



U.S. 1 COUNCIL OF PLANNING MEETING

Tuesday, June 11, 2019

Wake Forest Town Hall, 301 S. Brooks Street, Wake Forest, NC 27587

Conference Room 201 – 1:30 PM

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Tim Gardiner – Chair	Wake County	Tim.Gardiner@wakegov.com
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Scott Wheeler	NCDOT Div 5 Dist 1	mwheeler@ncdot.gov
Scott Hammerbacher – Vice Chair	Franklin County	shammerbacher@franklincountync.us
Gregory Bethea	Town of Franklinton	townmanager@franklintonnc.us
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Jason Myers	City of Raleigh	Jason.myers@raleighnc.gov
Guests/Invited Agencies		
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Jonathan Jacobs	Town of Wake Forest	jjacobs@wakeforestnc.gov
Kenneth Withrow	CAMPO	kenneth.withrow@campo-nc.us
Kanchana Noland	NCDOT	kvnoland@ncdot.gov
David Stark	NCDOT	dstark@ncdot.gov
Tracy Stephenson	Town of Fuquay-Varina	tstephenson@fuquay-varina.org
Samantha Smith	Town of Fuquay-Varina	ssmith@fuquay-varina.org
Jay McInnis	Ramey Kemp & Assoc	jmcinnis@rameykemp.com
Gray Methven	Kb Home	gmethven@kbhome.com
Kelly Race	WithersRavenel	krace@withersravenel.com
Allison McAuliffe	RS&H	Allison.mcauliffe@rsandh.com
Andrew Klappenbach	City of Raleigh	andrew.klappenbach@raleighnc.gov
Meredith Van Duyn	RS&H	Meredith.vanduyn@rsandh.com
CAMPO COP Staff		
Brandon Watson	CAMPO	Brandon.watson@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Scott Hammerbacher, Vice Chair, opened the meeting and asked attendees to introduce themselves.

Meeting Minutes

Meeting Minutes – February 25, 2019

Action: A motion was made by Shelby Powell, seconded by Scott Hammerbacher, to approve the meeting minutes from the February 25, 2019 meeting. The motion carried unanimously.

Old Business

1. Project Update – U-5307 – US 1 Freeway Project

- Meredith Van Duyn, consultant project manager for U-5307, presented an informational update on the project since the last presentation on November 20, 2018. Meredith Van Duyn noted that the project is in the merger process with Segments A, B, and C scheduled to go to right-of-way and construction in Federal Fiscal Year 22, and Segment D in Federal Fiscal Year 2025. She noted that the federal fiscal year begins in October of the previous calendar year and that the schedule is preliminary and subject to change. Meredith Van Duyn went through the merger process, schedule, public engagement, and concurrence point 2 information including proposed improvements that were presented in November. Meredith Van Duyn also brought up some changes to Concurrence Point 2 that have been proposed but are not official yet. She plans to have the changes below go back to the merger team for approval.

The project team is in the process of determining if a connection at Gresham Lake Road should be included as a part of this project. The City of Raleigh has requested that a sidewalk and multi-use path be added to the existing Triangle Town Boulevard south of I-540 to Town Drive. The project team is evaluating 3 options. Option 1 would create a Gresham Lake Road Overpass over Capital Blvd. and include the service road along Capital Blvd. as well as a Triangle Town Boulevard extension to the south. Option 2 would only include the overpass and service road. Option 3 would include the service road only. The project team is currently pricing out options with discussions with the City of Raleigh. Jason Myers asked what is being costed out, the full 4 lane or 2 lane cross-section. Meredith Van Duyn pointed out that it would include 11' lanes, curb and gutter, sidewalk on the south side, and a 10' multi-use path on the north side. Currently it is showing a 2 lane cross-section with 4 lane potentially in the future. Meredith Van Duyn will double check and get back with the US 1 COP regarding the cross-section but she said they have not gotten too far into it as far as cost share and design yet.

Another potential concurrence point 2 modification is to stop carrying forward the diverging diamond interchange option at Burlington Mills, but carry forward the diamond and skewed partial cloverleaf options. All of the options looked at were very impactful to adjacent property owners so they were asked to look at a skewed partial cloverleaf. They have discussed the options with the quarry, and they do not want to run their trucks north due to noise impacts. The traffic analysis is currently being processed. Tim Gardiner asked about the extension of Burlington Mills on the west side of Capital Blvd. Meredith Van Duyn responded that it would become a T intersection as the new Burlington Mills terminus. Options to carry forward would be determined by the merger team. Jennifer Currin added that they had a recent meeting with a developer that was interested in parcels at this intersection. They will be providing traffic data and she will coordinate with Meredith Van Duyn. Chip Russell mentioned that there are multiple groups looking at parcels around this intersection.

