh pta

**List any current or past volunteer activities in which you are/were involved. \***

PTA blood drives

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

To help keep Holly Springs a hometown feel



**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

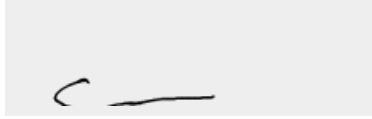
☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

10/10/2023

**Time \***

5:45:21 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Email

# Application to Serve on Board of Adjustment



## Applicant Information

**First Name \***

Kimberly

**Last Name \***

Day

**Email \***

gingerma02@gmail.com

**Address \***

Street Address

4030 Berman Edge Road

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**Subdivision \***

If you do not reside within a subdivision, please enter N/A.

N/A

**How long have you lived in Holly Springs? \***

11 year

**Home Phone \***

6022281422

**Work Phone \***

6022281422

**Current Employer \***

NetApp

**Job Title/Occupation \***

Manager, Marketing Technology Office

**I reside within the \***

☐ Corporate limits of Holly Springs

☒ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

kaday\_2023.docx

101.29KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Board of Adjustment. \***

I believe my experience with reviewing, reading, and interpreting contractual documents would be a benefit in this role. I often work through negotiations with stakeholders (internal and external) to find a path forward when there is a disagreement.

**List any current or past volunteer activities in which you are/were involved. \***

I recently participated in the Downtown Advisory Committee and it was a great experience. I am looking for ways to continue to participate in the growth and development of Holly Springs. I also served on the Marbles Kid's Museum Advisory Committee until my children "aged out" of their programs.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

I see the primary function of this board to help support the Town's growth and stability strategies. Protecting the core values of our town, while bringing the best in community benefits to its residences and surrounding communities. Under the guidance of professional community members who are not politically motivated by re-elections or career advancement.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Kimberly Day*

**Date \***

11/29/2023

**Time \***

5:09:17 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Town Council - Tim Forrest



# KIMBERLY A. DAY

MARTECH STRATEGIST | LEADERSHIP



602-228-1422



[gingerma02@gmail.com](mailto:gingerma02@gmail.com)



Holly Springs, NC



[linkedin.com/in/kimberlyaday](https://www.linkedin.com/in/kimberlyaday)

## EXPERTISE

- Impactful Product Management Strategic Leadership
- Consultative & Collaborative Key Stakeholder Relations
- Business Analysis: Needs Assessment, Data-driven Customer Experience Analysis, User Case Establishment, & ROI
- Cross-functional Team Enablement & Scrum Sprint Framework Adherence Oversight | Conflict Management & Diplomatic Consensus Building
- Web Content Management & Marketing Automation Software Systems Knowledgeability
- Emerging Trends & Competitive Intelligence Market Research
- Budgetary P&L Oversight & Adherence | Project, Vendor, & Event Management
- Team and individual career growth mentoring

## PROFESSIONAL PROFILE

Accomplished, analytical, and results-driven people manager, with 10+ years' innovative and strategic leadership of leading-edge marketing technology. Foundational career in marketing and communications successfully ensuring client organizations' positive brand identity.

Demonstrated capacity to lead, enable, and ensure accountability of robust agile teams to meet projected deliverable targets and transcend process barriers, ensuring workflow continuance and surmounting any potential stoppage issues.

Possessing strong clarity of purpose, ethics, and diplomacy in driving continuous effectiveness and efficiency, delivers innovative Marketing Technology management best practice methodologies and strategies, resulting in maximum returns and sustainable value-adding solutions for product / service development and implementations. Optimizes product launches and successful deliverables for high-complexity business needs, with extensive subject matter expertise of SaaS based solutions.

## EXPERIENCE

**NetApp**, Raleigh, NC

**2007 – Present**

### Manger, Marketing Technology Office

- Responsible for application and program management for a robust MarTech Stack serving digital marketing, marketing, and sales teams.
  - Develop growth strategies and KPIs for key services.
  - Evaluate and recommend operational improvement process for onboarding, program implementation, and customer success.
  - Outline goals and initiatives for technology integration requests.
- Oversight of all supplier contracting including MSAs, SOWs, DPAs, among others.
  - Escalation resolution for procurement, legal, and finance.
  - Ensure all security and privacy requirements are met.
  - Coach team members on negotiation strategies and tactics.
- Evaluate if newly acquired technology through acquisitions and mergers complements our existing tech stack
- Manage annual budget of \$10M

**Dignity Health**, Phoenix, AZ

**2007 – 2019**

### Senior Product Owner

- Lead product effort as an analytic-minded decision maker, interfacing frequently with stakeholders, consultatively conveying, and confirming digital product vision & strategy planning to align with client business needs.
  - Exhibit strong fluency of concept through delivery-to-market of IT product/service, and execute excellent assessment and understanding of stakeholder needs, while demonstrating innovative problem solving in identification of any potential risk or capabilities issue.
  - Maintain mindfulness of confidentiality and industry regulatory compliance changes and adherence for healthcare web-based notification systems.
  - Create feature enhancements leveraging data-driven analytical assessments of website performance and client engagement challenges.
- Execute high-visibility leadership and availability to Scrum teams, as leader, coordinator, and agitator in product management.

# KIMBERLY A. DAY

HEALTHCARE IT | PRODUCT MANAGEMENT DIGITAL STRATEGIST | CSPO & SAFe POPM

## EDUCATION

**Bachelor of Science,  
Business Administration / Marketing**  
Goldey-Beacom College  
Wilmington, Delaware

## CERTIFICATIONS

Scrum Alliance,  
**Certified Scrum Product Owner  
(CSPO)**  
Scale Agile, Inc.,  
**Certified SAFe® 4 Product Owner /  
Product Manager (POPM)**  
FEMA,  
**PIO (Public Information Officer)  
Certifications**

## TECHNICAL SKILLS

Microsoft Office Suite | Project &  
Visio | Visual Studio Team Services  
Sharepoint  
Asana  
JIRA  
Presentation Systems: Skype, Zoom  
& Webex  
IaaS (Infrastructure as a Service)  
PaaS (Platform as a Service)  
Proprietary Databases

## EXPERIENCE / CONTINUED

- Partner with development and cross-functional product teams, in management or elimination of feature set identified dependencies.
- Adeptly translate high-level digital requirements into discrete features for Epics (product requirement documentation). Commence with SME interviewing to obtain industry-standard research and granular level knowledgeability of requirements, subsequently providing intelligent story-grooming input at Scrum ceremonies.
- Drive and influence consistent delivery of project deliverables, via planning, building, and directing cross-organizational teams on strategic initiatives. Create climate of high-performance and compliance adherence.

### Business Analyst

- Managed initiatives surrounding consumer experience on *Dignity Health* enterprise site and additional 40+ service area and market support websites.
- Planned full lifecycle migrations of enterprise website, including technical configurations and content management. Instituted risk avoidance, management, and remediation as needed throughout implementations.
- Analyzed comprehensive customer digital engagement metrics for broad-reach to include: consumer, patient, employee, and physician experience.

### Marketing Manager

- Developed marketing and advertisement campaigns for diverse hospital service lines. Created strategic plans, print and digital collateral, maintaining budget.
- Managed, wrote, and edited dynamic internal and external communications.
  - Acted as Public Information Officer, liaising with local authorities to assist in large scale emergency preparedness planning and communications.

## EXPERIENCE PRIOR to 2007

### **Cachet Homes**, Scottsdale, AZ

#### Marketing Manager

- Collaboratively selected and managed business partners relationships and contributed creative input on model and sale offices' plan development, colorization, and merchandising.

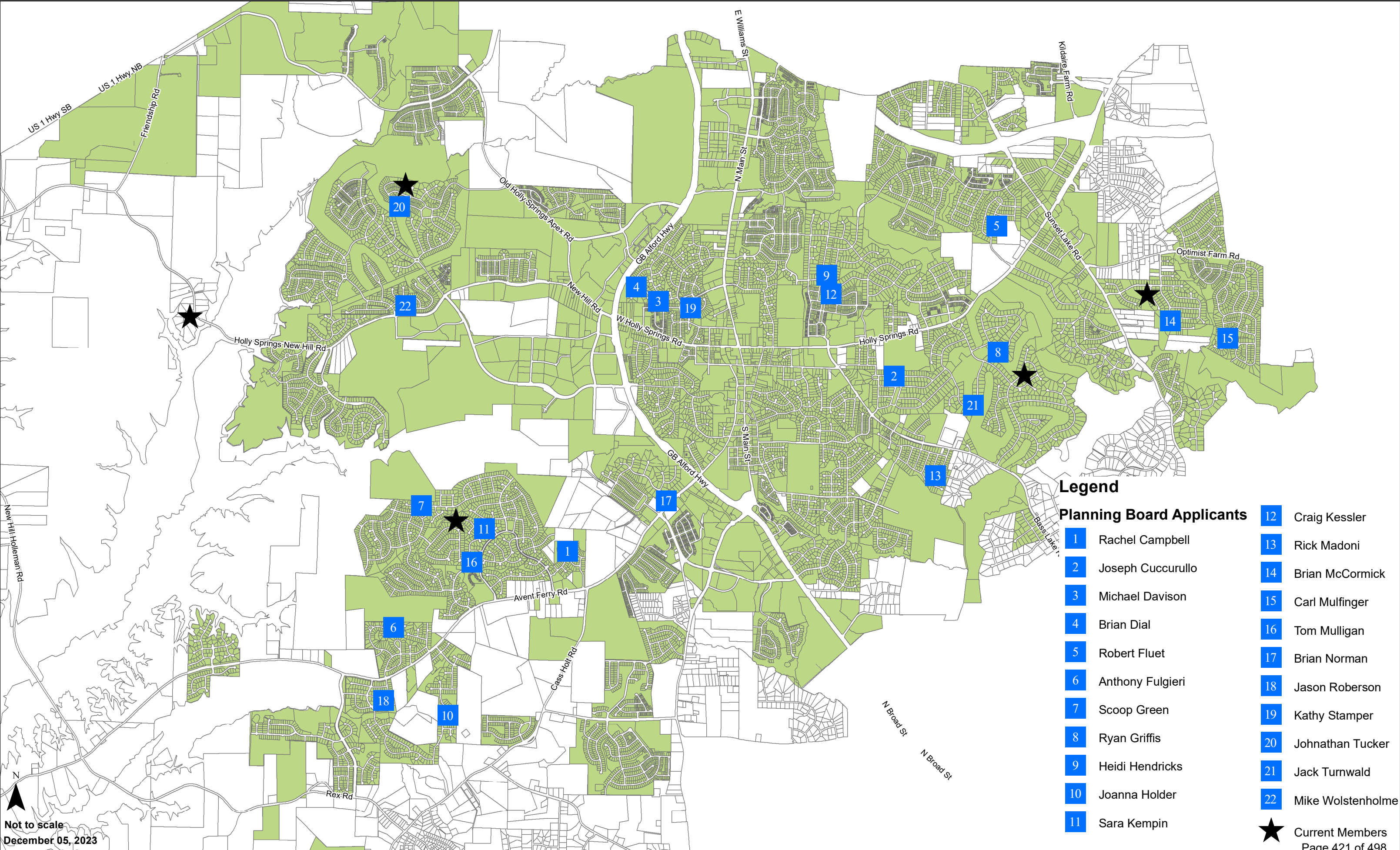
### **Northern Trust**, Phoenix, AZ

#### Marketing Coordinator

- Supported business, coordinating prospective and existing client events.
  - Implemented and managed CRM platform, and contributed to custom client presentations.



Applicant's for Planning Board





# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Rachel

**Last Name \***

Campbell

**Email \***

rdc0125@gmail.com

**Address \***

Street Address

421 shorehouse way

Address Line 2

City

Holly Springs

Postal / Zip Code

27540-5952

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

9 years

**Subdivision \***

Holly Glen

**Home Phone \***

5858311929

**Work Phone \***

5858311929

**Current Employer \***

C&W Services

**Job Title/Occupation \***

Operations Administrator

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

RDC12.23.pdf

408.52KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I worked in municipality document management involving laws, permits, and ordinances for seven years.

**List any current or past volunteer activities in which you are/were involved. \***

Town track volunteer coach

Elementary school run club coach

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

My understanding of the responsibility of this board is to make well-informed, community-focused recommendations to the town council. I hope to accomplish this by collaborating, drawing on my professional experience, and being open to learning.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Rachel Campbell*

**Date \***

12/3/2023

**Time \***

3:19:16 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Website

# RACHEL CAMPBELL

585-831-1929 | RDC0125@gmail.com | www.linkedin.com/in/rdcampbell

Professional with over 15 years of experience utilizing best practices for process improvement in administration and document management.

Process Optimization | Planning & Scheduling | Administration | Confidential Information Maintenance | Benefits Administration | Operational Support | Customer Service | Enterprise Content Management | Expense Report Management | Audit and Compliance | Organizational Effectiveness | Training & Employee Development | Electronic Document Management | Project Management Support | Onboarding | Data Processing | Proposal Tracking

## EXPERIENCE

|                                                                                  |                |
|----------------------------------------------------------------------------------|----------------|
| Cushman and Wakefield<br>C&W Services<br>Operations Administrator                | 2023 - Present |
| Human Resources and Administration Coordinator<br>Redox Tech                     | 2021 - Present |
| Document Conversion   Document Management   Assistant<br>General Code Publishers | 2013-2020      |
| Client Relations Coordinator<br>Scott Miller Salon                               | 2009-2013      |

## TECHNOLOGY

Microsoft Office | Google Suite | Laserfiche | Adobe | QuickBooks | Workday | Smartsheet | DocuSign | LMS | E-Verify | ECM | Webex | Kronos | Smartsheet | Electronic Document Management Systems

## EDUCATION

BS—English | State University of New York at Brockport





# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Joseph

**Last Name \***

Cuccurullo

**Email \***

joe@resourceroomnc.com

**Address \***

Street Address

225 Flatrock Lane

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3+ years

**Subdivision \***

Sunset Ridge South

**Home Phone \***

5712283027

**Work Phone \***

984-777-1244

**Current Employer \***

Resource Room Learning Center / WCPSS Teacher

**Job Title/Occupation \***

Founder/CEO / Special Education Teacher

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I hold a Master's Degree in Public Administration from American University, I have lived and worked in political and government positions on both a paid and volunteer basis in both NYC and Washington DC. As a dedicated business owner in Holly Springs, I am deeply invested in fostering the ongoing, sustainable growth of our community, on both the commercial or residential fronts.

My engagement in local politics, where I've successfully managed campaigns for city council, state assembly, and congressional positions, has provided me with invaluable insights into the intricacies of governance. This hands-on experience has helped me develop a robust understanding of the inner workings of local governments. My multifaceted background positions me strategically to contribute effectively to initiatives that enhance the vitality and wellbeing of Holly Springs.

