



U.S. 1 COUNCIL OF PLANNING MEETING Tuesday, November 20, 2018

Town Hall located at 134 US1A South (opposite Youngsville Elementary)
1:30 p.m.

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Scott Hammerbacher –Chair	Franklin County	shammerbacher@franklincountync.us
Gregory Bethea	Town of Franklinton	townmanager@franklintonnc.us
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Chris Lukasina	CAMPO	chris.lukasina@campo-nc.us
Tim Gardiner – Vice Chair	Wake County	Tim.Gardiner@wakegov.com
Jason Myers	City of Raleigh	Jason.myers@raleighnc.gov
David Keilson	NCDOT Div 5	dpkeilson@ncdot.gov
Laurie Barrett	GoTriangle	lbarrett@gotriangle.org
Bob Clark	Town of Youngsville	bclark@townofyoungsville.org
Scott Wheeler	NCDOT Div 5 Dist 1	mwheeler@ncdot.gov
Guests/Invited Agencies		
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Andy Thomas, Jr	Town of Youngsville	athomas@townofyoungsville.org
Jason Talley	RS&H	Jason.talley@rsandh.com
Meredith Van Duyn	RS&H	Meredith.vanduynduyn@rsandh.com
Kanchana Noland	NCDOT	kvnoland@ncdot.gov
David Stark	NCDOT	dstark@ncdot.gov
Joey Hopkins (via phone)	NCDOT	Jhopkins@ncdot.gov
CAMPO COP Staff		
Shelby Powell	CAMPO	Shelby.powell@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

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

Meeting Minutes

Meeting Minutes – June 2018

Action: A motion was made by Scott Wheeler, seconded by Tim Gardiner, to approve the meeting minutes from the June 7, 2018 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 the materials that had been presented to the concurrence team at the Concurrence Point (CP) 2 merger meeting the previous week. Meredith reviewed the merger process, noting that it is an effort to merge the permitting processes for NEPA and Clean Water Act requirements to expedite project delivery. The CP 2 meeting allowed the team to reach concurrence on which alternatives will be studied for the project. The next concurrence meeting will include Concurrence Points 2A and 3, which deal with bridging and preliminary design elements. Meredith noted that public workshops were held in Raleigh on October 9 and Wake Forest on October 29 (the Wake Forest meeting had been postponed due to hurricane conditions on the originally-scheduled date). The public meetings were well attended, and most people were favorable toward the project. There were 477 attendees at the public meetings, and 150 comments submitted either online or on paper forms. The targeted Facebook ad reached 35,000 people. There were some questions from attendees regarding changing access to US 1, and some concerns about induced growth and lowering property values resulting from the project. Meredith noted that an economic impact assessment was not part of the scope of work for this project development.

The wetland and stream delineation is now complete. Meredith brought copies of the merger packet for the Council of Planning (COP) members to review. She reminded the COP that the schedule for sections A, B and C of the project is right-of-way acquisition and construction starting in FY 2021, and for section D, right-of-way and construction starting in FY 2024. The team is working on studying the frontage and backage roads as part of the project. Recommendations for those will come forward in the Spring prior to the next round of public meetings. A noise study is also underway. If noise walls are warranted, neighborhoods will be polled about implementation of those walls. The team is also evaluating a Gresham Lake Road overpass, as that is part of the corridor plan and the City's master plan for the area.

Meredith reviewed the options being carried forward for study for each interchange location. At I-540, an additional lane on I-540 will be added to carry through-movement on I-540, and the team is studying a flyover from southbound US 1 to eastbound I-540. At Perry Creek Road, the team will study Diverging Diamond and Diamond interchanges. At Burlington Mills, the team will study a Diamond and Diverging Diamond. At Falls of Neuse Road, the team will study a Diverging Diamond interchange. At the 98 Bypass existing interchange, the team will evaluate minor changes to ramps. At the 98 Business interchange, some changes will occur because of new development coming in currently. At Jenkins Road, the plan is for an overpass only, but to leave room for a future interchange if possible. At Purnell Road, a partial clover is being studied to accommodate a National Historic Registry property in the southwest quadrant.

The group discussed the possibility of the Special Use Lanes that were identified in the original corridor study. Meredith noted that the traffic study does not warrant the extra lanes, and without knowing what the lanes would be used for, it is hard to accommodate them in the design. Joey Hopkins stated that perhaps structure widths could be adjusted to accommodate special purpose lanes in the future, but that the special purpose lanes would not be built as part of this project. Shelby Powell asked what the project implications are of accommodating the special purpose lanes

