



The Thoroughfare and Collector Street Plan map (last amended November 17, 2020) represents a network of current and future facilities that provide guidance on what is likely to be suitable for long term growth and connectivity. The plan does not require a schedule for implementation nor does it set aside funding for improvements. The purpose of the public hearing is to consider proposed amendments to the network of planned thoroughfare and collector streets in order to formulate a decision.

The proposed amendments are along and adjacent to New Hill Olive Chapel Road and New Hill Holleman Road near Old US 1 Highway and the parallel railroad tracks. There are two alternatives proposed for these amendments, as shown in Figure 1 and Figure 2.

Explanation of Alternatives:

The adopted Thoroughfare and Collector Street Plan map shows a future grade separation of New Hill Olive Chapel Road over (or under) the railroad tracks south of and paralleling Old US 1 Highway. The adopted plan also shows a future local connection between New Hill Olive Chapel Road and Old US 1 Highway to accommodate movements between these roadways if a grade-separated crossing is constructed.

Alternative 1 removes both the future grade-separated crossing along New Hill Olive Chapel Road and the future local connection between New Hill Olive Chapel Road and Old US 1 Highway. Essentially, an at-grade intersection of both Old US 1 Highway and the railroad would remain, with plans for future widening of New Hill Holleman Road south of Old US 1 Highway, and widening Old US 1 Highway east of New Hill Olive Chapel Road.

In 2019, as part of the regional Southwest Area Study (SWAS), a future grade-separated crossing was further studied and additional recommendations were made. The SWAS recommended: (1) upgrading the Town's plan for New Hill Olive Chapel Road between Olive Chapel Road and Old US 1 Highway from a Two-lane Thoroughfare to a Four-lane, Median-divided Thoroughfare, and (2) relocating the planned grade separation of the New Hill Olive Chapel Road/Old US 1 Highway further east, along a proposed bypass of the New Hill Historic District. The recommendations from the SWAS are depicted in Figure 2 (Alternative 2) with explanatory text. Since Town Council previously voted against showing New Hill Olive Chapel Road as a Four-lane, Median-divided Thoroughfare, this alternative has been modified to terminate the proposed four-lane section at Humie Olive Road. North of Humie Olive Road, New Hill Olive Chapel Road would continue as a Two-lane Thoroughfare. A second image of the SWAS recommendation is shown in Figure 3, along with the boundary of the New Hill Historic District.

The SWAS recommendation is based on the need for increased capacity on this regional corridor and commuter route. The traffic model runs project 15,000 – 17,700 vehicles per day along New Hill Olive Chapel Road by 2045. The North Carolina Department of Transportation measured 6,900 vehicles per day along this corridor in 2019. The SWAS recommendations for New Hill Olive Chapel Road are consistent with recommendations to upgrade the corridor to highway standards and designate it as NC 751. The extended corridor for future NC 751 would stretch 20 miles, from where it currently terminates north of US 64 to US 401 in Lillington.

The SWAS planning effort involved opportunities for public comment. Several comments were received regarding concerns about the proposed bypass of the New Hill Historic District. In particular, it was suggested that many of the historic structures within the district have been removed or destroyed. Avoiding impacts to the historic district with a bypass, meanwhile, would have substantial impacts on other property.

To better consider these comments, Planning staff requested that Wake County inventory which historic structures surrounding the intersection remain standing. Capital Area Preservation completed a site visit and documented the status (existing or removed) of the historic structures in the vicinity of the intersection. That status is show in Figure 4. Figure 4 also shows the potential right-of-way that would be required along New Hill Holleman Road and Old US 1 Highway for a Future Four-Lane Thoroughfare with Median. This right-of-way is based on a planning-level estimate of symmetrical widening of 55' on either side of the existing centerline and does not account for field survey and engineering and design.

The proposed bypass, widening New Hill Olive Chapel Road, widening New Hill Holleman Road, nor widening Old US 1 Highway are programmed in the Town's 5-year Capital Improvement Program, nor the State's 10-year Transportation Improvement Program.