**List any current or past volunteer activities in which you are/were involved. \***

In my capacity as a business owner here in Holly Springs, I have been involved in many community events on a volunteer basis. Particularly we work with the Holly Springs Chamber of Commerce to support many local events including SpringsFest and Winterfest where we donate our time and services to assist the Chamber in offering family friendly activities for children. We are very community focused as an organization and support many local PTA's and community organizations. Recently, we helped to support the Holly Springs Food Cupboard by volunteering at and donating to our community BeerCana event in Sunset Ridge South.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

I am passionate about fostering sustained growth within the Holly Springs community. My objective is to bring a central focus to development that prioritizes sustainability and high-quality projects. Drawing from my experiences growing up in Staten Island, NY, where I witnessed rapid development over two decades, I observed the challenges that arose when land became scarce. Developers, in response, became more innovative in parceling and portioning, often leading to overdevelopment and increased population density without adequate attention to physical infrastructure.

My commitment is to collaborate with the board and advocate for projects that align with the values of families, businesses, and community members across the entirety of Holly Springs. It's essential to ensure that developers bring forward projects that not only meet community needs but also contribute positively to our surroundings. As land becomes scarcer, I aim to provide oversight of development plans, particularly concerned that the planning board may face pressure to approve projects that primarily benefit developers rather than the community.

Looking ahead, the next five years are crucial for the planning board, given the substantial growth already witnessed and major projects in progress. As we navigate this landscape, it becomes imperative to meticulously plan developments, striking a balance between continued growth and responsible, sustainable practices. The planning board's role will be pivotal in safeguarding the community's interests, especially as we face the challenges posed by rapid growth and approved projects on the horizon.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes ☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

11/24/2023

**Time \***

11:13:17 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.



This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

I actively follow the business of the Town, its council, and the local boards.

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Michael

**Last Name \***

Davison

**Email \***

mdpg2011@gmail.com

**Address \***

Street Address

105 Ramshorn Court

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

20 years

**Subdivision \***

Oak Hall

**Home Phone \***

9195222680

**Work Phone \***

9198895613

**Current Employer \***

Research Facilities Design

**Job Title/Occupation \***

Project Manager

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Pennsylvania State University, Bachelor of Architecture 1991

I have worked as an architect since 1991 in the sphere of building development including residential, commercial, academic, and industrial. I understand codes, why they are needed and how to work with them.

**List any current or past volunteer activities in which you are/were involved. \***

I have participated as an Assistant Cub Scout Leader /Scoutmaster since 2005. Now that my son's have aged out I have reduced my participation this year.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The responsibility of the Planning Board to indicate support or lack of support to the Town Council that the proposed developments have the support of the Town Staff and is the best possible development for the proposed property. The Planning Board is responsible for considering the impact of the development within the scope of their purview and advise. I hope to continue the growth of Holly Springs and aid in the process of insuring the best possible development and design.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Michael Davison*

**Date \***

10/25/2023

**Time \***

10:43:45 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Through the water bill



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Brian

**Last Name \***

Dial

**Email \***

Brdial11@gmail.com

**Address \***

Street Address

133 Sudano Ct

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3 Years

**Subdivision \***

Oak Hall

**Home Phone \***

9197411886

**Work Phone \***

9193279180

**Current Employer \***

SECU

**Job Title/Occupation \***

SVP Lending Development

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Brian Dial Resume 2023.docx

28.89KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I have extensive planning experience through my work in project management.

**List any current or past volunteer activities in which you are/were involved. \***

Cary Church- Youth Group Volunteer

CUNA Resource Council

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

Review proposals and provide recommendations to the Town Council from the perspective of a Holly Springs citizen.

I hope to contribute to the growth of Holly Springs and the services and amenities that are available to the town citizens.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Brian Dial*

**Date \***

10/26/2023

**Time \***

3:10:29 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

hollyspringsnc.us website. I frequently go on the site to see what new developments are being proposed.

## ABOUT ME

I am a Portfolio Management professional in the financial services industry who excels at organizational change initiatives and process improvement.

## PROFESSIONAL EXPERIENCE

---

### Lending Development - Senior Vice President

#### State Employees' Credit Union/ Raleigh, NC/ 2022- Present

Responsible for the Lending product strategy and organizational change management processes for the second largest Credit Union in the United States and number one mortgage lender in the state of North Carolina.

- Developed and presented the long-term lending strategy to executive leadership to gain formal approval.
- Developed and delivered business cases to executive leadership for the replacement of the mortgage loan servicing system, consumer loan origination system, and collection platform.
- Developed a product management methodology for optimizing lending products, dashboards, prioritization, roles & responsibilities, collaboration, and task management.
- Collaborated with key stakeholders for the mapping and optimization of end-to-end processes for each lending product line.
- Manage team of staff that develops and delivers training and knowledge base resources to 2500+ lending staff.
- Manage team of staff that develops and delivers real estate, auto, and credit card marketing campaigns.

### Project Management - Vice President

#### State Employees' Credit Union/ Raleigh, NC/ 2021- 2022

Managed a staff of 20+ project and portfolio management professionals.

- Collaborated with executive leadership to develop the long-term strategy and strategic pillars for the organization.
- Led the effort to conduct a strategic analysis and prioritization of the portfolio of projects, products, and programs to assess their value and strategic alignment to the established pillars.
- Implemented a lean project audit process to assess adherence to EPMO standards.
- Provided mentoring and training to project managers on EPMO standards and best practices.
- Collaborated with key stakeholders for the deployment of agile methodologies and tools.
- Served as an escalation point for project issues and risks.
- Presented portfolio and project status reports to leadership.
- Managed the project intake and resource assignment processes.
- Provided managerial oversight of PMs for:
  - Replacement of two data centers
  - Human Resource management platform replacement
  - Learning management system replacement
  - Accounting platform replacement
  - Audit management platform implementation
  - Contract management platform implementation
  - Mortgage loan origination platform implementation



- E-signature platform implementation
- Vulnerability management platform replacement
- New operations building outfitting
- Mobile app deployment and enhancements
- Collaboration tools deployment
- Card servicing platform replacement
- Virtual Annual Meeting

## **Enterprise Project Management Office (EPMO) - Team Lead**

### **State Employees' Credit Union/ Raleigh, NC/ 2019- 2021**

Acquired executive management buy-in and approval for the implementation of the EPMO. Led the effort to establish and staff the new department.

- Led the effort to develop and deploy standards for project intake, demand management, and prioritization for the organization.
- Collaborated with key stakeholders to map out the the project lifecycle into standard stages with defined deliverables based on project size and type.
- Collaborated with key stakeholders for the establishment of the enterprise software development lifecycle and integration with the project lifecycle.
- Developed schedule templates for each project type with a work break down structure based on the standard stages and defined deliverables.
- Established project key performance indicators based on schedule, cost, and resource variance.
- Collaborated with stakeholders for rolling out standard issue and risk escalation.
- Partnered with multiple departments to develop lean deliverable templates.
- Led the effort to standardize the vendor procurement process and templates.
- Implemented an enterprise Project Portfolio Management solution for managing schedules, portfolio analysis, resources, risks, issues, and reporting.
- Managed development of dynamic portfolio and project status reports based on stakeholder feedback.
- Led effort for development of dynamic resource management reports that providing visibility into resource allocation and utilization.
- Developed a wiki knowledge base for the project lifecycle, deliverable templates, standards, and best practices.
- Established a recurring collaboration and training session for the project management community for the sharing of ideas, standards, and best practices.

## **Project Manager**

### **State Employees' Credit Union/ Raleigh, NC/ 2016-2018**

Led IT and Organizational Change Management efforts from ideation to closeout.

- Collaborated with executive leadership to conduct a gap assessment of SECU's project management capabilities and provided a proposal for the implementation of an Enterprise Project Management Office.
- Led the effort for developing and deploying a strategy for achieving and maintaining PCI compliance.
- Led project to develop a strategy for replacing two outdated datacenters in parallel with two geo-dispersed colocations.
- Conducted the business case development, vendor evaluation, procurement, and deployment of mobile device management solution for the organization.
- Managed the effort of implementing an enterprise application mapping solution and establishing the service catalog for structuring of the UCMDB.
- Led the effort with Project Management staff for the development of templates for tracking project status, action items, cost, risks, issues, decisions, and dependencies.

## Senior Financial Services Officer/ Supervisor

### State Employees' Credit Union/ Raleigh, NC/ 2005-2015

Supervised a team of financial services professionals.

- Provided financial services and guidance to members on investments, trusts, taxes, insurance, consumer loans, mortgages, credit cards, and deposit accounts.
- Participated in hiring, training, mentoring, and employee evaluation processes for branch staff.
- Conducted staff and advisory board meetings.
- Led financial education presentations at local schools and participated in career fairs.

## EDUCATION

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Bachelor of Science in Education | Lee University • Cleveland, TN

Southeastern Trust School | Campbell University • Buies Creek, NC

## CERTIFICATIONS

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Project Management Professional

Certified Scrum Master

Certified Scrum Product Owner

Information Technology Infrastructure Library

## PREVIOUS CERTIFICATIONS AND LICENSES

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Insurance Licenses: NC Life and Health, NC Personal Lines, NC Medicare / Long Term Care

Security Licenses: FINRA Series 6, 63, 65

Accredited Trust Financial Advisor

Accredited Financial Counselor

Mortgage Loan Originator

VITA Preparer

Notary Public

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Robert

**Last Name \***

Fluet

**Email \***

robbfluet@gmail.com

**Address \***

Street Address

4805 Sunset Fairways Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27539

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3 Years

**Subdivision \***

Woodcreek

**Home Phone \***

19194440991

**Work Phone \***

919.268.1661

**Current Employer \***

Eaton

**Job Title/Occupation \***

Engineering Sales Director

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Having worked in the Engineering and Electrical Sector, I have a thorough understanding of requirements for traffic requirements, infrastructure, as well as the business side and how it affects urban growth.

**List any current or past volunteer activities in which you are/were involved. \***

HOA President, Head Coach Flight 919, Durham Growth Committee



**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The responsibilities of the planning board is to recommend (or not) changes to the existing Holly Springs rezoning, and development. My hope is to ensure that Holly Springs grows, but grows responsibly and in an equitable and environmentally friendly manner.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

10/13/2023

**Time \***

9:43:36 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

## Robert Fluet

*Applicant for Town of Holly Springs Planning Board*

919.444.0991

4805 Sunset Fairways Drive, Apex, NC 27539

robbfluet@gmail.com

### Objective

As I've settled into the wonderful community of Holly Springs, I've decided to take the first steps to being a voice and advocate for sustainable growth in the town I've adopted. I live in the Woodcreek neighborhood with my partner Amy, as well as our blended family of three teenagers. I've been an avid community supporter and advocate for my entire adult life, and feel my professional experience, as well as measured approach to growth, identifying the effects not just of one project, but reviewing how "the dominos fall" to help foster a safer, stronger, and more livable community.

### About Robb-

Engineering, Architecture and Construction Consultant, Go To Market Thought Leader, Enablement Guru, Teacher and Coach of all things Revenue. Onboarding Specialist. Customer and Employee Journey Mapping Facilitator. Empathy Mapping Guide. Everboarding Evangelist. Rocket Ship Enthusiast.

### EXPERIENCE

**Eaton** - *North American Sales Program Manager, Sales Talent Enablement*

July 2023- PRESENT

Robb onboards and trains all new North American Sales and Marketing Communications at Eaton a Global Fortune 100 Electrical Engineering Firm. Robb onboards and ever-boards new employees and leaders through multiple crucial trainings and educational programs to ensure corporate compliance, along with teaching courses on Electrical Introduction, Electrical Grid 101, and aligning with municipality, state and federal requirements.

**Unanet** - *Director of Sales Enablement, Go To Market*

October 2021 – July 2023

Robb created and shepherded a Sales Enablement, Onboarding and Sales Training Department at Unanet, an ERP Software that serves the Engineering, Architecture and Construction industries. The Enablement department's main goal is to increase sales velocity, increase ARR, and ensure a strong onboarding and everboarding train curriculum for all sales employees.

Basing every aspect of the job on Gap Analyses, Sales Core Competencies and the “See One, Do One, Do One, Teach One” teaching methodologies.

Certified in Sandler, Challenger Sale. Believer in Spin Selling and Meddpic.

**Client Savvy, Raleigh NC** - *Director of Sales and Enablement*

January 2016 - September 2021

Robb built and scaled a Sales Team at Client Savvy, while also serving as the lead consultant to Architecture, Engineering and Construction Clients, identifying client and end-user feedback to effectively steer conversations with stake holders. Client Savvy is a SaaS and Services company selling an Electronic Feedback Tool. The TAM is Architecture, Engineering, Construction, Legal and Fintech firms.

**Netsertive, Morrisville NC**- *Senior Account Executive*

June 2015 - December 2015

- Worked with then pre series A funded company that sold strategic search marketing technology
- 133% Quota Attainment

**Citrix, Raleigh NC**- *Senior Account Executive*

May 2012-May 2015

- Worked from a BDR to the Top Selling Sales Rep for ShareFile business unit.
- 157% Quota Attainment

**Educator and Coach, Public Schools-**

June 2004 - May 2012

- Successful Teacher and Coach

Education-

University of Massachusetts

Amherst, Massachusetts

Bachelors of Arts

**Volunteer Experience**

HOA President (2015-2017) – Hanover Place- Durham NC

Head Coach- Flight 919 Track and Field Club – Holly Springs NC

Candidate for Durham City Council (2017)

Head Coach- Girls Soccer – Parks and Rec (2015-2019)

Holly Springs High School all Sports Booster Club Member



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Anthony

**Last Name \***

Fulgieri

**Email \***

afulgieri@gmail.com

**Address \***

Street Address

408 Cahors Trail

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3 Years

**Subdivision \***

Holly Pointe

**Home Phone \***

5167700372

**Work Phone \***

9199609015

**Current Employer \***

Strata Clean Enegry

**Job Title/Occupation \***

Marketing & Communication Director

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Anthony Fulgieri\_Resume.pdf

53.92KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Served at President on the Syosset Groves Civic Association working with Town Council on large development and rezoning projects affecting the Syosset Groves neighborhood either directly or indirectly.