The interchange with NC 98 Business was also discussed as a potential modification. Meredith Van Duyn said they learned about potential development in the southeast quadrant that has already acquired an approved break in their access. The submitted Traffic Impact Analysis has been approved with NCDOT. Meredith Van Duyn said they are running through the traffic data and if it doesn't work they may need to reconfigure the northeast quadrant to get it to work. Tim Gardiner asked what sort of intersection they are proposing. Meredith Van Duyn responded that one is proposed to be an at grade interchange, but they are looking at what level of service it will get since NCDOT will not allow anything less than their normal service standards. It was also noted that St. John Episcopal in the northeast quadrant requested them to reduce the radius on the ramp due to adverse impacts to the property. Jason Myers mentioned that the off ramp from northbound US 1 into the local development is there because they applied for control of access through NCDOT and was approved through the US 1 Council of Planning 4 or 5 years ago based on the TIA and review. Modification from Concurrence Point 2 could potentially be to add diamond interchange with minor modifications and no loop as an alternative. Jennifer also noted that the Forbes Road connection will extend to NC 98 from Ligon Mill Road which will connect to the bypass. There was some discussion on NC 98 improvements and street network connecting to Galaxy Drive.

US 1 at Durant/Perry Creek Road was also briefly discussed. The merger team previously discussed looking at a Diamond Interchange and Diverging Diamond Interchange. However, Leith has proposed to build an administrative building with the wooded portion that has a utility easement going through it. At direction of NCDOT, RS&H is analyzing different scenarios to determine if several other alternate concepts would work. Operationally DDI is still the best choice, but there is no update on resolution to the issue.

Last year, RS&H was hoping to go to a public meeting in the spring of 2019 but there have been numerous requests for changes to service roads, access, etc. as well as stakeholder meetings. They are currently looking at the public meeting 2 being held in the fall of 2019. Designs are due to NCDOT on August 21 pending no more changes. Concurrence Point 2A and 3 will probably be combined, allowing them to complete the right of way documents. With all of the additional analysis taking place in the design, they are anticipating having the design of the full buildout of frontage roads in August. Shelby Powell requested RS&H to bring the designs to the US 1 COP before submittal.

Additional schedule dates discussed are preferred alternatives identified in winter 2019, environmental document late 2019/early 2020, and right-of-way/construction in spring 2022 for segments A, B, and C, as well as spring 2025 for segment D. Schedule is preliminary and subject to change. The draft State Transportation Improvement Program approval is anticipated in October 2019.

Action: No action. It is requested that the designs be brought back to the US 1 Council of Planning before submittal.

2. Ponderosa Development

- Jason Myers introduced this development and showed the sketch plan. There has been one round of sketch review with development services staff and there is a pending rezoning. The US 1 Study and Raleigh Street Plan has a collector street that comes around the back of the development to

Common Oaks. They are proposing to build the collector street in the shown location because it still connects Common Oaks and doesn't take the street through existing housing and the floodplain. Jennifer asked if the street will go through the pond on the south side of the property and where it will connect to. Jason Myers replied that the owner of the land the pond is on came to a meeting and confirmed that the pond is dry and not jurisdictional. Shelby Powell asked for a more detailed plan showing how this will fit into the overall network. Meredith Van Duyn asked if they would upgrade existing Ponderosa Road with this development. Jason Myers explained that they looked at Common Oaks as the main movement because of how sharp the corner is at Ponderosa and Common Oaks, but there may be potential to realign the street. Development code would direct developers to preserve the floodplain and avoid building the street in that location.

Shelby Powell said the purpose of the big loop was that it was a part of the low stress bike network to get across US 1. There was also discussion on the connection at Quarry Drive. Meredith Van Duyn mentioned that the proposed upgrade to Ponderosa is to give them access at the north and south interchanges. The curve in Ponderosa would bring people as far west as they can so that the signal and DDI works together. There was concern and discussion about the sharp curve to the right and left, as well as the fact that the street goes through a pond and if there are environmental impacts it may not do well in merger. Kelly Race responded that the original alignment is much more impactful through the floodplain. Scott Hammerbacher brought up another issue that most of the traffic will be truck traffic coming through the quarry. It was recommended that they work with the developer so that they are aware of the heavy truck traffic. Jason Myers also brought up that if there is a curve right, it may not be the best place for the driveway as proposed.

The rezoning is not in front of planning commission yet. Tim Gardiner suggested to RS&H and WithersRavenel that we would want to incorporate the changes with this development with what is being proposed regarding the frontage/backage roads with the project. He also said if this is a service road with a lot of trucks, the City's local road network in this area will be very important. Jason Myers asked if this is a greenway corridor in Wake Forest's plans. Chip Russell responded that the only parts of Richland Creek are north of NC 98 and there is nothing in this vicinity as of yet. There was discussion of the Richland Creek culvert under US 1 and if it is large enough to make a connection. Meredith Van Duyn responded that they are scoped to do a preliminary hydraulics review and will look at all major structures. They will check this one in particular and see if it is large enough to accommodate a greenway. Jason Myers would like to get Raleigh and Wake Forest greenway staff together to discuss connections in this area. The East Coast Greenway and Mountains-to-Sea trail both intersect just south of here in the greenway master plan. Kelly Race brought up that they are going to Planning Commission in 2 weeks and what that means for this project. Jason Myers responded that this will not affect land use decision making too much, but will give good suggestions in terms of working out the site plan.

Action: No Action. Project will be brought back for approval when site plan is ready.

Other Business

1. Round Robin—Pending Projects

- Discussion took place between members and Fuquay-Varina staff that were attending to observe regarding the US 1 Council of Planning background. A brief overview and discussion of the US 1 Study, Memorandum of Understanding, vision, and other information related to the organization occurred.

Adjourn

There being no further business, Scott Hammerbacher thanked attendees and presenters, and adjourned the meeting.

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