Staff Recommendation:

Planning staff recommend supporting the proposed amendments to the Thoroughfare and Collector Street Plan map shown in Figure 1 and described as Alternative 1. The proposed amendments were reviewed with staff from Public Works and Transportation, Fire, and Police. Representative staff indicated support for the proposed amendments in comparison to Alternative 2. Staff considered the following as part of forming this recommendation:

- **Concerns about Alternative 1**

While Alternative 1 is recommended by Planning staff, there are some concerns that should be considered:

- In the future, widening New Hill Holleman Road may be needed to address anticipated traffic volumes. There are historic structures adjacent to the roadway. If a design is unable to avoid these structures, they may need to be moved.
- NCDOT and CSX approval for widening New Hill Holleman Road across the railroad tracks may be challenging.
- This alternative does not separate vehicular and railroad traffic.
- This alternative is inconsistent with regional recommendations for the corridor.

- **Concerns about Alternative 2**

- Property impacts for a bypass alternative will be substantial.
- Once a grade-separated bypass is constructed, the existing at-grade intersection of New Hill Holleman Road and the railroad may be required to be closed. This concern was validated by NCDOT Rail Division staff.
 - Removal of the at-grade intersection is unacceptable to the Fire Department as Fire Station #2 is located between Old US 1 Highway and the railroad tracks and it is anticipated the bypass route would increase response times.
 - Planning staff are concerned about the impact to the crossroads area of Old US 1 Highway and New Hill Olive Chapel Road if the at-grade intersection is severed to the south.
- Town Council already voted against the SWAS recommendation to plan on a Future Four-Lane, Median-Divided Thoroughfare for New Hill Olive Chapel between Olive Chapel Road and Old US 1 Highway. Removal of this portion of the SWAS recommendations will make the bypass less effective overall.

Planning Board Recommendation:

The Planning Board will consider the proposed amendments during a public hearing on March 8, 2021. Their recommendation will be presented during the Town Council meeting.