in the median, or having extra width in the median to allow future shoulder travel lanes. Jason Talley explained that the bridges will accommodate an additional 6 feet, but we need wider shoulders if the medians are going to be converted to vehicular lanes. We could need as much as 20 feet or more on the inner lanes. Chris Lukasina asked about project I-5111, which had structures designed to accommodate future managed lanes. Joey Hopkins responded that that project tried to accommodate a 16 foot lane. Chris Lukasina responded that if we want HOV or managed lanes in the future here as well, why would NCDOT not support the wider bridging on this project as it had on I-5111. Joey Hopkins noted that the I-5111 was accommodating a defined managed lanes plan; this corridor has not defined what the special purpose lanes would be – managed shoulders or BRT or HOV or HOT or something else. Chris Lukasina asked if we could just attempt to accommodate the largest of the three most discussed options – BRT or managed lane or managed shoulder lane. Jason Talley stated that, for HOV lanes, 16 feet is needed for sight distance. On I-5111, there is still space in the grass median for expanding the 16’ managed lane and a 4’ separation from the general purpose. The US 1 corridor will not have the grass median. At a minimum, the project would need the 16’ lane and 4’ separation, as well as a paved shoulder, per AASHTO standards. Chris Lukasina noted that the shoulder managed lanes on I-540 were wider at structures, and had been approved by Derek Lewis at NCDOT. Joey Hopkins noted that we would need to accommodate for the speeds on this project. Tim Gardiner added that he understood the need for a narrower cross section from a merger standpoint, but stated that we did not want to lose flexibility to accommodate the full corridor plan in the future; if we use the shoulder managed lane concept on I-540 as the potential cross section concept here, we should build the bridges for that. Joey Hopkins stated that the costs for the project would accommodate the purpose and need, and that timing of the project needs to be considered so we don’t delay the project. He is open to look at something if we can decide what to look at with the laneage. He is in favor of planning appropriately for future improvements, but we need to know when and what the special purpose lane is that we are planning for. Chris Lukasina asked what it would take to accommodate future managed shoulders as peak only toll lanes on the shoulder. Meredith Van Duyn stated that tolling equipment and signage would need to be included, and that an extra 12’ is not enough. Joey Hopkins mentioned that I-66 in Virginia could be a good model to look at. Meredith Van Duyn noted that enforcement space would be needed if tolls are in place. Joey Hopkins responded that these would be lanes directed to travel time reliability, not revenue, so enforcement is not that important. Chris Lukasina stated that, at a minimum, we should be designing to accommodate managed shoulders like on I-540. Joey Hopkins stated that he would circle back with Meredith and Jason to discuss options.

Action: A motion was made by Tim Gardiner, with a second by Chip Russell, to request the consultant to provide cross sections that we’ve talked about on the other projects (I-540 managed shoulders, I-66 in Virginia, I-485 in Charlotte, and I-5111), and that the Council could use that information to discuss how to accommodate future improvements in the US 1 structures being built through this project. The motion carried unanimously.

Jason Myers asked if the current cross-section would accommodate Bus-on-Shoulder System (BOSS). Meredith Van Duyn responded that it would. Jason Myers asked if left hand lane transit would work for express bus from Wake Forest to Raleigh, and noted that the transit accommodation would need to work for the service being planned in the corridor, which may or may not function well with internal left-side lanes. Chris Lukasina stated that it is still cheaper to evaluate that now rather than after this project is built.

Meredith Van Duyn wrapped up the discussion with the future schedule for the project, noting that the service road plan recommendations should be done around February 2019; the next round of public meetings are planned for around April 2019; and the Concurrence Point 2A and 3 meeting would be scheduled after the next public meetings. The final environmental document should be complete by December 2019.

2. Devon Square Master Plan in Wake Forest

- Jennifer Currin presented this information to the COP, noting that this concept had previously come before the Council. Staff is not supportive of this rezoning, which would be from Highway Business to Residential zoning, and would have 250-350 single and multi family units. There is a proposed temporary connection to US 1, and plan to reduce the driveways to access via the service roads. Chip Russell suggested that the Town should ask the developer to build the service roads. Jason Talley asked if this service road would conflict with the planned interchange at Harris Road, and noted that a leftover may be needed from the service road rather than full access. Jennifer Currin stated that the Traffic Impact Assessment has not been completed for the project yet, and this will come back to the COP for discussion when that information is available. She noted that the developer anticipates build-out by FY 2021.

Action: No action was taken on this project; further discussion pending receipt of TIA.

New Business

1. Ray Property Development in Youngsville

- Andy Thomas and Bob Clark presented this information to the COP. There is a sketch plan for a commercial building and parking lot in a lot directly on US 1. The Town's setbacks of 50' are accommodated in the sketch plan, and they are trying to get additional for the frontage and backage roads per the corridor plan on most developments. Scott Wheeler suggested the driveway should be moved to the southern property line. Bob Clark noted that the property owner to the north has had discussions about creating a shared driveway with this property. Jason Myers asked if there is anything in the code that required them to have another access to US 1 given that they already have cross access. Bob Clark noted that there is no cross access because this lot was subdivided from the lot to the south. Scott Wheeler asked if the driveway could be pushed to the north to share. Andy Thomas asked the COP for recommendations on access to this property.

Action: Motion was made by Tim Gardiner, seconded by Jason Myers, to request the Town to ask the developer to look at backage road set-asides and relocation of the driveway to accommodate the corridor plan. The motion carried unanimously.

Other Business

1. Round Robin—Pending Projects

- Jason Myers stated that Leith Automotive is looking at putting in an administrative building at Durant Road. Meredith Van Duyn noted that the RS&H team has been working with the Leith Family as the interchange design is being studied at Durant Road. Jason Myers noted that he will pass along the information that those discussions are underway to the City of Raleigh staff working on this project, since he does not believe they are aware of those conversations. Scott Wheeler noted that the NCDOT will not allow a driveway if the development will adversely impact the US 1 project, and that the property could likely become a taking for the US 1 project.

Adjourn

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