



U.S. 1 CORRIDOR – COUNCIL OF PLANNING MEETING
May 22, 2014
Wake Forest Town Hall
3:00 PM

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Darcy Downs	Triangle Transit	d downs@triangletransit.org
Eric Lamb - Chair	City of Raleigh	eric.lamb@raleighnc.gov
Scott Hammerbacher – Vice Chair	Franklin County	shammerbacher@franklincountync.us
Reid Elmore	NCDOT	trelmore@ncdot.gov
Shelby Powell	CAMPO	Shelby.powell@campo-nc.us
Stephen Winstead	NCDOT	Stevewinstead@ncdot.gov
Tim Gardiner	Wake County	Tim.gardiner@wake.gov.com
Guests		
Rupal Desai	NCDOT TPB	rpdesai@ncdot.gov
Kevin Lewis	Franklin County	k lewis@franklincountync.us
Terence Everett	Wake Forest Chamber	
William Wentzien	Gannett Fleming	wwentzien@gfnet.com
Brian Lusk	STV, Inc.	Brian.lusk@stvinc.com
Jeremy Goldstein	Gannett Fleming	jgoldstein@gfnet.com
Kevin Lewis	Franklin County	k lewis@franklincountync.us
Tom Hildebrand	Gannett Fleming	thildebrand@gfnet.com
Candace Davis	Wake Forest	cdavis@wakeforestnc.gov
Ronnie Goswick	Franklin County EDC	rgoswick@franklincountync.us
CAMPO Staff		
Shelby Powell	Capital Area MPO	Shelby.powell@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Scott Hammerbacher, US 1 Council of Planning Vice Chair, opened the meeting at 3:05 p.m. and gave the welcome and introductions.

Meeting Minutes – April 24, 2014

The Council reviewed meeting minutes from the April 24, 2014 meeting. Motion made by D. Downs, second made by S. Winstead, to approve minutes as presented. Motion carried unanimously.

Old Business

No old business was discussed.

CAMPO Hot Spot Studies

As the FY 14 Hot Spot studies get underway, consultants from STV and Gannett Fleming were present to discuss the studies of the US 1/1A/Falls of Neuse intersection study and the US 1 Corridor Study mapping update. The US 1 Council of Planning will act as the steering committee for both studies.

- **US 1 / 1-A / Falls of Neuse Intersection Study**
 - o Brian Lusk, STV, Inc., and members of his team presented information related to existing conditions, feasible interchange types, and the traffic analysis in the study area. He reviewed some improvements that Division 5 was doing, specifically adding turn lanes at Caveness Farms and dual lefts out from the new Sams Club development. The westbound lanes on 1-A were queuing and needed additional through lanes across Capital Blvd to accommodate commuters using Falls of Neuse instead of capital. Brian asked for input on the types of interchanges to study for the area. Eric Lamb pointed out that constructability is important, and that a DDI would be competitive from a cost standpoint. Brian will also evaluate a SPUI since that is what's indicated in the US 1 Corridor Study Phase I report. Reid Elmore said that the three interchange types that could work here from a cost and constructability standpoint were SPUI, DDI, and compressed diamond. There was general consensus on that. There was some discussion regarding the outputs of the study, and the group agreed that this study would not determine a final outcome, but would offer an evaluation to help the group determine a locally preferred alternative for the interchange design. More analysis will be emailed to the group prior to the June meeting.

- **US 1 Corridor Study Phase 1 & 2 Executive Summary Consolidation and Interim Improvement Recommendations**
 - o Jeremy Goldstein, Gannett Fleming, and members of his team reviewed their findings from initial development review and traffic analysis, pointing out several areas where new developments had compromised the alignment of the frontage/backage roads. There is one area in particular in the Phase II study area where the railroad ROW and the US 1 pavement actually touch. He requested feedback from the Council on locations for studying interim improvements, and reviewed some areas where the future traffic volumes could warrant a superstreet treatment. William Wentzien reviewed a traffic analysis, and noted that Jenkins and Holden Roads were good candidates from a traffic and development standpoint for looking at superstreet treatments. Reid Elmore mentioned that Burlington Mills might be a good candidate for a reverse superstreet to accommodate left turning movements onto southbound Capital Blvd. Steve Winstead noted that the consultant team should look at how dual lefts from US 1 northbound onto NC 96 westbound would perform. The group will review final results and mapping at the June meeting.

Other Business

Shelby Powell noted that the SPOT scores had been released, with draft STIP for statewide tier projects:

- U-5307A – US 1 from I-540 to Durant Rd – Freeway – ROW FY 21, CON FY 23
- U-5307B – US 1 from Durant Rd to Burlington Mills Rd – Freeway – ROW FY 21, CON FY 23
- U-5307C – US 1 from Burlington Mills to NC 98 Bypass – Freeway – ROW FY 21, CON FY 23

Adjourn – There being no other business, the Council adjourned at 4:25.