



U.S. 1 COUNCIL OF PLANNING MEETING
Thursday, January 21, 2021
Webex Virtual Meeting

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Tim Gardiner – Chair	Wake County	Tim.Gardiner@wakegov.com
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Scott Wheeler	NCDOT Div 5 Dist 1	mwheeler@ncdot.gov
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Jason Myers	City of Raleigh	Jason.myers@raleighnc.gov
Jason Rogers	Franklin County	jrogers@franklincountync.us
David Walker	GoRaleigh	David.walker@raleighnc.gov
GUESTS/INVITED AGENCIES		
Dylan Bruchhaus	Town of Wake Forest	dbruchhaus@wakeforestnc.gov
Rene Haagen	City of Raleigh	Rene.Haagen@raleighnc.gov
Dr Bill		
Pam Williams	NCDOT	prwilliams@ncdot.gov
Terry Farr	NCDOT	tefarr@ncdot.gov
Jonathan Jacobs	Town of Wake Forest	jjacobs@wakeforestnc.gov
Jon Frazier	Granite Construction	
Randy Kerr	Granite Construction	
CAMPO COP Staff		
Brandon Watson	CAMPO	Brandon.watson@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Tim Gardiner, Chair, opened the meeting and asked attendees to introduce themselves.

Meeting Minutes

Meeting Minutes – October 9, 2020

Action: A motion was made by Shelby Powell, seconded by Scott Wheeler, to approve the meeting minutes from the October 9, 2020 meeting. The motion carried unanimously.

Old Business

- Project Update – U-5307 – US 1 Freeway Project
 - Terry Farr gave an update on project U-5307. The project has been placed on the move forward list for preliminary engineering funds. The construction dates have moved out some, but it has been unsuspended for PE so the designs can go out the public, alternate selected, and environmental document completed. Section A is now going design/build in October 2024. Sections B and C are scheduled for let in 2026. Section D is scheduled for ROW 2028 and construction is unfunded. The project was started back in December and the firm has mobilized again and hoping to get some preliminary plans completed and approved, including the service roads for connectivity, and get it out to public meeting sometime late summer of this year. Most likely would be a virtual meeting. This schedule would put the environmental completed at the beginning of February 2022. The project would be shelved at that point until Section A goes out to design/build.

Brandon Watson also gave an update that CAMPO met with NCDOT back in December regarding the US 1 COP members meeting to look at the plans. NCDOT did commit to participating in that meeting but would not want it to be used as official linework since the project is in the middle of the environmental document process. Terry Farr added that the service roads really haven't changed significantly as far as the locations since the last time everyone saw them. However, until the designs are released for public review they wouldn't want the linework being used as official. Tim Gardiner added in regards to linework that there would be no need to update any linework at this time until the public meetings. Since we are holding for a construction date of 2024, there may be a need to update the linework through the US 1 COP after the public engagement and designs are finalized. The designs look similar to what we saw before and the project is in the same place being an active project so since the project has now restarted is there a need for the US 1 COP to meet on this before the public engagement period. Shelby Powell added that some of the concern has been that not everyone in the group has seen the latest designs. Jason Myers also added that the US 1 COP has not seen the extent of the work that the consultant has accomplished on the designs. There was further discussion on whether to bring the US 1 COP together to look at the plans now or wait until NCDOT is ready to move forward with public engagement. It was decided that since this project was previously going into a permanent hold and has now been restarted and moving forward, it would be best to wait until a month or two before public engagement to give NCDOT time to finalize the designs and not interfere with the environmental process. The consultant team can go through the service roads and any changes in early summer. Jennifer Currin asked about interchange type selection and Terry Farr responded that we won't actually have specific interchange types selected until after the public meeting but they will be selected before the signing of the environmental

document in early 2022. Jennifer Currin also stated that the work session with the US 1 COP would give another good opportunity for members to discuss the interchange design concepts since they have changed over time.

Action: Received as information. CAMPO will work with NCDOT to schedule a work session in the summer to review the design plans before the virtual public meeting.

- Richland Reserve in Raleigh
 - Jason Myers introduced this project as having been submitted as a subdivision application. It was brought before as a scope plan review. The project is on the west side of US 1 in the Wakefield area in City of Raleigh jurisdiction where Ponderosa service road is located. Rene Haagen with the City of Raleigh shared and went through the design plan attachments. The alignment of Common Oaks Drive was discussed, and want to make sure that the slope and construction easement NCDOT needs are communicated with the developer. Jason Myers also added that there is a local road shown on the US 1 Study map further west will be included in this development plan much further east of that alignment. The line as shown goes through a floodplain and a housing complex so this development would pull it to the east. Tim Gardiner said that this alignment change should be tracked to make sure those changes are incorporated into the linework. As far as the Common Oaks curve with the Ponderosa Service Road, Terry Farr added that the intention is to realign Common Oaks at the sharp curve which will include some new right of way but the design criteria and design concept has not been approved yet for that section. A potential multiuse path along Ponderosa Service Road was discussed as to if the developer would build. There was further discussion on whether a fee in lieu or minimum standard requirements for the transportation improvements would be better. Raleigh staff will work with NCDOT staff to see what ROW or fee in lieu would need to be set aside for this development. Jason Myers asked as far as the GIS linework, what would be the process to amend something like this in the MTP/US 1 Study. Shelby Powell responded that changes like this wouldn't necessarily merit an amendment on their own, but would be incorporated with any MTP edits that are made. The corridor study and recommendations are incorporated by reference in the MTP so alignment changes are usually minor changes incorporated through MTP changes.