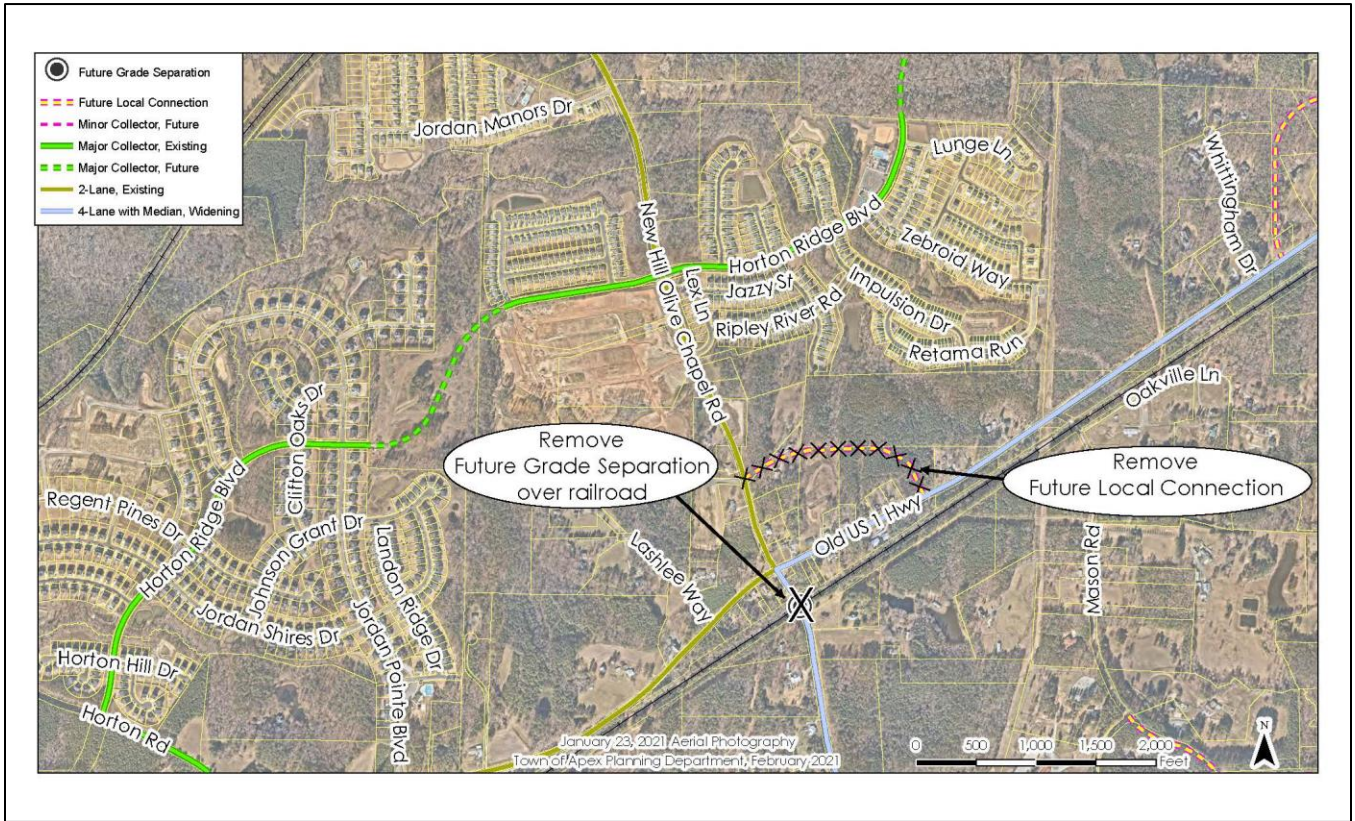


Figure 1. Proposed amendments to the Thoroughfare and Collector Street Plan map – Alternative 1

