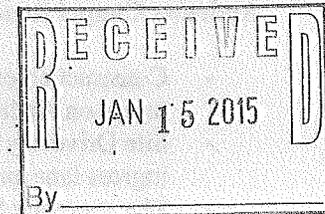




STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION



PAT McCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

January 7, 2015

A. Morton Thomas and Associates
Attn: Jonathan Cate, PE, PTOE
8412 Falls of Neuse Road, Suite 202
Raleigh, NC 27615

Subject: Revised Comments for Brier Creek Assemblage Traffic Impact Analysis

The original TIA comments given by the Department on November 6, 2014 have been modified to reflect the following additions:

- *Construct a five lane section from existing Brier Creek Parkway to Internal Site Driveway #3 (Common Area 'O').*
- *Construct a three lane cross section on Brier Creek Parkway from Internal Site Driveway #3 (Common Area 'O') to Internal Site Driveway #2 (Road 'A').*
- *Construct a two lane cross section on Brier Creek Parkway from Internal Site Driveway #2 (Road 'A') to the end of the realigned portion of Andrews Chapel Road.*

Also, the following comments have been removed:

- *Construct a four lane section from Internal Site Driveway #2 to the intersection of Brier Creek Parkway and T. W. Alexander using a 50 mph design speed.*
- *Construct an exclusive northbound right-turn lane with 100 feet of full width storage and appropriate tapers on Brier Creek Parkway Extension at Site Driveway #3 (Common Area 'O')*

As indicated below these modifications have been incorporated into the previous noted improvements and/or restrictions required of this development.

Carpenter Pond Road (SR 1901) and Leesville Road (SR 1906)

- Construct an exclusive westbound left-turn with adequate storage and appropriate tapers on Leesville Road at Carpenter Pond Road, with a two-way left-turn lane between the westbound left-turn lane at Carpenter Pond Road and the eastbound left-turn lane at Andrews Chapel Road.

Andrews Chapel Road (SR 1907) and Leesville Road (SR 1906)

- Construct an exclusive eastbound left-turn with adequate storage and appropriate tapers on Leesville Road at Andrews Chapel Road, with a two-way left-turn lane between the westbound left-turn lane at Carpenter Pond Road and the eastbound left-turn lane at Andrews Chapel Road.

Andrews Chapel Road (SR 1907) and External Site Driveway #4 (Road "C")

- Construct an exclusive southbound left-turn with 100 feet of full width storage and appropriate tapers on Andrews Chapel Road at the Site Driveway #4.
- Site Driveway #4 shall allow full access movement and consist of a two-lane cross-section (one ingress lane and one egress lane).
- The approach for Site Driveway #4 shall be placed under stop sign control with adequate site distance.
- Site Driveway #4 shall have a minimum of 100 feet of Internal Protective Storage before a parking and/or crossing maneuvers occur.

Andrews Chapel Road (SR 1907) and Brier Creek Parkway Extension

- Construct a single-lane roundabout and realign Andrews Chapel Road and Brier Creek Parkway (north to south) to the through movement using a 50 mph design speed.
- *Construct a five lane section from existing Brier Creek Parkway to Internal Site Driveway #3 (Common Area 'O') using a 50 mph design speed.*
- *Construct a three lane cross section on Brier Creek Parkway from Internal Site Driveway #3 (Common Area 'O') to Internal Site Driveway #2 (Road 'A') using a 50 mph design speed.*
- *Construct a two lane cross section on Brier Creek Parkway from Internal Site Driveway #2 (Road 'A') to the end of the realigned portion of Andrews Chapel Road using a 50 mph design speed.*

Brier Creek Parkway Extension and Internal Site Driveway #2 East (Road "A")

- Construct an exclusive southbound left-turn with 100 feet of full width storage and appropriate tapers on Brier Creek Parkway Extension at the Site Driveway #2 East.
- Construct an exclusive northbound right-turn lane with 100 feet of full width storage and appropriate tapers on Brier Creek Parkway Extension at the Site Driveway #2 East.
- Site Driveway #5 East shall allow full access movement and consist of a three-lane cross-section (one ingress and two egress lanes). The egress lanes shall consist of an exclusive right-turn and an exclusive left-turn lane.
- The approach for Site Driveway #2 East shall be placed under stop sign control with adequate site distance.
- Site Driveway #2 East shall have a minimum of 100 feet of Internal Protective Storage before a parking and/or crossing maneuvers occur.

Brier Creek Parkway Extension and Internal Site Driveway #2 West

- Construct an exclusive northbound left-turn with 100 feet of full width storage and appropriate tapers on Brier Creek Parkway Extension at Site Driveway #2 West.
- Construct an exclusive southbound right-turn lane with 100 feet of full width storage and appropriate tapers on Brier Creek Parkway Extension at the Site Driveway #2 West.
- Site Driveway #2 West shall allow full access movement and consist of a two-lane cross-section (one ingress lane and one egress lane).
- The approach for Site Driveway #2 West shall be placed under stop sign control with adequate site distance.
- Site Driveway #2 West shall have a minimum of 100 feet of Internal Protective Storage before a parking and/or crossing maneuvers occur.

Brier Creek Parkway Extension and Internal Site Driveway #3 (Common Area O)

- Construct an exclusive southbound left-turn with 100 feet of full width storage and appropriate tapers on Andrews Chapel Road at Site Driveway #3.
- Site Driveway #3 shall allow full access movement and consist of a three-lane cross-section (one ingress and two egress lanes). The egress lanes shall consist of an exclusive right-turn and exclusive left-turn lane.
- The approach for Site Driveway #3 shall be placed under stop sign control with adequate site distance.
- Site Driveway #3 shall have a minimum of 100 feet of Internal Protective Storage before a parking and/or crossing maneuver occur.

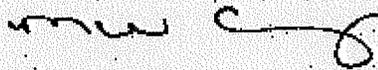
Del Webb Arbors Drive and External Site Driveway #1

- Site Driveway #1 shall allow full access movement and consist of a two-lane cross-section (one ingress lane and one egress lane.)
- The approach for Site Driveway #1 shall be placed under stop sign control with adequate site distance.
- Site Driveway #1 shall have a minimum of 100 feet of Internal Protective Storage before a parking and/or crossing maneuver occur.

Please note any changes to the site plan must be submitted in writing to the District Office for review and approval.

If you have any questions or need additional information, please feel free to contact me at 919-220-4750.

Sincerely,



M.W. Craig, P.E.
District Engineer

cc: Joey Hopkins, PE, Division Engineer
Dounit Ishak, Congestion Management Regional Engineer
Wesley Parham, P.E., City of Durham
File