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drive ◆ ride ◆ walk ◆ bike ◆ live

US 1 Corridor Study

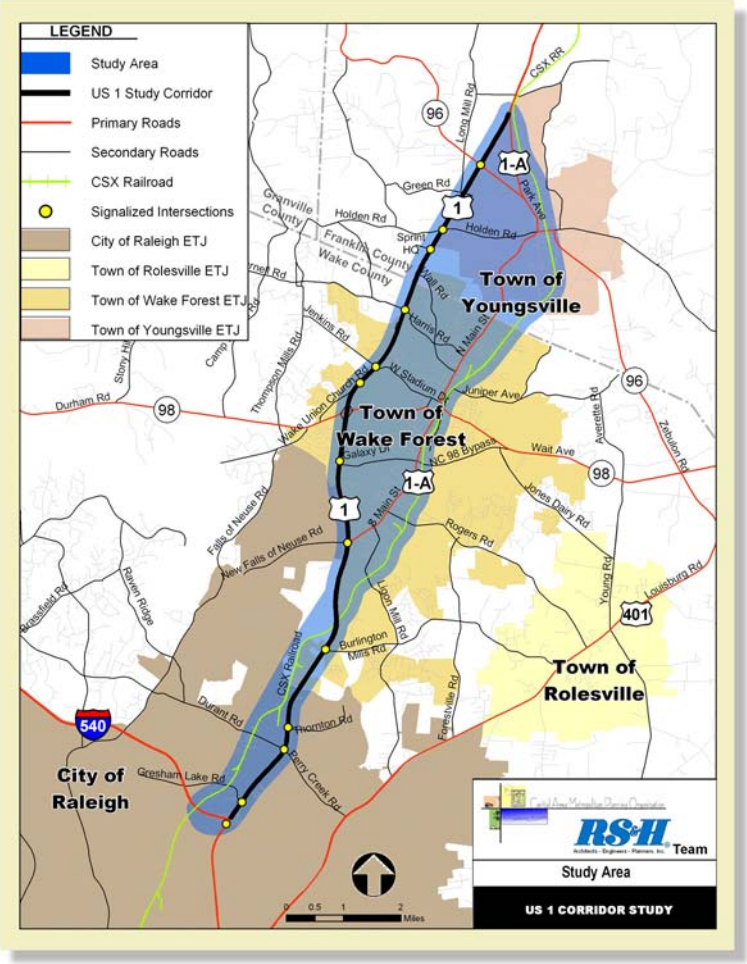
PLANNING FOR TOMORROW

A purpose and a need

There are two clear reasons for improving the US 1 corridor: to meet growing travel demand and to improve safety. Current travel demand on the route meets or exceeds its capacity for the section of US 1 south of US 1A (Main Street) in Wake County. Further adding to the problem is the high percentage of trucks (14%) using the corridor. By the planning year of 2030, traffic along the study corridor is anticipated to exceed the current four-lane roadway's capacity. According to NCDOT, the crash rate for the US 1 study corridor exceeds the statewide average for half of its length.

The combination of high traffic volumes and high crash rates, as shown in the bar charts on page two, make the US 1 corridor a good candidate for improvements.

The US 1 Corridor Study purpose is to develop an integrated transportation plan that provides for high level of mobility along the US 1 Corridor while maintaining a high quality environment for the surrounding communities by providing for well-planned and sustainable growth along this corridor. An important goal of the study is to determine right-of-way requirements for the corridor before encroaching development makes roadway improvements impossible.



Capital Area MPO considers US 1 options

The Capital Area Metropolitan Planning Organization (Capital Area MPO), through an inter-agency agreement between the City of Raleigh, the North Carolina Department of Transportation (NCDOT), Triangle Transit Authority (TTA), and the Town of Wake Forest retained RS&H Architects-Engineers-Planners, Inc. (RS&H) to develop a coordinated multimodal transportation and land use plan for the US 1 Corridor. The study area, shown above, has the following project limits: the US 1 corridor in Wake and Franklin Counties, between I-540 in Raleigh and the intersection of US 1/US 1A North (Park Avenue) in Franklin County, a length of approximately 14 miles.