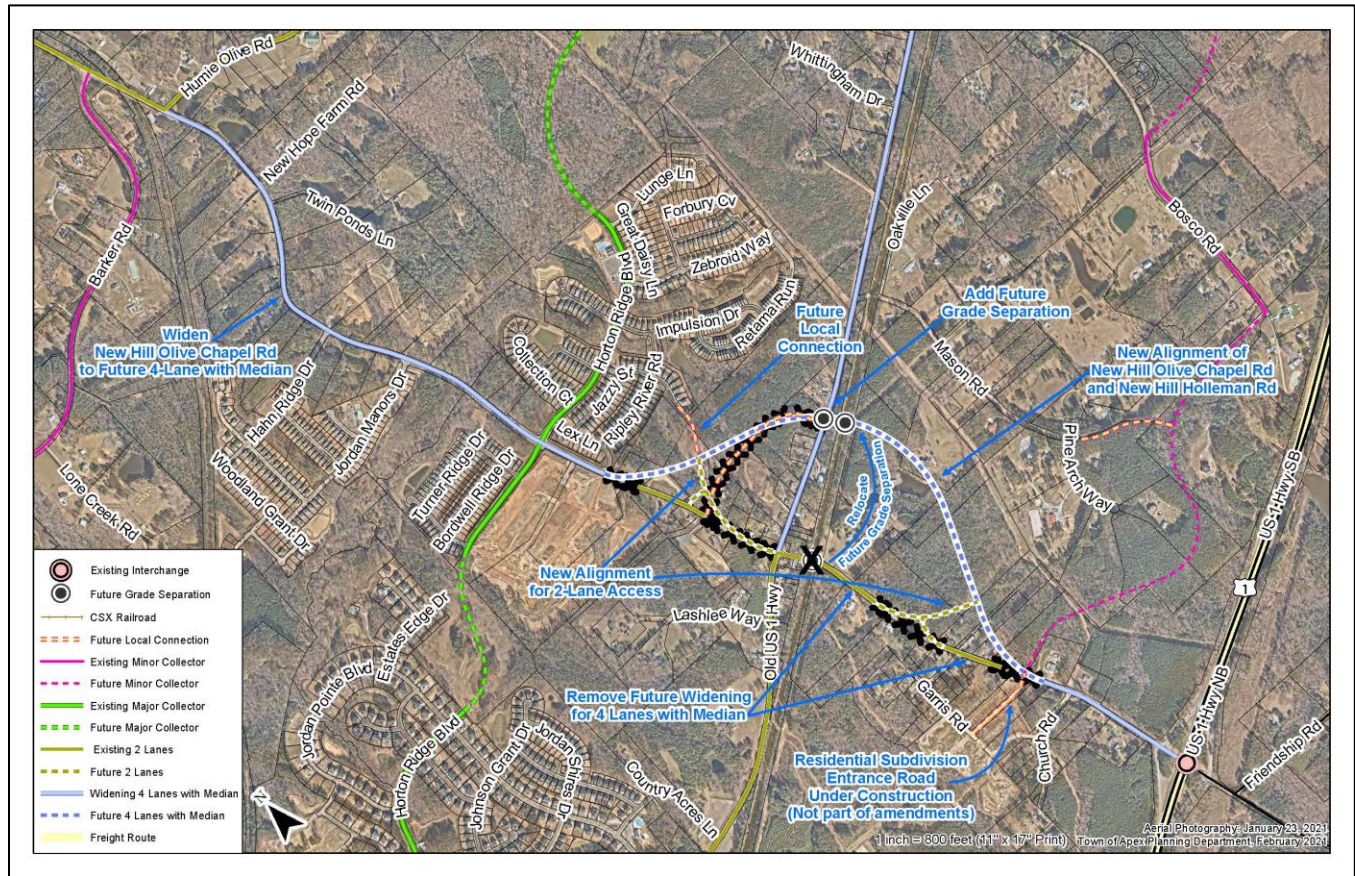


Figure 2. Proposed amendments to the Thoroughfare and Collector Street Plan map – Alternative 2

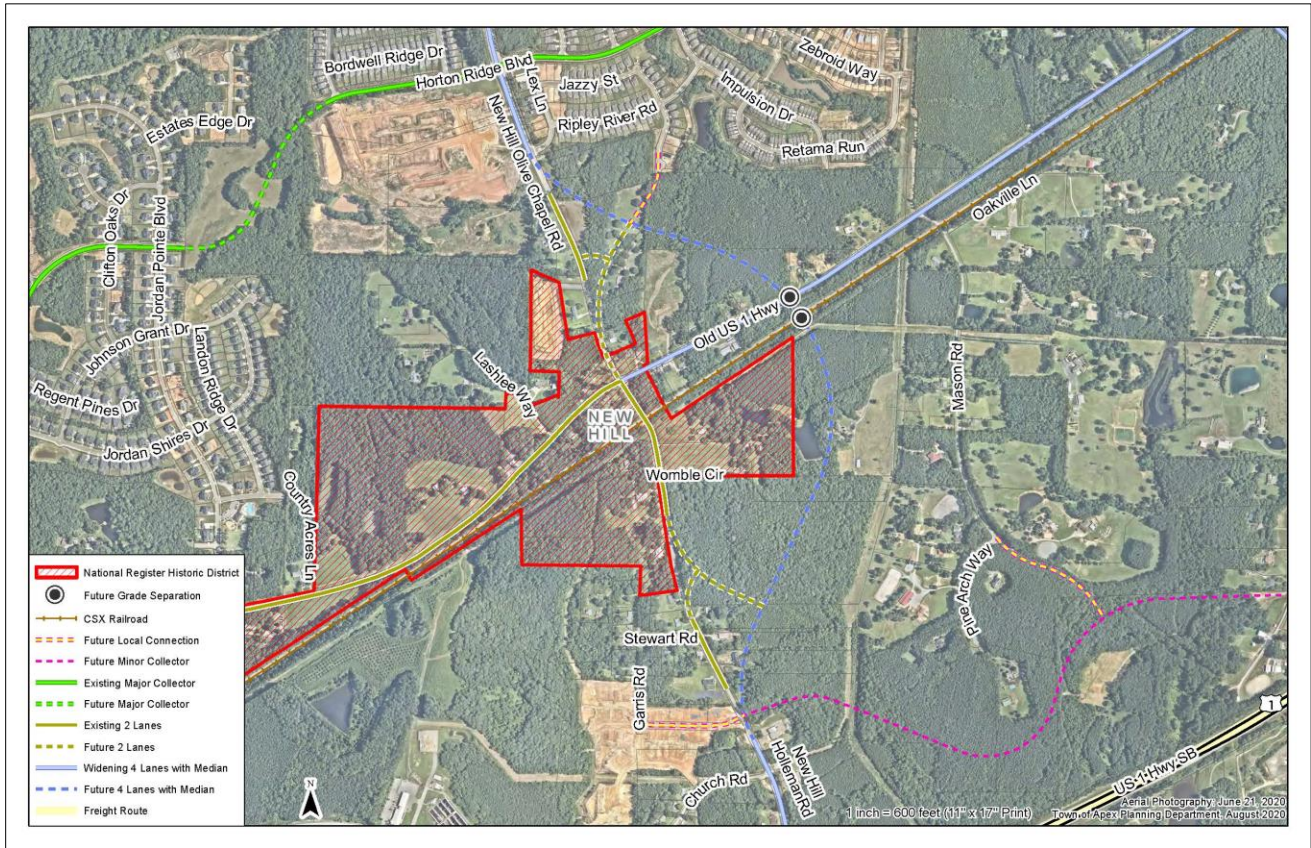


Figure 3. New Hill Bypass Alternative (Alternative 2) showing the New Hill Historic District

