Charlotte City Council

# Transportation & Planning Committee

Meeting Summary for April 28, 2011

## COMMITTEE AGENDA TOPICS

**I.** **Subject:** **Northeast 485 Completion**
Action: None

**II.** **Subject:** **Steele Creek Area Plan**
Action: None

**III.** **Subject:** **Revised Committee Meeting Schedule**
Action: Motion passed unanimously

## COMMITTEE INFORMATION

Present: David Howard, Warren Cooksey, Patsy Kinsey, Nancy Carter
Time: 2:10 pm – 3:28 pm

## ATTACHMENTS

1. Agenda Package
2. Northeast 485 Completion Presentation
3. Steele Creek Area Plan Presentation

## DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and introductions were made. Chairman Howard asked Danny Pleasant to introduce Barry Moose, Division Engineer, NCDOT Division 10, and the presentation regarding the completion of I-485.

**I.** **Northeast 485 Completion**

Pleasant: As you all know, we have a funded project along east I-485 along with a new interchange along with widening of I-85 up through Cabarrus County. There will be a big impact on the way traffic and access can flow into and out of an urban area. With that, I'll turn it over to Barry.

Howard: Before you do that, I think I speak on behalf of the City, I can't begin to tell you how happy and pleased we are with what the Transportation Secretary and you have done to accelerate the completion of the loop, because that's what we're really talking about today. I hear you have also found creative ways to deal with the problems in the south. If you would give us a small bit of what that is at the end of the presentation,that would be great. I just wanted to express our appreciation before you got going because I think we all feel really good about what you guys have done to be creative to pull that off.

Moose: Thank you, David. It certainly is a pleasure to be here and I will try to address any questions you all may have, whether it's part of the presentation or not, and if I don't know the answer, I will try to get it for you. I was asked primarily to come to give you a high level update and scheduling of what I have been referring to as the Victory Projects; The two projects that will ultimately complete the I-485 loop as well as the I-85 widening that starts in Mecklenburg County and goes into Cabarrus County. The interchange with I-485 and I-85 is sort of the hub with I-85 taking off in one direction and I-485 in the other direction. It is going to be critical, and I'm glad you all are showing some interest in this because traffic management over the next couple of years is going to be extremely important. I think that you all will be pleased with some of the things we've done with these contracts to address that specific aspect of these projects. I was pleased with what we were able to do there.

Mr. Moose presents the Northeast I-485 Completion Power Point.

Moose: We originally estimated the project at $185M, which would include right-of-way and utility relocation. We revised that estimate, based on the competitive, current nature of the construction market, to $135M. We have awarded that contract to the design build team of Blythe Construction and Wilbur Smith and Associates. They submitted the winning price proposal, which was $139M. That does not include right-of-way and utilities. The bottom line is we started with $185M. Due to the creative nature of how we went about moving this project forward, we did realize quite a bit of savings. The contract was awarded June 3, 2010. One unique aspect of the design build contracts is that we require the contractor to submit to us their completion date. We don't set the completion date for them. We do set the ultimate time that we will give them to build it, but we let them set the completion date. That becomes a critical part of the selection process. Blythe submitted a date of December 12, 2014. We anticipate construction to start in July of this year. There is still some design work and right-of way work that needs to occur, but you will actually see physical construction starting about July 2011.
I was asked to talk about the uniqueness of this project as it relates to some of the interchanges. This particular project has what we refer to as a split diamond design at Prosperity Church Rd. We worked very close with city staff in regard to that particular design to try to meet the desired small area plan and I think you'll find that very interesting. But then we're also proposing a Diverging Diamond Interchange at Mallard Creek Rd. (see slide 3). I've got a lot of visuals instead of you hearing me talk a lot. I can talk all day long, but what you see in two minutes on a visual will do more for you.

Mr. Moose played visual animations of the two interchanges and explained how they will function (see slides 4-7).

Howard: Just a small question and it may be for CDOT. Does this mean Prosperity Church Rd. is going to be relocated? Short term or long term?

