U.S. 1 CORRIDOR – COUNCIL OF PLANNING MEETING
June 26, 2014
Wake Forest Town Hall
3:00 PM

Attendees		
MEMBERS	**AGENCY**	**E-MAIL ADDRESS**
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Scott Hammerbacher – Vice Chair	Franklin County	shammerbacher@franklincountync.us
Shelby Powell	CAMPO	Shelby.powell@campo-nc.us
Stephen Winstead	NCDOT	Stevewinstead@ncdot.gov
Tim Gardiner	Wake County	Tim.gardiner@wake.gov.com
Guests		
Doumit Ishak	NCDOT Congestion Mgmt	dishak@ncdot.gov
Kevin Lewis	Franklin County	klewis@franklincountync.us
Terry Winebrenner	Gannett Fleming	twinebrenner@gfnet.com
Trisha Hartzell	STV,Inc	Trisha.hartzell@stvinc.com
Brian Lusk	STV, Inc.	Brian.lusk@stvinc.com
Anne Redmond	STV, Inc.	Anne.lenart-redmond@stvinc.com
Kevin Lewis	Franklin County	klewis@franklincountync.us
Tom Hildebrand	Gannett Fleming	thildebrand@gfnet.com
Candace Davis	Wake Forest	cdavis@wakeforestnc.gov
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. There was no quorum present, so no decisions or votes were made at today's meeting.

CAMPO Hot Spot Studies

As the FY 14 Hot Spot studies were underway, consultants from STV and Gannett Fleming were present to present recommendations from 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 acts as the steering committee for both studies.

- **US 1 / 1-A / Falls of Neuse Intersection Study**
  - Brian Lusk and Trisha Hartzell, STV, Inc.
    - Brian Lusk and Trisha Hartzell reviewed the traffic data from the intersection study. They presented a table comparing the three interchange types that were reviewed. The STV team had looked at a SPUI, DDI, and Compressed Diamond interchange designs.

The Compressed Diamond design, while cheaper to build, resulted in a failing level of service on the ramps. It was noted that the design would not handle the significant number of left turns in the intersection. The SPUI design performed well, and was designed with US 1 traveling over Falls of Neuse/Main Street. It resulted in a 2040 LOS C in 2040 AM and PM peak runs, and was estimated to cost $7.2M to construct. However, a SPUI design will not accommodate pedestrians in an efficient or safe way. The Diverging Diamond Interchange design utilized a smaller bridge and was deemed to be much more pedestrian friendly across US 1. It was estimated to cost $5.3M to construct, and would result in a LOS C for the southbound ramps and D for the northbound ramps. Attendees discussed the pro's and con's of each interchange, and asked if the design for the DDI could be done with US 1 shifted slightly west to avoid some of the businesses on the east side of the road. Brian indicated they would take a look at that. Overall, the group agreed that the DDI, with its relatively lower cost and pedestrian friendliness, was probably the best option.

- **US 1 Corridor Study Phase 1 & 2 Executive Summary Consolidation and Interim Improvement Recommendations**
    - Thomas Hildebrand, Gannett Fleming
        - Thomas Hildebrand reviewed the work the Gannett Fleming team had done on the mapping consolidation. He ran through several examples of frontage and backage roads that had been built since the Phase I study, and showed how the mapping was being updated to reflect those changes. He also discussed the superstreet recommendations for the intersections at Holden, Burlington Mills and Jenkins. Additional work is being done on the mapping and reports. The Council agreed that the project was going in a good direction.

Development Proposal in Wake Forest

A proposed Meineke Car Care on US 1 at Teltec Plaza (north of Burlington Mills Rd) in Wake Forest was presented by Chip Russell. The Meineke is relocating from the Raleigh Triangle Town Center area due to the closure of the Kmart building where it is currently located. Council members suggested that relocating the backage road to match up with the existing private road behind the adjacent cul-de-sac neighborhood would allow for a good grid network to begin in that area. There is currently 300' of ROW on the north side of US 1 and 260'of ROW on the south side of US 1. At the next COP meeting, the group will look at revised drawings that show the proposed system going along Teltec Drive with a frontage road curving around the front of the Meineke parcel and continuing through the cul-de-sac neighborhood.

Adjourn

There being no additional business, the meeting concluded at 4:40 with no action having been taken due to lack of quorum.