Community involvement activities

The Capital Area Metropolitan Planning Organzation's (Capital Area MPO) Public Involvement Program for the US 1 Corridor Study is designed to increase public participation in the transportation planning process and to identify the most important issues regarding the project from the perspective of the local communities. With inclusion in mind, the US 1 Oversight Team was formed in the fall of 2005 to assist in achieving these goals. The Oversight Team is composed of 38 members who represent local, regional, and state agencies and citizen groups. On December 13, 2005, the Oversight Team met with the Capital Area MPO and its representatives to discuss the US 1 project, existing conditions and other related issues.

The Technical Oversight Team, a subcommittee of the Oversight Team, met January 17, 2006 to begin the alternatives development process. The subcommittee will report its progress at the next full Oversight Team meeting scheduled on February 21, 2006.

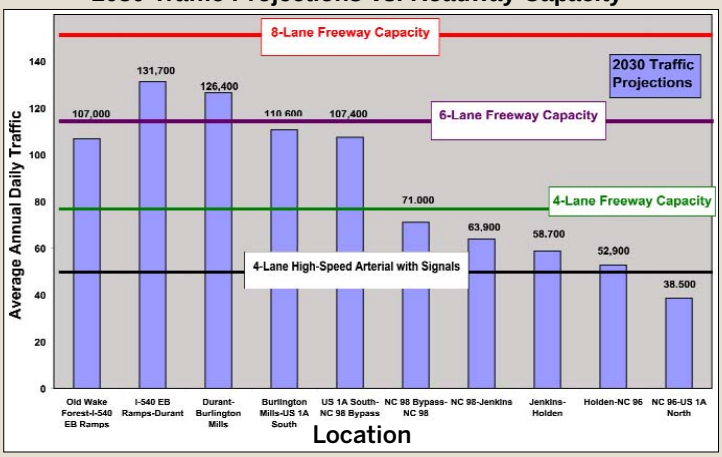
In addition to the Oversight Committee and its subcommittee, **The Capital Area MPO will host two public meetings, the first scheduled for March 14, 2006 from 3-7:30 pm at The Living Word Family Church on 10520 Star Road, Wake Forest, NC**. At that meeting the public will have an opportunity to learn about the project and provide input into the planning process for the corridor. Several alternative plans will be available for the public's review and comment.

Other means of informing the public include a website and newsletters, of which this is the first. The website and newsletter contain current information about the study's progress and notices of upcoming meetings. Newsletters are mailed to property owners within 1,000 feet of US 1. To be added to the mailing list, please contact Project Manager, Kenneth W. Withrow, or email us from the web site: **www.ncdot.org/~us1study**

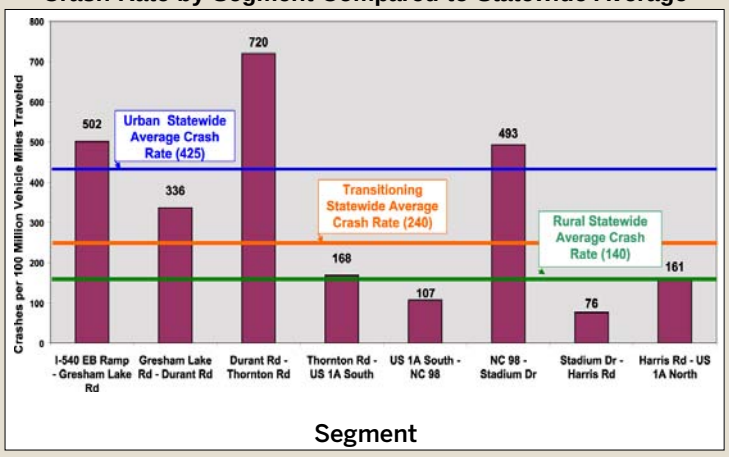
The objectives of the study are:

- To develop a clear vision of the transportation role(s) of the US 1 corridor with respect to mobility.
- To formulate a multimodal transportation plan that incorporates highway, transit, pedestrian, and bicycle travel modes and complements the area's development patterns.