**List any current or past volunteer activities in which you are/were involved. \***

- Holly Pointe HOA Board Member, Holly Pointe HOA: Secretary (2022), Treasurer (Current)
- President and Founding Member, Syosset Groves Civic Association, Syosset, NY (2017-2020)
- South Grove PTA, Syosset NY, Various Roles and Responsibilities Including, Health and Safety Committee and Heritage Month planning leader, (2016-2020)
- Various volunteer activities in and around the Durham, NC area including; Sleep in Heavenly Peace, NC DOT litter cleanups, Strata Clean Energy Community Outreach programs for education (2020- Current)

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

I aim to be a positive contributor to the realization of a thriving, safe, and sustainable community and work with my colleagues towards accomplishing the following:

**Safe Developments:** Ensuring that all new developments adhere to the highest safety standards is paramount. This includes proper infrastructure and prioritizing emergency services to create an environment where residents can feel secure in their homes and public spaces and utilize all services and amenities that Holly Springs offers.

**Value Addition to the Community:** Every development project should bring tangible benefits to the community. This could manifest in various forms, such as improved public spaces, recreational facilities, or enhanced cultural amenities. Developments should enhance the overall quality of life for current and future residents.

**Promoting Sustainable Growth:** Encouraging growth is important, but it must be done in a sustainable and responsible manner. This means considering factors like green spaces, energy efficiency, and water conservation. By championing sustainable practices, we ensure that Holly Springs remains a desirable place to live for generations to come.

In summary, my vision for serving on the Town Planning Board in Holly Springs, NC, is rooted in a holistic approach to community development. By prioritizing safety, value addition, sustainability, I aim to contribute to the continued growth and prosperity of our town, making it an even better place for current and future generations to call home. In a rapidly changing world, it's important to plan. This includes anticipating technological advancements, demographic shifts, and climate-related challenges.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Anthony Fulgieri*

**Date \***

10/11/2023

**Time \***

3:29:26 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Holly Springs Website

# ANTHONY FULGIERI

516-770-0372 • [afulgie@gmail.com](mailto:afulgie@gmail.com) • [www.linkedin.com/in/anthony-fulgieri/](http://www.linkedin.com/in/anthony-fulgieri/)

## BRAND AND MARKETING PROFESSIONAL

Results-driven professional with proven abilities in developing new products and brands from concept to product launch, building brand awareness, developing and facilitating sales enablement and training, and creating engaging marketing campaigns and presentations, with expertise in:

- Brand Management
- Competitive Analysis
- Contract Negotiations
- Conference Planning
- eCommerce Marketing
- Vendor Relations
- Sales Enablement
- Copy Editing
- Team Management

## PROFESSIONAL EXPERIENCE

**STRATA CLEAN ENERGY, DURHAM, NC**

10/2021 - PRESENT

### MARKETING & COMMUNICATIONS MANAGER

Manage all marketing and communications initiatives across the Strata Clean Energy organization, including all business divisions, recruitment, community outreach, and government relations.

- Initiated and executed company rebranding from Strata Solar to Strata Clean Energy
- Created corporate safety program with internal safety teams including company-wide safety training power-point decks and videos
- Manage Drupal website content, messaging, and news and blogs
- Write press releases for newsworthy business developments and events at Strata and publish to PR newswire
- Collaborate with recruitment and diversity, equity, and inclusion teams to plan and implement employment outreach that recognizes the need for diversity in the clean energy industry
- Create and develop all targeted sales enablement materials including social media, printed and digital brochures for development, EPC, and operations & maintenance business divisions
- Plan and schedule all conferences and Strata hosted events
- Managing full website Wordpress website redesign including all new creative and copy with outside agency

**GLOBAL INDUSTRIAL, PORT WASHINGTON, NY**

4/2013 - 5/2020

### PRODUCT MANAGER (4/2014 - 5/2020)

Managed Workbench, Paints, Maintenance Chemicals, and Safety & Security product categories with combined annual sales of \$50MM. Drove sales up 20% with 325bps margin increase for FY19.

- Conceived and developed new private brand solutions with engineering teams and executed on appropriate go-to-market strategies, sales enablement, and product launch leading to over \$6MM revenue growth
- Collaborated with sales associates and managers to understand customer needs and issues and developed solutions to guide the sales organization in proper product selection for customers
- Created product roadmap plans including gap analysis, product improvement, and new product plans and executed on scheduled target dates
- Oversaw web layout and content (attribute values, images, copy, videos etc.) for each product, pic group, sub category, and category page.
- Completed pricing analysis in Price Manager and negotiated pricing to maintain or increase margins, updated sell prices as necessary
- Wrote html copy, urls, and descriptions for all new items to improve search results and SEO
- Negotiated with vendors for sales rebate agreements
- Responded to all vendor-specific issues including model number changes, phase outs, price discrepancies, MAP issues, and customer service inquiries

### SOURCING MANAGER (4/2013 - 4/2014)

Generated new vendor-vendee relationships and products for industrial and consumer-branded categories with a combined revenue of \$450MM+.

- Negotiated new vendor contracts for payment terms, operational agreements, and product indemnification
- Worked cross-functionally with the product category managers to develop new categories within the company's overall merchandising goals and objectives



**GLOBAL INDUSTRIAL, CONTINUED**

- Created weekly status reports for executive team to communicate progress and identify projects needing solutions
- Traveled to various industry trade shows to find new and innovative products to bring to market

**MSC INDUSTRIAL SUPPLY COMPANY, MELVILLE, NY**

5/2008 - 4/2013

**MERCHANDISING MANAGER**

Managed the development and execution of key product line marketing strategies for products with a total combined revenue of \$120MM+.

- Designed and successfully launched private brand products including restroom towel and tissue, environmentally safer cleaners, industrial and consumer cleaning chemicals, landscaping and facility maintenance, skin care, and pressure washing accessories with sales in excess of 35MM+
- Researched and identified domestic and/or international sources to aid in the successful launch and execution of products that resulted in a 550bps increase in gross margin
- Worked with state and federal environmental agencies to assure compliance for all private brand chemical items
- Team leader for developing training documents for the Product Department and creation and implementation of business rules for process improvements
- Oversaw the creation of private branding documents and worked cross functionally with the marketing department to draft goals and develop effective plans and collateral
- Edited, reviewed and assessed catalogs and website to ensure content was properly presented and complied with company and customer standards and demands
- Developed and implement various field communications for product lines including: Product and Merchandising Business Guide, MSC Notes, and product line updates

**HENRY SCHEIN, MELVILLE, NY**

6/2007 - 5/2008

**PRODUCT CATEGORY SPECIALIST**

Oversaw the assessment and development of product reports for 4 dental categories with combined net revenues of \$250MM.

- Collaborated with Marketing Associate to assess and review new product submissions and determine product eligibility, pricing, and sales forecasts
- Aggressively negotiated buying deals with vendors and coordinated with Inventory Management to solidify logistics of product orders
- Wrote copy of select products for inclusion in the annual merchandise catalog and oversaw the design and layout of product packaging
- Oversaw selection of products to be included in the monthly sales flyers and aided the Marketing Manager and/or Director in creating specialty flyers
- Regularly reviewed products identified by SKU Optimization for stocking, non-stocking, and inventory reviews

**BOOKSPAN, GARDEN CITY, NY**

1/2004 - 6/2007

**MARKETING ASSOCIATE (2/2005 - 6/2007)**

Oversaw marketing initiatives for three direct mail book clubs with a combined net revenue of \$20MM+

- Created and implemented new and existing member monthly catalog promotions
- Actively analyzed and maintained weekly, monthly and annual sales and P&L statements
- Evaluated all first and final mechanicals for all member materials including cycle catalogs, enclosure inserts, direct mail, and print ads

**MATERIALS RESOURCE COORDINATOR (1/2004 - 2/2005)**

Functioned as the liaison between publishers, vendors and the Bookspan creative and editorial teams

- Negotiated secondary rights and usage fees with illustrators, photographers and other agencies
- Developed and implemented key improvements in process and operations

**EDUCATION**

Pace University, New York, NY - **Master of Science, Publishing**

Loyola University, New Orleans, LA - **Bachelor of Arts, Communications & History**

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Scoop

**Last Name \***

Green

**Email \***

scoop.green75@gmail.com

**Address \***

Street Address

928 Avent Meadows Lane

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

19 years

**Subdivision \***

Braxton Village

**Home Phone \***

9196162403

**Work Phone \***

9195943797

**Current Employer \***

YMCA of the Triangle - Alexander Family YMCA

**Job Title/Occupation \***

Facilities Director

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Holly Springs Chamber of Commerce Executive Director 2004 - 2014

Created the Developer's Tour of Holly Springs, partnered with the town in this initiative

Played a vital role in getting a hospital in Holly Springs

Maintained on going dialog with the town manager & economic development department about projects

**List any current or past volunteer activities in which you are/were involved. \***

youth baseball & basketball coach with the town, severed at Hope Community Church, held book drives for

Wake Up & Read, held food drives fore the Holly Springs Food Cupboard

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

Review planning projects that want to develop in town, provide feedback to town staff and/or the development team about the project and its impact on the town. I hope to accomplish in assisting with a more streamlined process of getting projects approved within the town.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Scoop Green*

**Date \***

12/3/2023

**Time \***

3:28:32 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

I learned about town manager and the town council



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Ryan

**Last Name \***

Griffis

**Email \***

ryan\_griffis@hotmail.com

**Address \***

Street Address

4804 Sunset Forest Circle

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

8 years

**Subdivision \***

Sunset Ridge South

**Home Phone \***

9194546582

**Work Phone \***

9194546582

**Current Employer \***

ThermoFisher Scientific

**Job Title/Occupation \***

Sr. Genetic Analysis Solutions Sales Rep

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

RGriffis\_Resume\_2023.docx

29.78KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I have been in sales for the last 7 years; selling into a diverse customer base from Government (NIEHS, EPA, DHHS, etc), Academic (Duke, NC Central, etc) and Biotechs (Amgen, FujiFilm, Seqirus, etc). I am able to easily adapt to the level of those I am working with quickly.

**List any current or past volunteer activities in which you are/were involved. \***

I am currently the Chairman for the Board of Governors for Devils Ridge Golf Club. I have been on the Board since 2019, and the Chairman since Jan 2023.

I am currently the President for the Sunset Ridge South HOA. I have been on the Board since 2020, and the President since Jan 2023. Prior to that; I was on the Architectural Review Committee for the Sunset Ridge South HOA from 2017-2020

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The Town of Holly Springs needs to continue to grow. Growth expands the tax revenue base, which finds the Towns infrastructure, which is needed to keep Holly Springs more desirable than surrounding towns. The Planning Board is the first line in setting the tone for how that balance of growth is managed. The Planning Board needs to take the new development requests, incorporate those into the existing development/infrastructure and layout a proposal for the Town Council that allows for reasonable/strategic growth for the Town... while protecting the interest/investments of current residents and neighborhoods.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

11/8/2023

**Time \***

8:23:23 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

I was referred the link to this position from Chris Deshazor.

**Ryan J Griffis**  
4804 Sunset Forest Cir  
Holly Springs, NC 27540  
919.454.6582  
ryan\_griffis@hotmail.com

**PROFILE:** Energetic and resourceful Biotech Sales Specialist and Manager with experience in the Biotechnology and Clinical Diagnostics Industries. Recognized as a results-oriented leader and problem solver by peers, superiors and customers. Specific qualifications include:

|                                          |                                                        |
|------------------------------------------|--------------------------------------------------------|
| • Managing multiple projects             | • Training and presentation skills                     |
| • Personnel management (7+ Years)        | • Leading/building cross-functional teams              |
| • Project management                     | • Planning and implementation, Lean, 5S                |
| • Articulating customer value            | • Developing and implementing training strategy        |
| • Financial analyses/justifications/ROIs | • Translating customer needs into project requirements |

**PROFESSIONAL EXPREIENCE:**

**THERMOFISHER SCIENTIFIC, Waltham, MA (March 2017 – Present)**

**Sr. Genetic Analysis Solutions Sales Rep**  
**Genetic Analysis Solutions Sales Rep III**

**January 2022 – Present**  
**March 2017 – January 2022**

Manage a field-based territory as the primary account contact, leveraging to complex team of Account Reps, Generalists, Specialists and Product Line Reps. Maintain responsibility for the over-all account performance, with a primary sales focus on instrumentation (Capital Equipment) across the Genetic Analysis Solutions Portfolio.

Key accountabilities include:

- Managed a highly demanding territory consisting of the RTP and the Western half of NC, SC, and VA; including clients in the pharmaceutical industries, government agencies, academic laboratories and high-profile clinical testing corporations.
- Key role to drive the Sequencing and Real-Time PCR business including instruments, reagents and consumables.
- Developed the Thermofisher Scientific instrument installed base within the sales territory (Next Generation Sequencing, Capillary Electrophoresis, RT qPCR and Microarrays).
- Develop a Territory Plan and implement the corresponding action plan to hunt for new business and new customers.
- Set up and undertake complex negotiations; multi-system, instrument and consumables bundles, and in-house financing deals.
- Lead COVID Taskforce for the State of South Carolina during the ramp of 2020, resulted in an 85% market share of all COVID testing in the state.
- Exceeded AOT every year; 2017 thru Present.



## **AFFYMETRIX, Santa Clara, CA (July 2013 – March 2017)**

### **Field Applications Specialist III**

**April 2016 – March 2017**

### **Field Applications Specialist II**

**July 2013 – April 2016**

Manage a field-based territory as the primary support level for Service Providers, Core Laboratories and End User Customers of Affymetrix systems and products.

Key accountabilities include:

- Managed the highly dynamic states of NC, TN, VA and WV; including clients in the pharmaceutical industries, government agencies, academic laboratories and high profile clinical testing corporations.
- Provide in-depth pre-sales, training and troubleshooting support across the entire product portfolio.
- Responsible for all Array Based Products (RUO and Dx) and NGS Based Genotyping Products.
- Manage customer expectations, triage and prioritize requests, and manage my own schedule.
- Member of internal product development Core Teams (representing Service and Support).
- Assist the sales team with pre- and post-sales activities such as presenting seminars and other technical presentations.
- Developed a “Wafer Checker” Tool to identify arrays from a problematic wafer, still in use at LCA to this day.

## **EXPRESSION ANALYSIS / QUINTILES TRANSNATIONAL**

**Durham, NC (September 2010 – July 2013)**

### **Operational Effectiveness / Process Improvement Manager      April 2013 – July 2013**

Manage large scale projects across the organization, delivering global solutions that identify and accelerate operational productivity. Create optimization and efficiency through change and process improvements.

Key accountabilities include:

- Ensuring high quality deliverable generation positively impacting project planning, process management across the organization.
- Direct project analysis, planning strategy and implementation.
- Manage, monitor and report on multiple high priority service projects.
- Finalize project budget and scope of work, meeting or exceeding financial and organizational goals, while ensuring adherence to process.

