



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT McCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

June 12, 2013

TO: Earl Lewellyn, PE
Kimley-Horn and Associates
102 City Hall Plaza
Durham, NC 27702

SUBJECT: Hutson Property

The proposed development is located on the north side of NC 54, east of Fayetteville Road and west of I-40 in Durham, NC. The applicant proposes one point of access to NC 54 and a second access to Crooked Creek Parkway. The expected completion year is 2014, and the TIA analysis year is 2015. The Hutson Property TIA was prepared by Kimley-Horn and Associates, Inc. in March 2013. The proposed Hutson Property development includes 150,000 square-feet of medical office. The development is expected to generate 5,919 daily trips with 265 a.m. peak-hour trips (209 entering and 56 exiting) and 261 p.m. peak-hour trips (73 entering and 188 exiting). The proposed development is located on the north side of NC 54, east of Fayetteville Road and west of I-40.

The TIA analyzed the following intersections:

- Fayetteville Road and NC 54;
- Crooked Creek Parkway and Fayetteville Road;
- Crooked Creek Parkway and Site Drive 1; and
- NC 54 and Site Drive 2.

Approved Surrounding Developments

- None in the area

TIP Roadway Improvement Projects Relevant to Proposed Development

- NCDOT TIP Project U-5324 – NC 54 (I-40 east to NC 55) Widen to multilane divided with transit accommodations, bike lanes and sidewalks. Section B: NC 751 to SR 1118, Fayetteville Road.

Trip Generation and Distribution

The proposed Hutson Property development includes 150,000 square-feet of medical office. The development is expected to generate 5,919 daily trips with 265 a.m. peak-hour trips (209 entering and 56 exiting) and 261 p.m. peak-hour trips (73 entering and 188 exiting). The trips will be distributed as follows:

- 30% To/From the North via Fayetteville Road
- 20% To/From the South via Fayetteville Road
- 25% To/From the East via NC 54
- 15% To/From the West via NC 54
- 5% To/From the East via Crooked Creek Parkway
- 5% To/From the west via existing shopping center drive

Capacity Analysis for Existing and Future Conditions

- Existing (2012) conditions;
- No-Build (2015) conditions (2012 existing + background growth);
- Build (2015) conditions (2012 existing + background growth + site traffic); and
- Build (2015) with improvements conditions (2012 existing + background growth + site traffic + improvements).

Summary of Road Improvements

The Department has reviewed the preliminary site plan and Traffic Impact Analysis (TIA) for the proposed Hutson Property prepared by Kimley-Horn and Associates, Inc. (Sealed and dated 3/22/13). In order to accommodate the site-generated traffic safely and efficiently, while also attempting to protect the functional integrity and operational capacity of the adjacent roadway facilities, we recommend the following improvements and/or restrictions related to this development. Any additional changes to the site plan must be submitted in writing to the District Office.

NC 54 and Site Driveway #2

- Driveway is to be constructed as a Right in/Right out with a concrete island constructed per NCDOT Standard #852.01.
- Construct a westbound right-turn lane with a minimum of 100 feet of storage plus appropriate taper on NC 54.
- Provide a minimum of 50 feet of internal protective stem.

General

Cross-access to adjacent properties is strongly encouraged to reduce repetitive trips and provide future alternative routes of ingress/egress.

Due to, but not limited to, the comments and recommendations from this review of the proposed developments, changes in the internal circulation may be necessary to ensure that driver confusion is minimized to the maximum extent possible.

Any signal revisions, modifications, or additions necessitated by the development should be coordinated with the Regional Traffic Engineer, the Division Traffic Engineer, the Signals and Geometrics Section and the City of Durham.

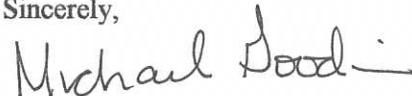
Any pavement marking revisions/modifications necessitated by the development should be the responsibility of the developer and coordinated with the Division Traffic Engineer.

Any roadway modifications or improvements necessitated by the development should be the responsibility of the developer unless otherwise noted.

Reference should also be made to the information included in the "General Recommendations Attachment."

NCDOT driveway permit will be required for the proposed driveway access on NC 54. Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact me at (919) 220-4750.

Sincerely,



Michael K. Goodwin
Assistant District Engineer

Cc: Mr. H. Wesley Parham, PE
TIA File

General Recommendations Attachment
(For Hutson Property)

Adequate horizontal and vertical sight distances should be reserved at all proposed entrances. Foliage that interferes with sight distance should be cut back to protect lines of sight. The District Engineer should determine if all drainage facilities are adequate. Curb cuts and curb ramps should be constructed in conformance with the "*Guidelines for Curb Cuts and Ramps for Disabled Persons,*" if applicable.

The developer may be required to obtain an approved encroachment agreement covering proposed work within the state right-of-way. If this is the case, the encroachment should be cross-referenced to this review.

All street and driveway entrances onto state system roadways should be controlled with appropriate traffic control devices, including but not limited to, stop, yield, directional, regulatory, and advisory signs and pavement markings. All traffic control devices shall conform to the requirements set forth in the Manual on Uniform Traffic Control Devices. Final pavement marking and signing plans should be submitted to the Division Traffic Engineer for approval prior to the installation of any signs and/or pavement markings.

If the developer anticipates adding or petitioning for addition to the state system, all roads/streets should be designed and constructed in conformance with the current North Carolina Department of Transportation design and construction guidelines.

All "outparcels" or "excluded areas" should be served internally with no additional access onto abutting roadways. The developer should convey this condition in any lease or sell agreements.

As required by the "*Policy on Street and Driveway Access to North Carolina Highways,*" dated July 2003, the applicant is responsible for identifying all right-of-way and/or control-of-access limits and for including this information on all submittals. Failure to accurately disclose R/W and C/A limits could result in the denial or closure of access points.

Adequate right-of-way for widening and sight distance triangles should be reserved. Any additional development, either within this site or adjacent to this site, that intends on using the developments access will require an updated driveway permit and re-evaluation of geometric and traffic control needs

Any additional development, either within this site or adjacent to this site, that intends on using this development's access will require an updated driveway permit and re-evaluation of geometric and traffic control needs.

All widening should include appropriate transitional and deceleration tapers. Recommended turn lane and transitional treatments are shown on pages 78 and 79 of the "*Policy on Street and Driveway Access to North Carolina Highways,*" dated July 2003.

Where possible, opposite side driveways should be aligned to prevent the operational and safety problems caused by offset driveways.