2030 Traffic Projections vs. Roadway Capacity

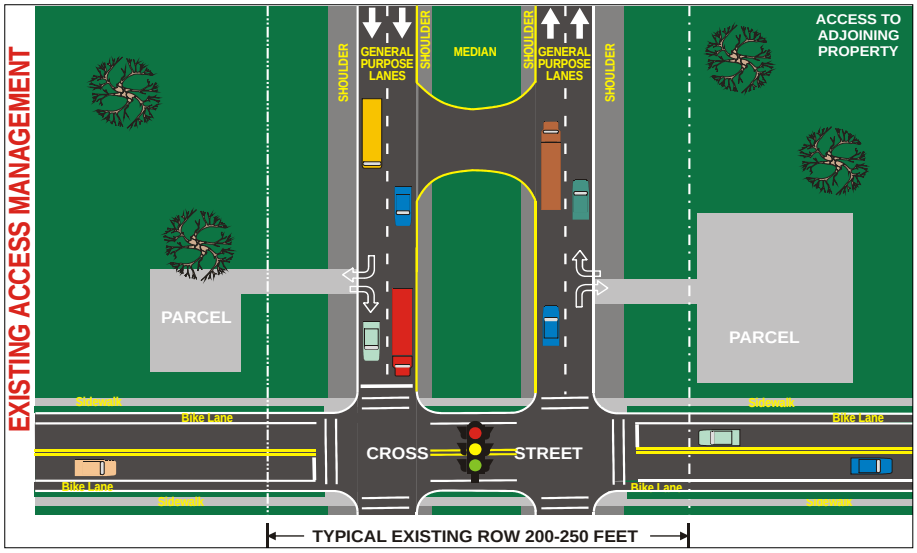


Crash Rate by Segment Compared to Statewide Average



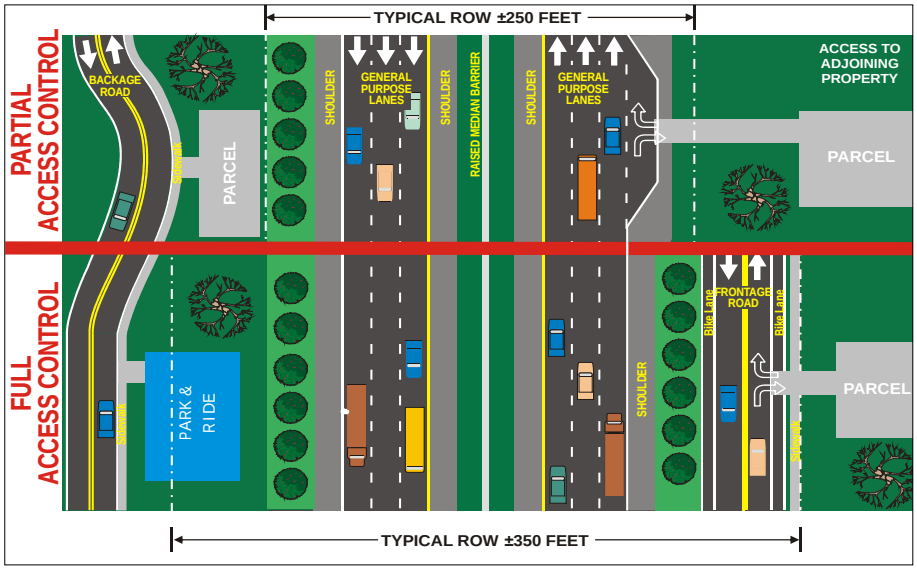
RS&H Architects - Engineers - Planners, Inc. Team