### **Manager, Global Laboratory Services**

**August 2012 – April 2013**

Responsible for achievement of company revenue and profit goals by delivering array-based laboratory services according to agreed upon timelines and quality goals. Also has responsibility to expand and manage laboratory capabilities in line with the company’s strategic objectives.

Key accountabilities include:

- Leadership and management of the largest portion of a high-throughput CLIA-accredited molecular laboratory.
- Hiring Manager for up to 20 Direct Reports, reduced to 15 Direct Reports by eliminating need for Seasonal Temp Hires.
- Ensure optimal utilization of laboratory resources (people, processes, time, equipment and inventory) to satisfy the goals of Lean Practices and 5S.

- Creating and optimizing process development activities to improve test data quality, decrease turnaround times and reduce costs.
- Source and purchase orders ranging from \$1,000 to \$500,000 per order.

#### **Associate Laboratory Manager**

**May 2011 – August 2012**

#### **Supervisor, Genotyping and Gene Expression**

**February 2011 – May 2011**

Responsible for reorganizing and streamlining the Gene Expression department to decrease turnaround times, increase testing quality and increase profitability.

#### **Specific experiences:**

- Directly supervised 10 Direct Reports, took on role of Hiring Manager for Laboratory Operations.
- Schedule and prioritize resources in Genotyping and Gene Expression to meet agreed upon timelines.
- Developed and implemented several changes that lead to a 36% decreased in Occurrence Reports, reduced the Turn-Around-Time by 26%, along with \$314,000 in annual savings.
- Directly managed \$2.4mil in 2011Q4 (36% of quarterly revenue) to achieve the largest Quarter and \$2.1mil in 2012Q1 (44% of quarterly revenue) to achieve the second largest Quarter in the company's history.

#### **Supervisor, Genotyping**

**September 2010 – February 2011**

Recruited in to stabilize and revamp a department with a 60% annual turnover rate, schedule resources and decrease turnaround times.

#### **Specific experiences:**

- Direct supervision for 3 Direct Reports while adding a 4<sup>th</sup> headcount.
- Developed and implemented schedules for resources; personnel and equipment.
- Manage inventory of client specimens and testing reagents which included over 12,000 samples from 86 client batches, worth just over \$2.2 million.
- Increased assay coverage by 34% by developing a creative and effective training program.

#### **DUKE UNIVERSITY MEDICAL CENTER, Durham, NC (2008 – 2010)**

#### **Manager, Genome Trials Support Facility**

#### **Research Analyst**

**October 2009 – September 2010**

Responsible for converting a grant-supported clinical facility into a self-supporting research laboratory.

#### **Specific experiences:**

- Managed the Genome Trials Support Facility (GTSF), a CLIA and CAP-accredited laboratory, including Supervision of 2 Lab Techs.
- Coordinated with Physicians, Research Coordinators, Research Nurses and Study PIs to ensure samples are adequately obtained and on schedule for patients with five Phase II and one Phase III In Vitro Diagnostic (IVD) based Clinical Trials.
- Developed research business leads that resulted in a gross profit of \$36,225.00 of the \$44,474.50 billed.
- Responsible for training outside sites on proper tissue collection either in person or via phone conference to ensure sample quality during Site-Initiation and Site-Expansion visits.

**Research Technician II****June 2008 – October 2009**

Specific experiences:

- Developed research business leads that resulted in a profit of \$6,417.00 of the \$7,878.34 billed.
- Interacted with physicians and patients to discuss the biopsy collection for clinical trials.

**UNITED STATES AIR FORCE (1999-2005)****NCOIC, Combat Weapons****NAS Keflavik, Iceland (Director Level)****May 2004 – June 2005****Combat Weapons Instructor****Andersen AFB, Guam (Manager Level)****October 2002 – May 2004****Lackland AFB, San Antonio, TX****May 1999 – October 2002**

**EDUCATION: Bachelor of Science in Biochemistry, May 2008**  
North Carolina State University, Raleigh, NC  
Minor in Genetics

**RECOGNITIONS:**

- **ThermoFisher Scientific**
  - Sales Achiever; 2018, 2019, 2020, 2021, 2022
  - Sales Master; 2020, 2022
  - Sales Advisory Council; 2020-2023
  - Planning Committee – Annual Commercial Meeting & Mid-Year Sales Meeting; 2020-2023
  - Sales Force Effectiveness Task Force, CE Task Force, BioTech Task Force
- **Devils Ridge Golf Club** – Board of Governors, 2018-Present
  - **Chairman of the Board** – Jan 2023-Present
- **Griffis Construction Company** – Owner, President, 2018-Present
- **Sunset Ridge South HOA** – Board of Directors (804 home community, 548 acres)
  - **Board President** – Jan 2023-Present

**PUBLICATIONS:**

Barry WT, Kernagis DN, Dressman HK, Griffis RJ, Hunter JD, Olson JA, Marks JR, Ginsburg GS, Marcom PK, Nevins JR, Geradts J, Datto MB. Intratumor heterogeneity and precision of microarray-based predictors of breast cancer biology and clinical outcome. J Clin Oncol. 2010 May 1;28(13):2198-206.



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Heidi

**Last Name \***

Hendricks

**Email \***

heidihendricks7@gmail.com

**Address \***

Street Address

309 Chrismill Ln

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3 years

**Subdivision \***

Sunset Ridge

**Home Phone \***

301-848-5970

**Work Phone \***

301-848-5970

**Current Employer \***

Colorado Federal Savings Bank

**Job Title/Occupation \***

Appraisal Manager

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Bachelors degree in Business Administration from Elon University. I have worked in the mortgage/banking industry for 14 years but for the last 6 years the bank I work for focuses on construction and development. We work with developers all over the country, seeing everything from small residential projects, mid-range commercial projects to massive mixed use projects over a \$100 million. Overseeing our appraisal department I am very familiar with zoning code and its importance.

**List any current or past volunteer activities in which you are/were involved. \***

My primary volunteering has been through our church and Pine Springs Preparatory Academy where 2 of my children currently attend. It takes a lot of willing hands to help a church, a school and a town run at the highest threshold. I am looking to grow deeper roots here in Holly Springs and have been searching for the right place serve. I am glad I came across this opportunity in the news letter as it seems there is even a place for someone who looks at zoning, construction plans and tax abatements every week.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

If on this board it would be my responsibility to consider zoning and development related items, and make recommendations to the town council based on consideration of various perspectives, while keeping a larger vision for Holly Springs at the forefront. Many folks do not realize how important zoning and development decisions are to their town. What I hope to accomplish is simply offering well thought through recommendations to our town council. Development is exciting but it can completely change the DNA of a town if not done carefully. Holly Springs has made a name for itself and we couldn't be happier living here. I hope to help make recommendations that will benefit this town while not losing sight of our small-town, family friendly charm.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☒ Yes

☐ No

**Please explain the potential conflict of interest. \***

I do not anticipate any conflict of interest as it would be highly unlikely, but I do want to disclose again that I work for a bank that works in the construction and development industry. We do not have any loan officers even in the state of North Carolina so it would be highly unlikely to be connected to any potential projects here. I am also not personally involved with the lending side of the bank and do not receive any commission. Holly Springs is a town that my family and I hope to be in for a very long time. If anything, being involved in this industry leads me to take a cautious approach to development. My motivation is strictly to serve in an area for which I have some experience. Again, I do not anticipate any conflict of interest and only make note of this for full disclosure.

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes

☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

10/6/2023

**Time \***

11:55:54 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Through the HS news letter.

# Application to Serve on Planning Board



## Applicant Information

First Name \*

Joanna

Last Name \*

Holder

Email \*

joholder0608@gmail.com

Address \*

Street Address

101 Ocean Jasper Dr

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

How long have you lived in Holly Springs? \*

3.75 years

Subdivision \*

Stonemont

Home Phone \*

7045775235

Work Phone \*

9196406170

Current Employer \*

Sports Endeavors

Job Title/Occupation \*

Vice President People & Culture (Human Resources)

I reside within the \*

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

Upload a resume or other supplemental documents (optional):

Joanna Holder Resume 2023.pdf

41.33KB

Have you served on this board in the past? \*

☒ Yes

☐ No



**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I have a Masters in Business Administration and Bachelor's degree in Corporate Communication. As an HR Professional and Vice President I am well acquainted with making decisions that impact a large amount of people with diverse interests. I have extensive experience in creating, interpreting and modifying policies. Additionally, my career has provided decades of experience with employment law and interpreting practices to align with governmental expectations.

As a current Planning Board member since 2021 I have gained significant experience and knowledge that adds value to the committee. Familiarity with community needs and experience as a prior petitioner allow me to identify gaps and explore solutions real time. I enjoy serving the town and the work of the committee continues to engage me.

I mentioned my prior experience as a petitioner to the Planning Board. During 2020 I submitted a request to alter the town's previous UDO regarding fencing height on corner residential lots. As a citizen I asked for a variation from the Board of Adjustment to the UDO fencing (and missed by one vote) and then went on to file an amendment to the UDO text regarding fencing. I gained the support of the Planning Board (with a revision) and the support of the Town Council. This section of the UDO was changed on October 20, 2020.

**List any current or past volunteer activities in which you are/were involved. \***

I have served as a Wake County School volunteer and a board member of the Franklin County Boys and Girls Club in the past. Most recently I was the Membership Chair for the Triangle Society of Human Resources chapter.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The responsibilities of the board are to evaluate the development opportunities for Holly Springs for compatibility with the UDO and Future Land Use and Development Plan and make recommendations to the Town Council. I hope that as continuing as part of the board I can help evaluate developmental requests thoroughly from all citizen perspectives and provide thoughtful considerations on behalf of the residents of Holly Springs. Most importantly I hope to contribute meaningful with other town volunteers and staff to ensure the future of Holly Springs is vibrant and inclusive for all citizens.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes

☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***



**Date \***

11/21/2023

**Time \***

3:45:55 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

I am on the Planning Board

## **JOANNA HOLDER, MBA, SPHR, SHRM-SCP**

Holly Springs, NC 27540  
joholder0608@gmail.com  
(704) 577-5235 (mobile)

### **HUMAN RESOURCES EXECUTIVE**

Dynamic Human Resources executive with significant experience partnering with various businesses to implement people strategies that drive measurable results. Over twenty (20) years of variable size, industry and multi-state organizations, I find great satisfaction in discerning strategic initiatives of a company and implementing relevant people solutions to accelerate performance. Broad agility to operate both strategically and tactically through operational execution grounded in deep functional experience in Employee Relations, Diversity & Inclusion, Engagement, HR Business Partnering, Learning & Development, Talent Acquisition, HR Operations, HR Information Systems, Compliance and Change Management.

### **WORK EXPERIENCE**

#### **Sports Endeavors, Hillsborough, NC**

**2022 - Present**

*A family-owned company since 1984 with private equity partner since 2022. Sports Endeavors outfits sports teams, players, parents coaches and fans around the world. The family of brands includes the largest soccer specialty retailer, Soccer.com along with WorldSoccerShop and 431 Sports.*

##### Vice President, People & Culture

Lead the Human Resource function by developing and executing human capital management strategy in support of the organization's overall business plan and strategic direction. As a member of the senior leadership, work closely with leaders and team members in developing integrated programs with a focus on people transformation while directing the planning, development, and implementation of relevant programs.

#### **North Carolina Football Club, Cary, NC**

**2022**

*The parent organization of the North Carolina Courage (first division women's pro soccer team playing in the NWSL) and the North Carolina FC (third division men's pro soccer team playing in the USL League One).*

##### Chief People Officer

Senior HR executive leading the organizational culture, diversity, inclusion, and growth initiatives of the North Carolina Football Club. Architect company's talent strategies and workplace initiatives for all staff and players. Oversee traditional HR responsibilities including compensation, benefits, and performance management.

#### **Freight Handlers Inc, Fuquay-Varina, NC**

**2018 – 2021**

*Privately held company providing warehouse labor solutions across 22 states;;,500+ associates.*

##### Senior Vice President, Human Resources

Senior HR executive aligning business objectives of the executive leadership team and senior operations management with HR best practices. Oversight of complete human resources team of 32 comprising talent acquisition, employee relations, compensation, benefits and HRIS. Navigate complex, rapid growth amidst customers' physical work environments. Transform delivery model from centralized HR service delivery model to a hybrid regional, remote based model that resulted in meaningful and measurable results to the company.

- Introduced and implemented employee engagement initiative that created common culture and expectations for leaders across company reducing turnover by 18% in twelve months.
- Transitioned HR system from ADP Enterprise to Workday within 7 months, rolling out several modules including HCM, Recruiting, Talent, Benefits and Absence while converting to weekly payroll.

**Bob Barker Company, Fuquay-Varina, NC****2016 – 2018**

*Family-owned company providing a wide range of correctional facility needs through in-house manufacturing and global sourcing.*

Director, Human Resources

Head of Human Resources responsible for strategy and operations of HR for a mid-sized, multi-state distributor of detention supplies with over \$100 million in revenue. Partnered with company owners and executive team to drive strategies focused on talent development and succession planning. Design and oversee engagement initiatives and ensure compliance with regulatory requirements such as affirmative action and the Affordable Care Act. Monitor effectiveness of benefits and compensation programs.

- Achieved one of the Triangle's Best Places to Work awards.
- Successfully implemented Ultimate Software resulting in increased quality and efficiency of service

**Novant Health, Inc.****Jul 2004 – Mar 2016**

*Not for profit health system spanning four states in the Southeastern United States.*

Director, Human Resources – Greater Charlotte Market (2013 - 2016)

Direct consultant to senior leaders in matters relating to workplace culture, leadership development, and capitalizing on human labor for successful business results in 9,000+ team member region. Responsible for operational level implementation of HR related system plans and programs through staff of 7 HR Business Partners. Identify market-wide and service line trends and needs and collaborate with business leaders and internal HR partners to ensure alignment toward successful strategic outcomes for that group. Coach team on consulting methodology to influence leaders to create and sustain high performing, fully engaged teams.

Director, Human Resources & Support Services – Triangle Market (2010 – 2013)

Moved to Raleigh, NC to support an emerging market for Novant Health. Responsible for delivery of Human Resources market wide and senior leadership of all support services (IT, Housekeeping, Plant Engineering, Laboratory, Medical Records, Dietary) totaling 7 direct reports and 60 indirect reports.

Director, Employee Relations, EEO & Diversity – Greater Charlotte Market (2006- 2010)

Responsible for Employee Relations, EEO & Diversity function for market approximately 9,000 employees supervising six staff members. Align performance and behavior among all levels with organizational strategy and effective human capital practices. Examine retention and satisfaction of employees and support senior leaders in evaluating systematic opportunities for improvement. Led diversity process in region; head of Diversity Action Committee, Member of Corporate Diversity Council. Investigate, respond and represent organization in external labor charges and oversaw internal complaint process.