Action: Received as information.

New Business

- Granite Construction in Franklin County
 - Jason Rogers introduced this item as the developer proposing an additional 52' of ROW to serve as future ROW along US 1. It does look like a realignment to the north will need to be figured out because of a facility constructed in 2012 encroaching on where the future frontage road is shown in the US 1 Study. Jon Frazier with Granite Construction said they tried to capture what they understood was needed for adequate ROW based on the US 1 plan. Tim Gardiner pointed out that Sunset Drive is not shown as an interchange and would end at the future frontage road shown here so it would affect the access to both sites here. Scott Wheeler mentioned a plan that showed Holden Road being realigned that might could help this situation with the frontage road and will send it over to Terry Farr for his group to look at. There was discussion about the assisted living facility building on the north side of Sunset Drive and potentially bringing the frontage road to the east or west of it in the future. Jason Myers added that if the alignment could curve around to the east of the building, it's more of a question of what to do with the alignment between Holden and Sunset. Tim Gardiner added that it looks like the developer is dedicating enough ROW for what is proposed

in the US 1 study except for a small corner on the northeast side. Shelby Powell said that it seems this is meeting the intent of the US 1 Study where the development is making the connection we are trying to make and the building to the north may have to be looked at further in the future.

Action: A motion was made by Shelby Powell, seconded by Jennifer Currin, to accept the concept design provided as following the intent of the US 1 Corridor Study to incorporate the future frontage road. The motion carried unanimously.

- Hawthorne at the Forest in Wake Forest

- Jennifer Currin introduced this item as a 250 unit multi-family development off of Star Road. The plan is generally consistent with the US 1 Plan. The rezoning for the apartments moved forward and this is what was approved in 2014/2015. There were no US 1 COP records able to be found so when the construction drawings were received the Town wanted to bring it forward. There will be some ROW dedication along the east side of the project. A local road on the east side is proposed on the US 1 map and the frontage road is along Star. The master plan was approved in 2014/2015 and they have submitted a second round of construction drawings. NCDOT has discussed this project preliminarily to make sure it meets the cross-section needs. The railroad is to the south so Star Road is not going to continue south as a frontage road. There is a requirement for a left turn lane on the side driveway as well. Jason Myers wanted to confirm that the long term plan does have Star Road continuing south, just not yet. Jonathan Jacobs added that this parcel abuts a historic property that restricts any construction to the south. Jennifer Currin added that they have had preliminary conversations with NCDOT about this issue due to the historic property limiting the ability of a frontage road along Star to continue. They are looking at other options to provide properties access. Jason Myers brought up concern with not including Star Road continuing further south over the railroad as shown in the US 1 Corridor Plan. If the intention is to amend the local road linework shown for Star Road as the frontage road, we should look at moving or modifying it in the plan. There was further discussion about the property in question and Jonathan Jacobs said there have been discussions with the developer to make sure that the ROW needed is reserved for Star Road and they are also planning to build sidewalk on Star Road in addition to the turn lane. There will also be the full amount of ROW reserved for the local road to the east of the property.

Action: A motion was made by Shelby Powell, seconded by Scott Wheeler, to accept the concept design provided as following the intent of the US 1 Corridor Study. The motion carried unanimously.

Other Business

- Northeast Area Study (NEAS) Update
 - Brandon gave a quick update on the NEAS Update. The project team has been conducting a second round of board briefings with all of the jurisdictions in the study area. There is a recorded video up on the website as well at www.neasupdate.com. The project is now headed into draft recommendations and will be touching base with all jurisdictions on that soon. Also, the project is headed into the second and final round of public engagement (February 25 – March 10) seeking comments on the draft recommendations. There will be a virtual open house mid-late February along with a survey which will be on the website as well. There are also 2 hotspots in this general area of the US 1 Council of Planning. One is NC 96 in Youngsville from Long Mill to Park Ave, looking at a corridor concept for a 5-lane section with bike/ped improvements. The second one is at US 1 and Stadium Drive. This concept is looking at how an interchange could function at the

location. There is not a plan for the concept to be a part of U-5307 at this time, but could potentially be it's own project in the future.

- Round Robin
 - No updates.

Adjourn

There being no further business, Tim Gardiner thanked attendees and presenters, and adjourned the meeting.