Multimodal alternatives for improving US 1



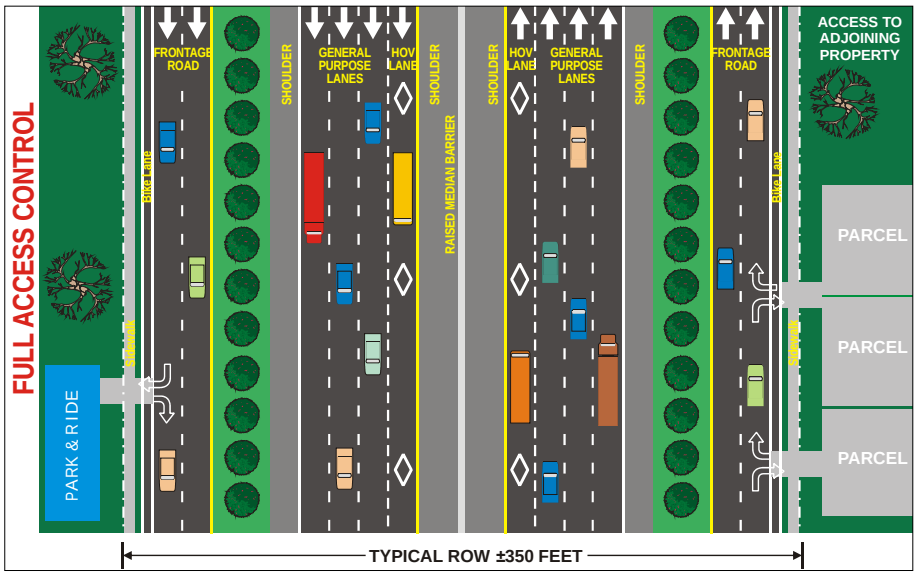
Alternative I - Null Alternative
(Existing plus Committed Projects)
Alternative I generally involves the following improvements:

- Existing general purpose lanes to remain (no additional lane widening)
- Major cross streets will continue to be signalized
- Includes committed transportation improvement projects, as identified the Long Range Transportation Plan (LRTP)
- Bicycle lanes or sidewalks are not possible along US 1



Alternative II - Highway Alternative
Alternative II involves the following improvements:

- Eight or more lanes from I-540 to NC 98
- Six general purpose lanes from NC 98 to US 1A North, Franklin County (median barrier, no cross access points)
- Interchanges at major cross streets
- Grade-separated cross streets to provide multimodal east-west connectivity
- Two-lane frontage roads (either one-way or two-way) paralleling US 1 **or** backage roads set behind adjacent properties to provide access
- Implement freeway standards where practical (full control of access)
- Implement expressway standards with partial access control where freeway standards are not practical
- Bicycle lanes and sidewalks along frontage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads



Alternative III - Highway + Transit Alternative
Alternative III generally involves the following improvements:

- Six general purpose lanes from I-540 to US 1A North, Franklin County
- Two special use/high-occupancy vehicle (diamond) lanes, one in each direction from I-540 to NC 98
- Two-lane frontage roads (either one-way or two-way) paralleling US 1 **or** backage roads set behind adjacent properties to provide access
- Interchanges at major cross streets
- Grade-separated cross streets to provide for multimodal east-west connectivity
- Bicycle lanes and sidewalks along frontage roads and cross streets
- Park and ride lots and transit stops on frontage or backage roads

RS&H Team
Architects - Engineers - Planners, Inc.

BE INFORMED
BE INVOLVED

Public participation is important to the success of this project and public input is a major consideration in the selection of the Preferred Alternative for the US 1 Corridor Study. The Study Team provides several ways for you and your community to stay involved and obtain project information:

- Access the project website at: **www.ncdot.org/~us1study**
- Add your name to the project mailing list for future newsletters and public meetings
- Contact members of the US 1 Oversight Team to provide input and comments regarding project planning efforts (see website for contacts)
- Submit written (either by US Mail or in the Comments section of the website) or verbal comments to the project team

CONTACT US

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QUESTIONS

If you have any questions about the project, you may call the Capital Area Metropolitan Planning Organization or RS&H. For information regarding other NCDOT projects, you may call 1-877-DOT-4YOU.

Public Info Meeting Notice

A Public Meeting will be held on March 14, 2006 from 3 to 7:30 pm at The Living Word Family Church 10520 Star Road Wake Forest, NC