Employee Relations Coordinator (2004 - 2006)

Strategic Human Resources partner for Physician practice group and Nursing areas at Presbyterian Healthcare. Led ad hoc group of Diversity Action Committee in creation and presentation to the Novant Executive team of same-sex domestic health partner benefits. Diversity facilitator for both staff and leader sessions.

**EDUCATION AND TRAINING**

**Masters of Business Administration (MBA)**, Wake Forest University

**Bachelor of Speech Communication (BS)**, Corporate Communications, University of Texas at Austin

**PROFESSIONAL CERTIFICATIONS AND AFFILIATIONS**

Senior Professional in Human Resources (SPHR), Human Resource Certification Institute (HRCI)

SHRM Senior Certified Professional (SHRM-SCP)

Six Sigma Green Belt certified (CSSGB) – by American Society for Quality (ASQ)

Strategic Workforce Planner (SWP), Human Capital Institute

Strategic HR Business Partner (sHRBP), Human Capital Institute

Certified to administer Myers Briggs Type Indicator (MBTI)

Certified in Behavioral Interviewing Techniques (Targeted Selection and Targeted Selection Quick Hire)

Project Management Facilitator & 7 Habits of Highly Effective People Trainer, Franklin Covey



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Sara

**Last Name \***

Kempin

**Email \***

sarakempin@gmail.com

**Address \***

Street Address

204 Sycamore Creek Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

USA

**How long have you lived in Holly Springs? \***

20 years

**Subdivision \***

Holly Glen

**Home Phone \***

(919) 552-4571

**Work Phone \***

(919) 272-1308

**Current Employer \***

North Carolina State University, Wilson College of Textiles

**Job Title/Occupation \***

Administrative Assistant

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Administration resume 6.6.23.docx

22.12KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

- Ability to understand technical and legal information and procedures quickly and convey that information to news media, elected and appointed officials, law enforcement, and the general public through spoken and written communications.
- Worked as staff to politically appointed boards with State of North Carolina and supported County appointed boards.
- Developed communications plans to explain technical subjects to a variety of stakeholders (including state and local officials, law enforcement, news media and general public).
- Served as a spokesperson for the State of North Carolina, working directly with local, state, national and international news media.
- Developed outreach and event plans (often with large budgets) to communicate with the public and build a team spirit among employees.
- 

**List any current or past volunteer activities in which you are/were involved. \***

- Created and lead the Holly Glen Community Watch for 6 years (from 2006-2012).
- Volunteered with the Holly Springs Food Cupboard, delivering meals for 18 months during the pandemic.
- Volunteer with Main Street Kitchen for 10 years-delivering home-cooked meals once a month to more than 500 people in the Fuquay-Varina and Holly Springs communities.
- Currently serve as co-coordinator of the usher ministry at Fuquay-Varina Methodist Church for 11 years and serve as an usher for almost 30 years.
- Served as Colorguard and Band Mom/chaperone with the Holly Springs High School Marching Band from 2017-2021.
- Served on the Board of the Robodogs Robotics FRC team at Southeast Raleigh High School from 2013-2017. During that time, I helped plan and hold 2 large robotics tournaments at the high school-each of which drew thousands of people.
- Helped start the Holly Grove Elementary PTA when the school first opened in 2006 and served as their VP of Communications.
- Worked in the Covenant Community Garden at Fuquay-Varina Methodist Church for 8 years. This garden supplies about 1,500 lbs of fresh, organic produce to the Fuquay-Varina Emergency Food Pantry.
- Student and assistant at Kim's Yong-In TKD in Holly Springs for 11 years, attaining the rank of 3rd degree blackbelt and serving as a student leader-helping my fellow students learn skills and achieve their goals.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The Planning Board reviews development plans and rezoning requests to help ensure that laws and guidelines are being followed. The Board also examines impacts of those requests on the quality of life in the town and existing services and infrastructure. There are strict rules and guidelines that the Planning Board must follow and make its recommendations within. If appointed, I hope to bring a spirit of public service to constructively address some of the growing pains that all of this rapid development is producing. As a resident of Holly Springs for 20 years, I have served my neighbors in many capacities, and I now have the time to devote to this even larger role and serve the town as a whole.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Sara Jane Kempin*

**Date \***

10/29/2023

**Time \***

4:49:20 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

The town's website.



# Sara Kempin

Holly Springs, NC 27540 - (919) 272-1308 [sarakempin@gmail.com](mailto:sarakempin@gmail.com)

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## Skills and Expertise:

- **Office Management:** Responsible for day-to-day operations of a 60-person business office, including managing vendor and property management contracts. Organize and maintain files, process and distribute mail, order supplies and stock office, maintain employee desk booking and keyfob entry systems. Received OSHA 300 Certification for office safety functions. Handling HR onboarding and offboarding tasks.
  - **Internal Communications:** Serve as primary point of contact for C-suite executives, employees and members of the general public. Plan strategies and execute communication strategies to build the internal culture through Healthy Initiative and Wellness programs, online and virtual events, the Workplace social platform, and corporate newsletter.
  - **External Communications:** Develop messages to support program goals and broadcast those messages through various channels including news media, FAQ sheets, websites, and community meetings to diverse audiences.
  - **Crisis Communications:** Supervised operations of the central information hub of the State Emergency Response Team during natural disasters and nuclear preparedness drills.
  - **Project Management:** Initiate, develop and drive complex annual communications and event projects with a total annual budget of \$150,000 on tight deadlines, and with multiple vendors. Responsible for designing, developing, and managing an entire year of employee events and initiatives including designing, establishing, and managing the budget, negotiating contracts with large vendors like PNC Arena, facilitating, and executing all events.
  - **Supervision:** Supervised employees in developing communication campaigns and drafting support materials including press releases, brochures, website content, and video content, etc. Also, supervised up to 12 people in the State's Join Information Center in the compiling and verification of information, development of up to 3 Governor's Press Briefings per day, preparation of numerous press releases per day, and conducting news media interviews.
  - **Event Planning:** Developed entire year's schedule of events including complex employee, media and public events, business meetings, wellness programs, townhall meetings, public forums, press conferences, and social events. All events support corporate goals or public initiatives that build morale or educate employees and the public.
  - **Diversity, Equity, and Inclusion:** As part of the People and Culture team, develop annual initiatives and drive strategies and programs to enhance our corporate culture of diversity, equity, and inclusion.
  - **Purchasing:** Utilize the NC State University Purchasing System to procure supplies and chemicals for more than two dozen professors and graduate students to conduct research.
- 

## Work Experience:

**Administrative Assistant** | July 18-present

**Wilson College of Textiles, Technology, Engineering, Chemistry and Sciences Department, at North Carolina State University**

- *Purchasing:* Use the NC State University procurement system (Marketplace) to order, receive and track supplies and testing materials for more than one dozen research labs in the Department. Responsible for ordering thousands of dollars of materials and tracking hundreds of packages.
- *Scheduling:* Schedule and plan Department meetings and events, and keep a calendar to schedule our Department's four conference rooms.
- *Travel and reimbursement:* Help students purchase tickets, make conference registrations and submit forms to attend professional conferences and event.

- *Writing and developing office procedures:* Developing, improving and writing standard operating procedures for the administrative functions in our office and developing procedures and instructions so that students can independently check out keys and office supplies and equipment.

**Office Assistant |** January 18, 2022 – June 5, 2023

**PCLaw Time Maters:** A fast-paced developer of legal billing software and subsidiary of LEAP global.

- *Office management:* Manage office environment for 60 people, including negotiating, reviewing and managing contracts for plants, cleaning and repair services, and ordering supplies and catering for on-site events. Process mail, order supplies and keep breakroom stocked. Maintain keyfob entry and desk booking management systems. Annual budget: \$20,000.00.
- *Office Admin to CEO and VPs:* Plan and develop programs, research and negotiate contracts with potential meeting venues, and execute administrative tasks. Coordinate docusign process for contracts and other documents. Handling of HR offboarding and onboarding tasks.
- *Event planning:* fully responsible for developing, researching, establishing, managing, implementing, and advertising the annual schedule of events for the US and Canada with goal of engaging staff through a mix of virtual and in-person events throughout the year. Annual budget: \$150,000.00.
- *Employee Engagement and recognition:* Manage programs that recognize employees for birthdays, work anniversaries, employee of the month, and other achievements. Includes researching, negotiating, and managing gift platforms such as Bucketlist and Snappy.com, and selecting and ordering individual gifts to celebrate personal employee milestones (weddings, bereavement flowers, etc.) Annual budget: \$60,000.00.
- *Career Talks Initiative:* Develop and implement a speaker program called Career Talks that enables executives and managers from other LEAP entities to speak directly to P|T employees about their company's vision, culture, and available employment opportunities for P|T employees. This involved coordination with managers and executives across LEAP global companies.
- *Wellness programs:* Develop, manage, and facilitate a yearly plan of wellness events including webinars, and wellness challenges - providing opportunities for staff to engage virtually and in-person with a variety of health-related topics. Examples include a webinar on goal setting, an online cooking class led by a fellow employee, competitive step challenges, and on-site chair massages at both offices. Annual budget: \$2,000.00.
- *Diversity, Equity and Inclusion:* Research, establish, drive and facilitate yearly DE & I plan for both US and CA with a goal of providing a safe space for interested individuals to learn, ask questions and explore diverse topics including major events, holidays and historical facts.
- *Quarterly newsletter and other communications:* Manage the publishing of our quarterly newsletter, by setting publishing schedule and deadlines, coordinating and editing articles for C-suite executives, researching and writing HR content, creating digital layout, and delivering to staff. Design and implement drip publicity campaigns and post events and announcements on the Workplace platform, research and develop content for the DE&I initiative and write and edit a Standard Operating Procedure that documents and standardizes all office procedures.

**Deputy Director of Public Affairs |** 1998-2001, and **Public Information Officer |** 1996-1998

**NC Department of Crime Control and Public Safety:** NC State cabinet-level agency with 2,400 employees in 9 divisions, including: NC State Highway Patrol, NC National Guard, and NC Division of Emergency Management.

- *Advise and develop strategic programs:* Advise cabinet level officials about public affairs issues and work with them to develop strategies to educate the public about public safety issues and Department initiatives. Examples include Aggressive Driving Campaign, Booze It and Loose It Campaign, the Nuisance Abatement Program, and numerous crime prevention initiatives.
- *-Supervision during Emergency Response Situations:* I supervised the Joint Information Center of the State Emergency Response Team (the primary response mechanism for the State of North Carolina for natural disasters) when it activated. In this capacity, I supervised up to 12 people compiling, verifying and disseminating

critical information on extremely tight deadlines to produce numerous press releases and conduct many news media interviews. I also supervised the development/implementation of at least 2 Governor's briefings/press conferences per day during an activation that could stretch for 2-3 weeks or longer.

- *-Supervision:* I supervised employees in developing communication campaigns and drafting support materials including press releases, brochures, website content, and video content, etc.
- *Event planning:* Initiate, develop and implement public and media events to educate the public about critical health and safety issues and Department initiatives and goals. These events include press conferences and emergency briefings, media interviews with cabinet-level officials, law enforcement ride-alongs with reporters, and coverage of law enforcement operations by news media.
- *Writing and Editing:* Research and write numerous publications to support public safety initiatives and educate the public on safety issues. These publications include brochures, newsletters, press releases, media advisories, FAQ sheets, handouts, and website copy.
- *Speech writing:* Research, write and edit numerous speeches and talking points for the Governor and cabinet level officials to use at press conferences, speaking engagements, emergency briefings and media interviews.
- *Crisis Communications:* Supervise operations in the Joint Information Center of the State Emergency Response Team. Oversee 5-10 people and ensure that information flowing through our office is verified and provided quickly to news media in a coordinated manner through news briefings and press releases.
- *-Interdepartmental Liaison:* I served as liaison with the Governor's Press Office and numerous other divisions and cabinet level agencies and executives.

#### **Public Information Officer | 1989-1996 NC Low-Level Radioactive Waste Management Authority, NC Department of Administration**

- *Event Planning:* Plan and implement more than 100 public forums, press conferences, hearings, and community information sessions throughout the state. Crowds at individual events ranged from 12 - 1,000.
- *Writing and editing:* Translate technical subjects into easy-to-understand content for newsletters, brochures, press releases and handouts.
- *Advised politically appointed officials:* Help members of our state board prepare for public speaking engagements, press interviews and public question sessions.

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#### **Education:**

**BA in Communications with a Concentration in Public relations | North Carolina State University**

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#### **Computer/Technical Skills:**

Salesforce (CRM) | MS Office 365 | Microsoft Excel | Workplace-an internal social media platform | Envoy desk booking system | Net 2 Access Control - security system for office access | Microsoft Sway | Snappy gift platform | Bucketlist gift platform | Bamboo HR platform | knowledge of LEAP and PCLaw as a user | Marketplace (NC State University purchasing system)



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Craig

**Last Name \***

Kessler

**Email \***

craig.h.kessler@gmail.com

**Address \***

Street Address

308 Midden Way

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

5 years

**Subdivision \***

Rhamkette Village

**Home Phone \***

5165518121

**Work Phone \***

5165518121

**Current Employer \***

Industrial Scientific

**Job Title/Occupation \***

Senior Product Marketing Manager

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I am currently on two Holly Springs committees and am looking to expand my experience in other town boards. I have met with town council and review meetings online to stay in the loop. I'm an active member of the community and want to have an active voice in making recommendations that fit within the towns plans.

**List any current or past volunteer activities in which you are/were involved. \***

I am on the Holly Springs Downtown Village District Planning Committee and on the Parks and Recs Board. I also am the VP, Marketing for the North Carolina Project Management Institute.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The responsibilities include making recommendations to the town council on proposals relating to rezoning and other development requests that can be matched with the upcoming approval of town plans. As an active member in other committees, I see this as a natural next step in getting more involved with the town I love and experience I can gain.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes ☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Craig Kessler*

**Date \***

10/12/2023

**Time \***

9:09:49 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Facebook Post

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Rick

**Last Name \***

Madoni

**Email \***

rmadon01@yahoo.com

**Address \***

Street Address

2801 Mills Lake Wynd

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

USA

**How long have you lived in Holly Springs? \***

15 years

**Subdivision \***

Logan's Manor

**Home Phone \***

919-608-2304

**Work Phone \***

919-608-2304

**Current Employer \***

Verizon

**Job Title/Occupation \***

Project Manager for One Fiber

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

RichardDMadoni Resume 010223.docx

35.63KB

**Have you served on this board in the past? \***

☒ Yes

☐ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

Active member of the Holly Springs Planning Board since 2018 (Vice-chair since 2022). Planning Board representative for Land Use Advisory Committee. Planning Board representative for the Holly Springs UDO Steering Committee, 2021. Planning Board representative for the CTP Technical Steering Committee, 2021. President of Logan's Manor HOA, 2020-2022. Former member of the Board of Adjustment from 2015-2018. As an RF Engineer, I was an active participant in multiple planning and zoning meetings. As an attorney, took multiple local government classes. I've also lived on both sides of Holly Springs, 9 years in Holly Glen on the western side of NC55, and 6 years on the east side in Logan's Manor. So I have a good idea about issues on both sides of town.