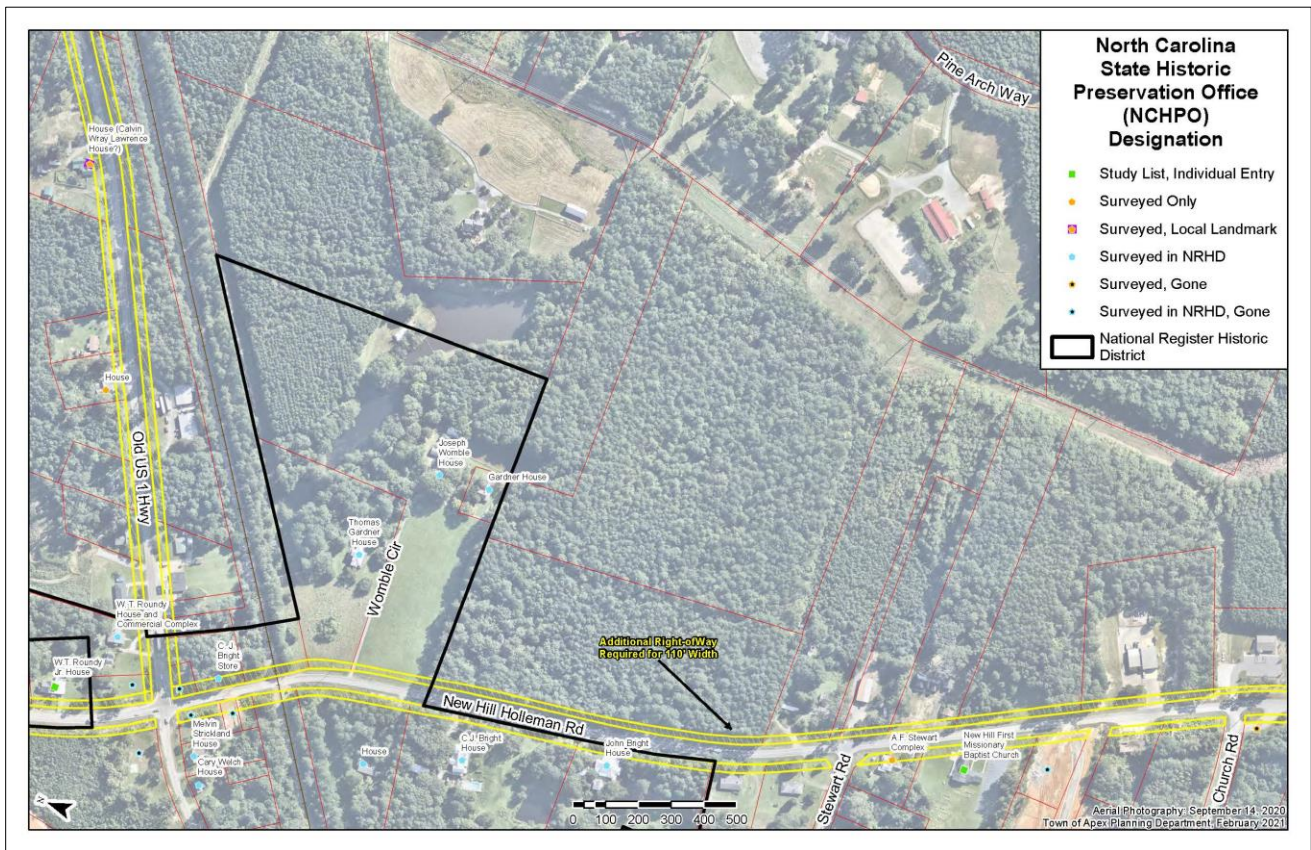


Figure 4. Status of historic structures with overlay of potential future right-of-way along New Hill Holleman Road and Old US 1 Highway