Pleasant: The decision was made to do the split diamond interchange through the area plan quite a number of years ago, probably 12 to 14 years ago. The idea was, instead of creating another huge intersection with Prosperity Church Rd. where the interchange would be, we pulled that out to create smaller streets, so that you could do sort of a development village concept in that Prosperity Village area. That was all set up a while ago. You may remember last year, City Council approved a municipal agreement with NCDOT to contribute $7M to the extra bridge work and some ramp and street work as well as a grade separation.

Howard: So, if he had let that go on, there would have been another diamond where Prosperity Church is now with service roads between the two of them.

Pleasant: It probably would have been a typical diamond and then we would have just done whatever we needed to do to get the rest of the street done and connected up. Instead of doing that, the split diamond allows us to do three smaller streets instead of one large arterial like you might see at Mallard Creek Church Rd.

Mr. Moose and Mr. Pleasant answered a few of Chairman Howard's questions about how this interchange will work in regards to street connections while traveling the interchange.

Mr. Moose continued with the presentation that was mostly comprised of visuals.

Howard: Have you done this somewhere else in NC?

Moose: Not in NC, but several other states have built these. We are proposing several of these in this area as well as other areas in NC.

Mr. Moose played the simulation that showed how the reverse diamond interchange will look from a street view lens.

Howard: Public education will be really important.

Moose: We recognize that and we do plan to try to market and try to educate the public as we go through.

Carter: Do those pedestrian provisions make bike travel easier?

Moose: There will be a bike path separate from the pedestrian provisions, so the bike path will follow the vehicular traffic.

Mr. Moose pointed out the path on the presentation simulation.

Carter: Thank you.

Mr. Moose continued to play the simulation while explaining the interchange's function and how businesses (e.g. fuel stations) located within the interchange will be accessed.

Carter: Thank you for the accommodation to Albemarle from I-485.

Moose: The next project is the widening of I-85 from Bruton Smith Boulevard to NC 73 in Cabarrus County. There will be additional lanes built from the I-485/I-85 interchange auxiliary lanes with an additional lane in Mecklenburg County. It's a 5.5 mile stretch of I-85 that is currently 4-lane divided, and we will be building an 8-lane divided. This widening reconstructs the interchanges at Poplar Tent Rd. and NC 73 (see slides 8-9). Both of these are being proposed for Diverging Diamond Interchanges.

Howard: I wanted to ask earlier about the completion date. In years past when you were dealing with I-485 and the completion date slipped and slipped and we read in the paper about penalties. Is there incentive for contractors to make their completion dates in this system rather than just putting bids out the way you have been doing it?

Moose: First there is kind of a disincentive and that is what we call liquidated damages. Every day they exceed the contract completion date, we will charge them a monetary penalty, which can amount to several thousand dollars per day. Two to three thousand dollars each day over a month is $100,000, so it doesn't take long to start adding up to real dollars.
The other is the contractors and consulting teams want to meet their deadlines because they know it gives them credibility for the next project more so than just a low-bid process, because we do grade the quality of the team based on their proposal and past experience. They know this gives them a competitive advantage to deliver these projects on time.

Howard: Is that part of the criteria; to look at that and past experience together?

Moose: Absolutely.

Mr. Moose further went over slide 9 in regards to contract milestone dates.

Moose: One of the unique aspects of this project is the successful team proposed to build a temporary access bridge into the median that will not mix construction traffic with regular traffic.

Howard: Is it actually cheaper to build a temporary bridge?

Moose: Absolutely. Because the delay of tandem trucks having to mix with regular traffic while coming and going into the work site is tremendous. (The completion schedules for NC 73, Poplar Tent Rd., I-85 SBL, I-85 NBL and the final completion are listed on slide 19 of the presentation).

Mr. Moose reviewed the final project, which is the Turbine Interchange with I-85/I-485 (see slide 20) that has a begin construction date of September, 2011. The third design version for this interchange resulted in a 2-Level Turbine interchange. The advantages of this design are highlighted on slide 25.

Howard: Have you done a Turbine design somewhere else in NC?

Moose: No, sir. This will be the first in NC.

Mr. Moose described the temporary ramps and loops that will be built during the construction phase to keep the work from interrupting the flow of traffic (see slides 29-30). He then reviewed the completion schedule (see slide 31) and presented a visual of driving through the Turbine Interchange. Mr. Moose also covered future projects listed on slides 35-38.