**List any current or past volunteer activities in which you are/were involved.\***

Current: Planning Board and President of Logan's Manor HOA. Past: Volunteer soccer coach for Holly Springs Parks and Recreation; Habitat for Humanity; Adopt A Highway; Wills for Heroes; USO; Beach Cleanup

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

To encourage the smart growth of Holly Springs, while maintaining the small town atmosphere. To help ensure growth does not outpace infrastructure. To enhance the daily lives of Holly Springs residents by promoting a sense of community. To help continue to make it a great place to live and raise children. To represent and serve the town as a resident that loves Holly Springs.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned.\***

*Rick Madoni*

**Date \***

11/10/2023

**Time \***

1:58:30 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Web, email

# RICHARD D. MADONI

(919) 608-2304

2801 Mills Lake Wynd  
Holly Springs, NC 27540

[rmadon01@yahoo.com](mailto:rmadon01@yahoo.com)

## SKILLS AND STRENGTHS:

- Project Management
- Customer Satisfaction
- Conflict Management
- Priority Setting

## PROFESSIONAL EXPERIENCE

### Verizon – Raleigh, NC, 2014-Present

#### *Project Manager*

- Led the One Fiber deployment for Raleigh and Durham.

#### *Senior Radio Frequency Engineer*

- Led the 5G and 4G design of small cells and macros in a wireless phone network for Greensboro, Raleigh, Fayetteville and Wilmington.
- Managed multiple projects at a time.
- Project managed design and modification projects from conception to implementation.
- Worked with various teams to establish and implement processes and procedures for handling the new small cell program.
- Strong working relationships with Operations, Transport, RF, Construction, Equipment, System Performance, Project Management, Real Estate, external turn key vendors and external site acquisition vendors.

### Kacvinsky Daisak Bluni PLLC – Morrisville, NC, 2013-2014

#### *Patent Associate*

- Prepared and prosecuted patent applications before the United States Patent & Trademark Office.
- Focused on wireless and electrical patent applications.

### Attorney at Law – Holly Springs, NC, 2008-2014

#### *Attorney*

- Successfully represented individuals charged with traffic violations in court. Provided skilled legal advocacy on their behalf.
- Drafted wills, health care powers of attorney, and durable powers of attorney for individuals and families.

### Ericsson – Morrisville, NC, 2013

#### *Radio Frequency Engineer*

- Monitored and performed troubleshooting of Sprint network.
- Led team with design of new sites, outdoor DAS deployment, and temporary site moves.

### Silver Spring Networks – Holly Springs, NC, 2012-2013

#### *Field Engineer*

- Managed deployment of smart grid network in North and South Carolina.
- Completed troubleshooting of network problems, performed radio frequency coverage tests, and gathered survey data.

### Verizon Wireless – Pittsburgh, PA, 2011-2012

#### *Radio Frequency Engineer*

- Led design of wireless phone network for Western Pennsylvania and Eastern Ohio.
- Managed more than 300 projects at a time.

**SPX Communication Technology – Raleigh, NC, 2010-2011***Network Planning Engineer*

- Completed design of new mobile phone networks around the world.
- Managed field engineers and supported customers by providing key performance indicators and presentations.

**Ellis & Winters – Cary, NC, 2009-2010***Contract Attorney*

- Assisted litigation team during discovery process in corporate contract matters and corporate IP matters.
- Reviewed more than 67,000 documents for relevance in contract litigation and IP litigation using e-discovery software.

**Sprint – Cary, NC and Pittsburgh, PA, 2000-2010***Radio Frequency Engineer*

- Led Pittsburgh and Raleigh teams for more than 10 years with the design of their networks.
- Project managed projects from conception to implementation.
- Assisted manager in business proposals by completing justifications through market data, population, and customer complaints.
- Supported delivery for customers and worked with the other teams to ensure speedy and accurate results.
- Managed market and employees when manager was on vacation.
- Constantly learned new technologies and skills.
- Trained and supervised employees.
- Created and gave presentations on reducing costs and utilizing new tools.
- Recognized by management for repairing departmental relationships by establishing positive relationships and communication.

**United States Steel - Dravosburg, PA, 1998***Electrical Engineer, Cooperative Education Student*

- Coordinated interactions between the Process Control Department and manufacturing personnel for the Pickle Line.
- Performed routine maintenance procedures on control systems.
- Attended and participated in team meetings.

**EDUCATION****Duquesne University School of Law - Pittsburgh, PA***Juris Doctorate, 6/05*

- Duquesne Intellectual Property and Technological Law Society (President 03-04)
- Duquesne Chapter of the Federalist Society (President 04-05; Secretary 03-04)

**The Pennsylvania State University - University Park, PA***Bachelor of Science in Electrical Engineering, 12/99*

- Lambda Sigma Honors Society
- Institute of Electrical and Electronics Engineers

**BOARD MEMBERSHIPS**

Member of the Planning Board for the Town of Holly Springs, 2018 – Present (Vice-chair 2022-2023)

- Comprehensive Transportation Plan Steering Committee Representative, 2021
- Unified Development Ordinance Steering Committee Representative, 2021



- Land Use Advisory Committee Representative, 2023-Present
- President of Logan's Manor Home Owner's Association Board, 2020 - 2022  
Member of the Board of Adjustment for the Town of Holly Springs, 2015-2018  
Pine Springs Preparatory Academy Finance and Facilities Committee, 2023-Present

## **CERTIFICATIONS**

PMP – Project Management Institute, 2020

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Brian

**Last Name \***

McCormick

**Email \***

brian@anson-street.com

**Address \***

Street Address

100 Brightling Way

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

USA

**How long have you lived in Holly Springs? \***

Nearly 7 years

**Subdivision \***

Wescott

**Home Phone \***

910-640-7916

**Work Phone \***

910-640-7916

**Current Employer \***

Medicom Technologies, Inc

**Job Title/Occupation \***

Vice President of Finance

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

After spending 9+ successful years in the investment banking industry (beginning in RTP before relocating to NYC), I've spent the last 7.5 years with three early/growth stage companies in the Triangle region as a Finance and Strategy executive. I have an MBA from Syracuse University, Bachelors degree from UNC-Wilmington, both with concentrations in Finance, and am currently working on a Masters of Taxation at Mississippi State University.

From a personal perspective, I have a young family (including a daughter in 6th grade and I've resided in Holly Springs for nearly 7 years now, where I plan to maintain my primary residence for the foreseeable future.

**List any current or past volunteer activities in which you are/were involved. \***

I've taken part in various philanthropic events over the years. Organizations that I've done work with in the past include CENC Food Bank (Durham) Junior Achievement (Wilmington), Habitat for Humanity (Raleigh), City Harvest (NYC), and the BARC Shelter (Brooklyn) among others.

I've also had the opportunity to mentor young professionals through programs led by my employers and other organizations.

That said, I am seeking to become more intentional with respect to my involvement in my community, taking an active role in its development and growth. I believe an opportunity such as the Planning Board for Holly Springs is an excellent chance to "give back" some of the skills and professional experience that I've been fortunate to obtain over the course of my career while also becoming a better-educated and more meaningful contributor to our town and its success.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

As noted in the previous question, I see the Planning Board as an integral part of our community's growth and development and I would love the opportunity to not only contribute the skills and experience that I've gained as a professional and parent, but I am also seeking the chance to become a more informed member of our community and play a role in its continued growth and success.

Holly Springs has clearly been in hyper-growth mode for a while now, and while such a situation presents incredible opportunity, I know that it can also present many challenges – I've seen this first hand as an executive in rapidly growing startups and early stage companies.

Just as I have attempted to do professionally, I would love to bring a holistic, well-informed and highly thoughtful approach to the Planning Board for Holly Springs, in an effort to not only maintain our current growth trajectory, but ensure that we're facilitating sustainable growth for our community and all who are a part of it.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Brian McCormick*

**Date \***

12/4/2023

**Time \***

5:07:54 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Facebook



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Carl

**Last Name \***

Mulfinger

**Email \***

carl.mulfinger@gmail.com

**Address \***

Street Address

501 Redhill Road

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

5 1/2 years

**Subdivision \***

Sunset Oaks

**Home Phone \***

9193499262

**Work Phone \***

9193499262

**Current Employer \***

Retired

**Job Title/Occupation \***

Former Application Software Business Consultant - currently community theatre actor

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I have a degree in Sociology from Washington University in St Louis as well as an MBA - Finance from UMSL. My consulting work involved business process identification and improvement attempting to lineup a clients needs with the software package functionality. This involved balancing adherence to existing rules with flexibility to discuss change.

**List any current or past volunteer activities in which you are/were involved. \***

Sunset Oaks Landscape Committee.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The Planning Board is responsible for reviewing & making recommendations to the Town Council on proposals for rezoning, development-related requests, and changes to the Town's zoning regulations and comprehensive plan. I hope to assist in analyzing the proposals for rezoning and facilitate discussion where necessary to lead to compromise on development related requests and zoning changes. I want to see Holly Springs grow successfully and responsibly. My wife Bonnie and I moved to Greensboro in 1995, Cary in 1999 and saw how growth was handled in those places. We moved to Holly Springs 5 1/2 years ago to downsize to our "last house". We hope to be part of Holly Spring's continued success.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes ☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Carl Huffinger*

**Date \***

11/30/2023

**Time \***

7:34:10 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Holly Springs Facebook page.

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Tom

**Last Name \***

Mulligan

**Email \***

jn832@reagan.com

**Address \***

Street Address

316 Holly Green Lane

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

Wake

**How long have you lived in Holly Springs? \***

23

**Subdivision \***

Holly Glen

**Home Phone \***

9192017464

**Work Phone \***

919-201-7464

**Current Employer \***

Emersin

**Job Title/Occupation \***

Ses

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

None

**List any current or past volunteer activities in which you are/were involved. \***

Various activities includes running a church children's program, various elderly home care projects.

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

I recognize that the planning board members perspective must be community focused. Decisions and recommendations need to be thorough and presentable to the town board for review.



Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \*

☐ Yes

☒ No

Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \*

☒ Yes

☐ No

By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \*



Date \*

12/4/2023

Time \*

11:02:45 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

How did you find out about these opportunities?

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Brian

**Last Name \***

Norman

**Email \***

heatbeat10@gmail.com

**Address \***

Street Address

1308 Trotter Bluffs Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

USA

**How long have you lived in Holly Springs? \***

11 years

**Subdivision \***

Trotter Bluffs

**Home Phone \***

919.607.5129

**Work Phone \***

919.467.6789

**Current Employer \***

Bethel Baptist Church

**Job Title/Occupation \***

Pastor

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

As a Pastor, I have overseen numerous building programs and projects. I have also steered our leadership team when we had to rezone our property to sell.

**List any current or past volunteer activities in which you are/were involved. \***

I currently serve on the board of the Durham Rescue Mission

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

This board serves as a liaison between project developers and the Town Council. I would love to serve on this board so that we can be smart and strategic regarding the growth of our town.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes

☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Brian Norman*

**Date \***

11/9/2023

**Time \***

4:40:13 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

"The Source" and friends



# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Jason

**Last Name \***

Roberson

**Email \***

jason.s.roberson@gmail.com

**Address \***

Street Address

109 Ashland Hill Drive

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

5 years

**Subdivision \***

Mils at Avent Ferry

**Home Phone \***

7575375416

**Work Phone \***

7575375416

**Current Employer \***

Cisco

**Job Title/Occupation \***

Technical Consulting Engineer

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Roberson Resume.docx

13.24KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

My father was a Planning director for 40 years in several North Carolina communities. I have read and reviewed planning documents as part of job shadowing with my father.

**List any current or past volunteer activities in which you are/were involved. \***

BSA Troop 320- Assistant Scout Master

Sunrise United Methodist Church Men's Group Treasurer

Charles B. Newcomb Lodge 740 A.F. & A.M. Treasurer

Holly Springs High School Chorus Fundraising Chair

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The purpose of the board is to review any developments that desire to be located in Holly Springs, understand the plan they have reviewed the plan for any errors, and make recommendations to the City Council for approval or denial. This is decided by the ordinances and local, state, and national laws.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Jason S Robertson*

**Date \***

10/4/2023

**Time \***

10:29:02 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Tim Forrest- City Councilman

# JASON ROBERSON, PMP, MBA

Holly Springs, NC | 757.537.5416 | jason.s.roberson@gail.com | LinkedIn.com/in/jason-roberson

Highly Accomplished, Enthusiastic & Flexible Program/Project Manager that gets things done. Has held a Top Secret Clearance, with 10+ years of experience in Financial Management, Contracting & Training. Expertise includes Program Management, Strategic Planning, Maintenance and Modernization, Employee Development and Quality Assurance. Accomplished measurable results while leading 40+ personnel in dynamic environments. Possess a comprehensive background in developing & implementing strategies that supported maintenance, environmental compliance, engineering systems, operational testing & evaluation derived from conducting domestic & global operations. Knowledgeable in personnel management, procurement, logistics & energy management. Career supported by MBA.

## PROFESSIONAL EXPERIENCE

### **Customer Support Engineer (TAC) Enterprise Stripe (SDWAN) | CISCO SYSTEMS, INC** **2021 - Present**

Accelerated quickly within the organization for my work ethic and follow through on cases.

- Actively worked to resolve worldwide customer technical issues on SDWAN as a technical consulting engineer, collaborating with cross functional teams to resolve 10 tickets each week
- Effectively diagnosed customer issues by documenting current status, problem description, and action plan in Cisco internal systems resulting in ability to accurately analyze errors and outages
- Followed strict company policies and procedures in issue escalation and providing proactive services to ensure ongoing service delivery and customer satisfaction rates of 98%

### **Senior Naval Science Instructor | ALAMANCE BURLINGTON SCHOOL SYSTEM** **2019 - 2021**

Filled an educational gap by serving as an educational professional at Western Alamance High School. Oversaw the 100 person ROTC unit and worked to improve program performance by following the rules, regulations and procedures decided by Naval Service Training Command and the school or school district.

- Managed the unit's administrative, financial, and supply functions, in addition to coaching the drill athletic programs, resulting in a 40-person award winning Drill Team, finishing 10 out of 60 units in North and South Carolina, receiving Distinguished Unit Awards for all three years
- Developed proactive services to improve performance of students via academic strategy meetings to diagnose and document students' academic progress in order to maintain accurate student counseling and academic records

### **Operational Planner | MAGAERO CORPORATION** **2018 - 2019**

Planned and resourced over 300 operations in a one year period by facilitating cyber military operations, and development and implementation training programs across the United States.

- Engaged 6-member international team in tactical influence operations, coordinating strategy meetings and allocating resources to improve 15 tactical missions with effects planning for ongoing Special Forces operations
- Demonstrated business and technical expertise via conducting over 100 unit training operations in a six month period to change the dynamics on the battlefield

### **Commander | UNITED STATES NAVY** **1998 - 2018**

Served in the United States Navy for 20 year enlistment. Held many job titles throughout active duty service including: Project Manager, Damage Control Engineer, Budget Analyst, Human Resource Manager, Control Systems Officer, and Operational Manager. Also assisted various military installations as the Fire Control Officer, Electrical Safety Program manager, and Scheduling Officer for 45 units



- Served as a Contractor Officer Representative for 4 contracts valued over \$50M; supported Department of Defense operational program support and certified as a Level I Defense Acquisition Workforce Initiative Act Program Manager
- Coordinated the relocation of a 20 person Secured Compartmental Information Facility (SCIF) satellite office within the National Capital Region; oversaw the \$4M construction & managed the set up & installation of multiple IT systems, saved the government over \$2 Million Dollars in recapitalization

## EDUCATION

**MBA**, Finance and Financial Management Services, Naval Postgraduate School

**Master of Science**, Criminal Justice, Troy University

**Bachelor of Science**, Parks, Recreation & Leisure Studies, East Carolina University

## TECHNICAL SKILLS

Microsoft Office Suite, Executive Leadership, Strategic Analysis, Government Financial Databases, Budget Management, Windows Operating Systems, Mac Operating Systems, Quality Assurance, Employee Development

## CERTIFICATIONS AND TRAINING

Project Management Professional, PMI Institute, Expires September 2025

CCNA, Cisco, Expires May 2024

Level I Defense Acquisition Workforce Initiative Act Program Manager, Defense Acquisition University

Joint Professional Military Education Phase I Training

Operational Risk Management Supervisor Training

Quality Assurance Officer Training

Contractor Officer Representative Training

Afloat Safety Officer Program Training

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Kathy Hamilton

**Last Name \***

Stamper

**Email \***

khamgore@gmail.com

**Address \***

Street Address

324 Hallwood Court

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

US

**How long have you lived in Holly Springs? \***

24 years

**Subdivision \***

Gables at Oakhall

**Home Phone \***

9193024120

**Work Phone \***

9193024120

**Current Employer \***

Retired

**Job Title/Occupation \***

Teaching Associate Professor Emerita

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

KHS Abbreviated Resume.pdf

190.03KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

I offer the following: Undergraduate and graduate degrees in Recreation, Parks and Tourism Mgmt. and work towards Doctorate in Public Policy and Administration, as well as 35 years preparing college students for careers in local government; decades of researching, data collection, community engagement and problem solving; more than 30 years involved in strategic planning, site development and program implementation in consultancy work for local governmental organizations; over 60 years of public service to local, state and national organizations; and the first-hand institutional memory and experience of the growth and development that has occurred in Holly Springs over the last 24 years and its impact on residents. As a retired professional, I have the time to commit to the activities required to serve as a Planning Board Member.

**List any current or past volunteer activities in which you are/were involved. \***

Currently serve as a Conservation Trust for North Carolina Board Member and a State Employees' Credit Union Advisory Board Member. In the past: Land, Water and Conservation Fund NC Statewide Advisory Board; NC Statewide 4-H Program Advisory Board (Chair); Member of the Holly Springs Town Inaugural Parks and Recreation Advisory Committee (served six years and instrumental in development of Town's first comprehensive community survey on parks and recreation needs and interests and the early planning stages for the Cultural Center)

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The Planning Board should be focused on making sure the growth and development requests to the Town have received the thoughtful attention by citizens on potential impacts (negative and positive), which includes seeking and providing input from residents and adjacent communities; and providing recommendations to the Town Council regarding these requests. The Board should be a touch-stone for Town residents and be able to respond to their questions and concerns.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Kathy Hamilton Scamper*

**Date \***

12/4/2023

**Time \***

4:42:07 PM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

From a friend



**KATHY HAMILTON STAMPER**  
***Abbreviated Resume***

**CONTACT INFORMATION**

324 Hallwood Court  
Holly Springs, NC 27540  
Email: khamgore@gmail.com  
Cell Phone: 919/302-4120

**FORMAL EDUCATION**

**Public Policy and Administration** (ABD, current); **Recreation, Parks and Tourism Management** (MS, 1985); **Recreation, Parks and Tourism Management** (BS, 1978)  
**Virginia Commonwealth University**, Richmond, Virginia

**PROFESSIONAL EXPERIENCE**

**Lecturer, August 2018 – May 2023.** Parks, Recreation and Tourism Management Department, North Carolina State University, Raleigh, NC  
**Teaching Associate Professor Emerita, effective July 1, 2018.**  
**Teaching Associate Professor, 4 years, July 2014 – June 2018.**  
**Senior Lecturer, 10 years, 2004 – 2014. Instructor, 11 years, 1993 – 2004.**  
**Recreation Consultant, 2 years, 1991 – 1993.** Virginia Department of Conservation and Recreation, Division of Planning and Recreation Resources, Richmond, VA.  
**Adjunct Faculty, 3 years, 1989 – 1992.** Virginia Commonwealth University, Recreation, Parks and Tourism Department, Richmond, VA.  
**Coordinator of Student Services, 3 years, 1986 – 1989.**

**SELECTED HONORS AND AWARDS**

2018 **NCSU Chancellor's Creating Community**, Recognition for Faculty Contribution to Campus Diversity and Inclusion  
2017 **NC State University Faculty Advisor Award**  
2015 **National Recreation and Park Ethnic Minority Society, Ernest T. Attwell Award** for Lifetime Achievement in Promoting the Profession  
2012 **College of Natural Resources Nominee, University Alumni Distinguished Undergraduate Professor Award**  
2002 **University Academy of Outstanding Teachers**, Inducted  
1997 **North Carolina 4-H Statewide Program Board, Meritorious Service Award**  
1986 **Governor's Award, Keep Virginia's Colleges Beautiful**

**SELECTED PROFESSIONAL AFFILIATIONS**

\***Conservation Trust of North Carolina**, Board Member since 2018  
\***John Chavis Historical Society**, Member since 2015  
\***NC State Employees' Credit Union Advisory Board**, Member since 2014  
\***Land and Water Conservation Fund North Carolina State Advisory Board**, Member, 1999-2012  
\***Holly Springs Parks and Recreation Advisory Committee**, Member, 2001-2007

### **SELECTED PUBLICATIONS, PROCEEDINGS, AND SCHOLARLY WORKS**

- Tabrizian, P., Ahmadi, S., Baran, P., & Hamilton Gore, K. 2018. Human-environment transactions in perceived restorative potential of urban green space: An immersive virtual environment. Paper presented at the Environmental Design Research Association 49 Conference: Social Equity by Design: Designing Connections through Community. Oklahoma City, OK: June 2018
- Brown, K.H. 1996. Strategies for success: meeting needs of youth at risk. Proceedings of the 1996 Recreation in Small Communities Conference, Myrtle Beach, SC. Page 8.
- Brown, K.H. 1995. Alternatives through interagency collaboration. Journal of Physical Health Education, Recreation and Dance.
- Brown, K.H. 1994. Reaching our youth through comprehensive planning and partnerships. Tennessee Recreation and Parks 13 (3):20-21.
- Brown, K.H. 1992. Recreation programming in juvenile detention homes. Proceedings of the 1992 National Recreation and Parks Association Congress, Cincinnati, OH.
- Brown, K.H. 1992. They represent more than their disabilities! Virginia Parks and Recreation 19 (1):24.
- Brown, K.H. 1991. Virginia Department of Conservation and Recreation, Therapeutic Recreation Program Model for Virginia's Detention Homes Technical Report. Richmond, VA.

### **SELECTED RESEARCH AND CONSULTATION**

- 2018 Principal Investigator, 20 months (10/17-06/19) for 24-month grant (\$299,958) awarded to Dr. Fay Cobb Payton (07-10/17) by **National Science Foundation**, 1740141, *Piping In (Out) of High Computer Science Curricula: Magnet School Lenses and Influencing Factors*.
- 2017 Curriculum Design Specialist, Jacobsen/Daniels, *Training Materials for FAA*.
- 1991 Grant awarded. (\$350,000). Three-year Demonstration Project. Juvenile Justice Delinquency Prevention, US Department of Justice through Virginia Department of Conservation and Recreation, **Therapeutic Recreation Program Model for Virginia's Detention Homes**

### **SELECTED PROFESSIONAL PRESENTATIONS**

- |                |                                                                                                                                                                                                        |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| January 2018   | NC Department of Health and Human Services, Office of Economic Opportunities, Community Action Agents Annual Meeting, Durham, NC. Presenter. <b>Serving a Diverse Community: One Family at a Time!</b> |
| September 2005 | Wake County Parks and Recreation Departments Partnership on Health, Annual Strategies Retreat, Raleigh, NC. Invited Facilitator. <b>Visioning and Goal-Setting</b>                                     |
| October 2004   | North Carolina Department of Transportation Right-of-Way-Agents Annual Retreat, Raleigh, NC. <b>Improving Customer Service by Respecting Your Clients' Differences</b>                                 |

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Johnathan

**Last Name \***

Tucker

**Email \***

tucker.johnathan@gmail.com

**Address \***

Street Address

225 Golf Vista Trl

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

3 years

**Subdivision \***

12 Oaks

**Home Phone \***

9196019034

**Work Phone \***

9196019034

**Current Employer \***

Associated Contract Services

**Job Title/Occupation \***

Project Manager/General Contractor

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Johnathan Tucker Resume 10-30-23.pdf

42.82KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

BA in Political Science; Licensed general contractor for 9 years; Professional commercial builder

**List any current or past volunteer activities in which you are/were involved. \***

Member of Government Affairs Committee - ABC Carolinas; Various GOP groups and committees; CGHS Young Alumni Council; NCSU Alumni Association Board of Directors (2011-2012)



**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

The planning board is an essential function of government in Holly Springs. By providing a comprehensive vision through interpreting and applying all planning and zoning ordinances, the UDO, and other considerations the planning board shapes the community. I would hope to provide professional and personal perspective insight to planning and zoning process. I want to see the Town of Holly Springs continue to grow and prosper in a responsible and manageable way. We owe it to the past, present, and future residents of this town to be good stewards of this area and to provide landowners and developers consistent guidelines by which to help this town prosper. By being a good partner to the town's citizens, business community, and developers we can always work together to find reasonable solutions to the problems facing our community.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*Johnathan Tucker*

**Date \***

11/20/2023

**Time \***

9:58:23 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

# Johnathan Tucker

---

225 Golf Vista Trl. Holly Springs, NC 27540 | 9196019034 | tucker.johnathan@gmail.com

## Experience

### **VICE PRESIDENT/DIRECTOR OF CONSTRUCTION | ASSOCIATED CONTRACT SERVICES | 2014 - PRESENT**

- Oversaw small business operations, and managed office personnel, including managing insurance, bonding, licensing in multiple jurisdictions, and business accounting with gross revenues reaching \$10mil in a FY
- Managed up to 5 active projects at a time while bidding and pre-construction management of other projects of similar size and scope.
- Established and maintained project schedule, managed purchase orders and project logistics.
- Compiled and planned budget, cost estimates, and other financial estimates.
- Coordinated, planned, and managed schedules for contractors and subcontractors.
- Developed construction project with architect, engineers, and trade workers.
- Ordered and managed materials and equipment; provided internal reporting and projections for inventory.
- Oversaw and supervised construction project progress and provided reports on timeline, progress, and adjustments.
- Ensured all legal requirements, building and safety codes, safety inspections, city guidelines, and local and state regulations were met.
- Ensured that projects are completed on time and within budget.
- Project size ranged from \$250,000 to \$1.8 million

### **PROJECT SUPERINTENDENT | THE HATCH GROUP | JANUARY 2013 – FEBRUARY 2014**

- Scheduled subcontractors, consultants, and vendors in critical path to ensure timely completion.
- Performed quality control duties and responsibilities regarding the work being performed. Communicated with project team regarding RFI's and material submittals.
- Ensured subcontractors were fully executing and complying with their contracted scope of work.
- Presided over weekly subcontractor meetings designed to coordinate the work.
- Ensured that the job site is always kept in a clean and organized manner.
- Performed job progress and completion punch list identification and completion.

### **PUBLIC AFFAIRS ASSOCIATE | MOORE & VAN ALLEN – RALEIGH, NC | MAY 2012 – NOVEMBER 2012**

- Associate on public affairs team focused on government relations specifically following the NC House.
- Assisted in communicating day to day changes at state government level for multiple clients.
- Responsible for crafting and evaluating RFP's
- Regularly met with legislators and staff to provide feedback on pending matters and to represent our client's needs.
- Attended government meetings for clients and other stakeholders to create briefings on relevant issues and committee work.
- Worked on fundraising and donation strategies for our clients to assist in making politically relevant donations.

### **LEGISLATIVE INTERN | NORTH CAROLINA GENERAL ASSEMBLY | FEBRUARY 2011 – MAY 2012**

- Intern for Speaker of the House (July '11 to May '12) Assisted the director of boards and commissions in recruiting, tracking, vetting, and clearing appointees for state boards and commissions; assisted with all other administrative duties for the Speaker's office.
- Intern for House Majority Whip (February '11 to July '11)- attend legislative committee meetings and report on what happened; correspond with constituents, lobbyists, and other members; assist in drafting, editing, and filing of legislation; attended caucus meetings and assisted in "whip" duties.

## Education | Other

### **NORTH CAROLINA STATE UNIVERSITY**

- Bachelor of Arts, Political Science

### **LICENSED GENERAL CONTRACTOR**

- NASCLA Certified General Contractor
- Florida General Contractor

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

Jack

**Last Name \***

Turnwald

**Email \***

turnwald.jackie@gmail.com

**Address \***

Street Address

5213 Gable Ridge Lane

Address Line 2

City

Holly Springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

2+ years

**Subdivision \***

Sunset Ridge

**Home Phone \***

9193235889

**Work Phone \***

9193235889

**Current Employer \***

Humancentric LLC

**Job Title/Occupation \***

Diversity, Equity, and Inclusion Consultant

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Jack Resume, Planning Board.pdf

141.24KB

**Have you served on this board in the past? \***

☐ Yes

☒ No



**List any education, work experience or qualifications you have relevant to the Planning Board. \***

As a candidate for town council, I knocked on thousands of doors in Holly Springs (upwards of 6,000) and spoke with numerous residents about their questions and concerns regarding town matters. A significant number of those conversations centered around planning, development, and sustainability. As a result, I have a current and thorough familiarity with the wishes of residents as regards the present circumstances and the future of planning in Holly Springs. Because of my community involvement and my time spent canvassing in every precinct, I am also much more familiar than the average resident with the varied locations that come up as subjects of discussion in the Planning Board.

Further, I have studied extensively the UDO (Unified Development Ordinance), the town's strategic goals, and the comprehensive plan which play an important role in determining if proposed developments meet the needs, goals, and expectations of a bigger picture plan. I have followed the recommendations of the Planning Board and Town Council decisions about development for 2+ years, utilized our interactive development map, and visited locations about which residents have voiced concerns. I also made a point of learning about how development is impacting our town services (police, fire, water). In addition, I've spent time speaking to town council members and members of planning boards in surrounding municipalities to better understand past, present, and future development issues from which our town can learn.

As a member of the Board of Directors for the WakeEd Partnership, I am familiar with the commitments of Board work and the collaborative nature required. As a former educator of 19 years and a Diversity, Equity, and Inclusion consultant, I am also well-versed in facilitating conversations around challenging issues while maintaining an inclusive environment. I consequently have the ability to bring into focus the needs of diverse residents where applicable in planning decisions.

Ultimately, 22% of voters in the most recent town council election were confident in my knowledge and vision around town issues, with much of my platform focusing on responsible growth. Thus, it is my hope that the Planning Board is an area where I can utilize the information I have gained in a way that still serves the residents of Holly Springs.

**List any current or past volunteer activities in which you are/were involved. \***

Board Member of the WakeEd Partnership (non-profit benefiting public education in Wake Co.)  
Holly Ridge Middle School PTA, Advocacy  
Holly Ridge Middle School, Parent Representative for Equity Team  
Fuquay-Varina Pride Planning Committee  
Member of the Holly Springs MLK Jr. Committee  
Facilitator for Holly Springs Community Conversation  
Facilitator for LGBTQIA+ Listening Session with NC State Legislators  
Volunteer for 10+ years for municipal candidates running for office

**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

Members of the Planning Board review information relating to development requests, rezoning, amending standing zoning regulations, and the goals of the comprehensive plan. They then make recommendations on these matters to the town council. As such, I see the responsibilities of the board as follows: regularly attending planning board meetings, reading and researching the information necessary to make well-informed recommendations, spending the time to be familiar with the UDO, strategic goals, and comprehensive plan, taking the time to apply those tools to each development recommendation, and where applicable making site visits to understand the onsite implications of development recommendations. If appointed, I hope to be able to work collaboratively with all planning board members to make recommendations that consider both the history and future of Holly Springs. I would like to bring to the table the numerous concerns and ideas of residents across Holly Springs who shared thoughts on responsible growth with me while running for town council. And I would like to ensure that planning recommendations consider the needs of diverse populations in Holly Springs.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes ☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☒ Yes ☐ No

By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned.\*

JACK TURNWALD

**Date\***

12/4/2023

**Time\***

11:37:09 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

Holly Springs Town Website & regularly attending town meetings

***Jack Turnwald***

(They/Them)

Holly Springs, NC 27540 • Telephone: 919-323-5889 • Email: [turnwald.jackie@gmail.com](mailto:turnwald.jackie@gmail.com)

***EDUCATION***

**Diversity Movement Leaders Intensive Certificate**, January 2023

**eCornell/Cornell University Diversity and Inclusion Certificate**, June 2022

**National Board Certification**, 2014

**Duke University** (Durham, North Carolina), 2008-2009 M.A.T. (English), 3.9 G.P.A.

**School for International Training** (Brattleboro, Vermont), 2007-2008 Teacher Training & Professional Development Courses

**Miami University** (Oxford, Ohio), 1998-2002

Bachelor of Arts, English Creative Writing and Psychology

- Study Abroad: Luxembourg Campus, Student President, 2000-2001
- Sigma Tau Delta, English Honorary, Chapter President, 2001-2002
- Miami Student Court Justice, 2001-2002
- Scholar Leader Award, 1999-2000
- Emerging Leaders Program Mentor, 1999-2000
- Associated Student Government, Senator, 1999-2000

***PROFESSIONAL EXPERIENCE***

June 2023 - Present

WakeEd Partnership Board of Directors

May 2022 - Present

Humancentric LLC Diversity, Equity, & Inclusion Consultant

January 2022 - May 2022

Educator, Green Level High School, Cary, NC

July 2021 - January 2022

Educator, Excelsior Classical Academy, Durham, NC

August 2015 - May 2021

Educator, Middle College High School @ Durham Technical Community College, Durham, NC

July 2013 - May 2015

Educator, The School for Creative Studies, Durham, NC

August 2009 - May 2013

Educator, Josephine Dobbs Clement Early College High School, Durham, NC

***Teaching and Academic Classroom Achievements***

- Instructor of Honors English I, Standard English I, Inclusion English I, Honors English II, Standard English II, Honors English III, Honors English IV, and Creative Writing
- Teacher of the Year 2014-2015, District Finalist
- Teacher of the Year 2011-2012
- Design and implement instructional materials for all four levels of English
- Maintain Canvas online course material, web presence, and resources for English courses
- Guide collaborative work through Google Docs
- Establish Student Success Stories: Platform for upperclassmen to share growth experiences with 9<sup>th</sup> graders
- Establish Freshman Mentor Program and personally matched incoming freshman with an upperclassman mentor based on interest surveys and academic strengths and weaknesses



***Jack Turnwald***

(They/Them)

Holly Springs, NC 27540 • Telephone: 919-323-5889 • Email: [turnwald.jackie@gmail.com](mailto:turnwald.jackie@gmail.com)

***Leadership and Advisory Responsibilities***

- Chair of the English Department
- School Improvement Team Chair
- School Equity Champion
- Poetry Out Loud District Coordinator
- Advisor to Young Democrats Club
- New Principal Selection Committee
- Gay Straight Alliance Faculty Advisor
- National Honor Society Advisory Council
- Vice-President of PTSA
- Co-coordination of mural project with artists from the Dominican Republic

***Professional Development***

- WeAre Let's Talk Racism Conference, 2021
- NCCAT Courses: Google Classrooms 2020, Writer's Corner 2020, Using Choice Boards to Differentiate 2020, The Canvas Mindset 2020, Online Discussion Tools 2018, English III & IV Seminar 2018
- Color of Education Summit 2019
- Teaching for Black Lives Book Study 2019
- Teaching Tolerance: Social Justice Teaching & Equity Matters 2018
- Google Docs Training
- Spanish Language Moderate Proficiency (6+ years of education)
- Creative Education Foundation Conference, 2013, Boston
- ASCD Conference, 2014, Los Angeles
- Habits of Mind Training, 2013-2014
- Guest Lecturer for UNC MEDX Graduate Program on the topic of building community relationships and establishing communication with families of exceptional children
- "Stories through Murals" Workshop with Hector Blanco

***International Travel/Study Abroad Coordinator***

Initiated international travel and education program in partnership with Educational Foundation. Greece–2011, Peru–2012, Spain/Italy–2013, Costa Rica–2014, France/Italy–2015 London–2016, Iceland–2017, Italy–2018

***ORGANIZING EXPERIENCE***

*2023: Candidate, Holly Springs Town Council Campaign "They for All of Them"*

- Wrote, posted, and coordinated sharing of campaign messaging on social media
- Campaign Treasurer, completed finance reports and submitted in accordance with campaign finance law
- Recruited and managed a team to run field, organize events, and coordinate volunteers

*2022-2023: Community Campaign to Pass Non-Discrimination Ordinance in Holly Springs*

- Built community of organizers to coordinate public comments at town council meetings
- Produced regular communications updating stakeholders on town council meetings and NDO status
- Co-coordinated protests over failure to pass the NDO and exclusionary Pride Proclamation

*2022: Community Campaign for Durham Public Schools to Adopt a Gender Equity Policy*

- Strategized with LGBTQ Center of Durham and Rainbow Collective for Change
- Jointly coordinated community petition and speakers at BOE meetings calling for Gender Equity Policy
- Engaged School Board members in strategic discussions around implementation of policy

***Jack Turnwald***

(They/Them)

Holly Springs, NC 27540 • Telephone: 919-323-5889 • Email: [turnwald.jackie@gmail.com](mailto:turnwald.jackie@gmail.com)  
2022: *LGBTQIA+ Listening Session with NC Legislators*

- Coordinated with NC legislators to develop parameters for a listening session and secure a location
- Engaged statewide stakeholders in order to bring impacted community members into the conversation
- Facilitated conversation between community members and state legislators

2020: *“Race, Womanhood, & Deconstructing Political Barriers” Forum Organizer*

- Ideated and organized forum highlighting voices of women of color candidates in Durham
- Secured co-sponsorships from Action NC, Women AdvaNCE, and Lillian’s List
- Contacted media for related press release

2020: *Campaign Volunteer, Durham*

- Developed and edited candidate surveys for Natalie Murdock’s State Senate campaign
- Placed campaign signs for Natalie Murdock (State Senate), Nida Allam (County Commissioner), Alexandra Valladares (School Board), Brenda Howerton (County Commissioner)
- Distributed literature and spoke to voters at polls

2019: *2nd Vice-Chair of Durham County Democratic Party*

- Created & led trainings for Precincts: Organizing a Canvas, Using MiniVan, Using Precinct Data
- Conducted canvases in unorganized precincts via collaboration with 1st Vice-Chair
- Streamlined communication between Precinct Officers and the Data Team
- Built extensive relationships with elected officials

2017-2019: *Durham Precinct 25 Chair*

- Increased precinct contacts
- Conducted canvassing and phone banking
- Trained all new precinct volunteers and collaborated in creating a precinct training manual
- Facilitated collaborative county training team
- Conducted canvasses for local, state, and national campaigns

***AWARDS & PUBLICATIONS***

**William Fulbright Scholar** (South Korea), July 2002-August 2005

Awarded teaching grant by the U.S. Department of State, Bureau of Educational and Cultural Affairs. One of 54 teachers awarded assignments to teach English and increase cultural communication. Renewed grant and held teaching assignments for three years.

**Korean Naval Academy Publication**

Works selected for English Literature textbook. Poems: “Cup of Throat” & “American Love”

**Fulbright Publication**

Fulbright Review. Poem: “From a Teacher”

**Miami University Publications, *Inklings***

Honorable Mention for Poem: “Elmers”

Miami Student, Contributing Writer. 1999-2000

# Application to Serve on Planning Board



## Applicant Information

**First Name \***

mike

**Last Name \***

wolstenholme

**Email \***

wolsti312@gmail.com

**Address \***

Street Address

337 lucky ribbon lane

Address Line 2

City

holly springs

Postal / Zip Code

27540

State / Province / Region

NC

Country

United States

**How long have you lived in Holly Springs? \***

6 years

**Subdivision \***

12 Oaks

**Home Phone \***

8046416223

**Work Phone \***

18046416223

**Current Employer \***

Leviat (a CRH Company)

**Job Title/Occupation \***

National Tilt-Up Sales Manager

**I reside within the \***

☒ Corporate limits of Holly Springs

☐ Extraterritorial jurisdiction (ETJ) of Holly Springs

## Experience and Qualifications

**Upload a resume or other supplemental documents (optional):**

Mike Wolstenholme bio[1375].docx

13.24KB

**Have you served on this board in the past? \***

☐ Yes

☒ No

**List any education, work experience or qualifications you have relevant to the Planning Board. \***

BA in Business from NCSU. Career in construction including Planning and Scheduling work at the Shearon Harris NPP in So. Wake Cnty. Been on BOD for Tilt-Up Concrete Assn and the BOD for the Champions Condo complex in Sunset Beach, NC

**List any current or past volunteer activities in which you are/were involved. \***

Board of Directors as listed above.



**What do you see as the responsibilities of this board and what do you hope to accomplish if appointed? \***

Holly Springs is a great place to live. In order to keep it that way we must plan for the future. That future will have unprecedented growth due to our location with regards to Raleigh and the new, large businesses coming to our region. Couple that with the completion of 540 to the East, and much planning and thought for the future is needed.

**Do you have any personal or business interest(s) that could create a conflict of interest (either real or perceived) if you are appointed? \***

☐ Yes

☒ No

**Have you taken the opportunity to attend any board meetings prior to the notice of this vacancy? \***

☐ Yes

☒ No

**By submission of this application, I certify that all of the information contained herein is true to the best of my knowledge. I also understand that I will be required to be available to attend meetings of the board as assigned. \***

*mike wolstenholme*

**Date \***

11/11/2023

**Time \***

7:58:53 AM

This information, along with other material, may be used by the Town Council in making appointments. And, in the event you are appointed, it may be used as a basis for a news release to identify you to the community.

This application is subject to disclosure under the North Carolina Public Records Law (NCGS 132-1).

**How did you find out about these opportunities?**

The Source brochure from the HS GOV office

Mike Wolstenholme Bio  
337 Lucky Ribbon Lane  
Holly Springs, NC 27540  
804-641-6223

Nov 1, 2023

Mike Wolstenholme has dedicated his entire career to the construction industry, first serving as a carpenter and a concrete form detailer with Davidson & Jones Construction for projects along the Atlantic coast. Soon after earning his degree in Business Management from North Carolina State University, Mike worked for Daniel Construction Company with various roles including Planning and Scheduling at the Shearon Harris Nuclear Power Plant. In 1986, he moved into a project management role where he first oversaw the full scope of a four-building tilt-up distribution project in Raleigh, North Carolina.

From 1991 to 2005, Mike served as a Sales Manager for Dixie Forming and, later, Hughes Supply. Since 2005, he has led Leviat's focus on tilt construction as its National Sales Manager for Tilt-Up. In this role, Mike serves as an integral conduit between the company's sales, manufacturing, and engineering team and its clients.

Throughout his career, Mike has been recognized for his expertise in tilt-up concrete construction, blending his practical knowledge of the job site with his ever-present commitment to his customers and their work. For these efforts, Mike has garnered industry-wide recognition for his contributions, including election to the Board of Directors for the Tilt-Up Concrete Association from 2009 to 2012. At the 2023 Tilt-Up International Convention, the Peter Courtois Memorial Award, the industry's highest yearly honor, was presented to Mike for his contributions and career dedication to the greater good of the Tilt-Up industry.

Mike and his wife Susan reside in Holly Springs, North Carolina.