Howard: Any questions? I think the visuals helped us a lot. We got to see the answers to a lot of the questions we would have asked about movement.

Moose: I thought that would be the case.

Carter: I'm a bit concerned about the public/private partnerships because I know the redline is heading in that direction as well. Will there be competing interests there or do you think that they can be concomitant.

Moose: Well, actually the whole intent of this was to see how they would marry up. The idea is the look at the whole corridor and see what might be best.

Carter: To me that would be absolutely essential and would go farther with this body to present it as a dual push, married together. Thank you.

Cooksey: Since you mentioned the flyover at Johnston Rd and I-485 W, could you talk to the committee in general about what other alternatives are being considered and why you are going to be led in a direction other than the flyover we've talked about for years? Cause as I understand it, it's not just a money issue although money is a significant factor.

Moose: Originally, I had budgeted enough money to build the flyover, so money itself is not the issue. The issue is we only have the financial resources to build three lanes on I-485 and by building the flyover, traffic will get to I-485 so fast that once they get there there's still going to be some congestion trying to merge onto I-485. It's a significant movement as well so an alternative to that is instead of building three lanes we were looking at building three general purpose lanes and what we refer to as an auxiliary lane, which would be a fourth lane that would be constructed from Johnston Rd. to NC 51. That fourth lane would give traffic in that area a relief lane so they can weave in and out as they are going between the two interchanges. We didn't have enough money to build that and the flyover, so we're trying to consider which is better; building the auxiliary lane with two left-turn lanes, or building the flyover. The decision

is still out. I have also challenged our folks in Raleigh to look at a smaller bridge that we could keep the movement free flowing, but not build a tremendously long flyover bridge.
Pleasant: There is some concern about 521. If you do the flyover, we had this idea that if you could hold half the traffic in the left-hand lanes and half the traffic in the right-hand lanes, we may lessen the impact and back-up on 521.

Cooksey: To what extent is there significance to north and southbound traffic on Johnston Rd., in the area around Torringdon, not going to I-485 in the absence of that traffic light, because if you've got the flyover you don't need a traffic light there.

Moose: That's part of the analysis. This is kind of a hard statement and I say this just to set the tone. This is an I-485 project not a Johnston Rd. project. I say that not because we are going to ignore Johnston Rd., but we are concentrating on what would make that interchange more operational over the long term. That doesn't mean we are not going to do improvements on Johnston Rd.

Pleasant: We are also strongly pursuing the Community House bridge parallel to this interchange. That is where you will get your bicycle and walking facilities that will be much lower scale, much more community.

Moose: There is a lot of interest at the General Assembly right now regarding this project. The verdict is still out as to what we will ultimately do. I have asked them to look for additional money so we can build both the flyover and the auxiliary lane. Not that this would be the solution but it would put another option on the table. Again, keep your ears to the ground this summer. It will be a very interesting summer as it relates to this project as we unfold these ideas.

Howard: Thank you. Let's move on. We've got another exciting project. Thank you, Barry. That was good stuff. With that, we go to the Steele Creek Plan. This is near and dear to my heart because it's where I live. We have Melony McCullough and Garet Johnson.

## II. <u>Steele Creek Area Plan</u>

Johnson: Just a little bit of background and maybe a suggestion or request for the Committee. We started the Steel Creek Plan about two years ago in June of 2009. It was a typical process that had a Citizen Advisory Group. We worked with them. Most recently we completed the draft plan about mid-March and we had a community meeting. We've been proceeding through the review process with the Planning Committee. The Planning Committee heard public comments about a week or a week and a half ago. We heard a lot of concerns from the community that Melony will share with you. Some of the complaints were that maybe we're moving too fast and maybe we want some more time to look at the plan, and maybe we should have some more meetings with the advisory group and really look at these concerns. Staff has got these concerns and is working through some responses with the stakeholders. My request and my suggestion is that we have asked, and it's written on your agenda, you to recommend this to go to Council for public comment. But we might want you to hold off on that and give a little more time to work through the issues that were raised with the Planning Committee last week. That's just a suggestion, you

can proceed as you care to. Maybe as Melony goes through the slides, you can see a little more what the plan is about and what some of those concerns were.

Howard: So we're talking about a two-step process then. We are talking about hearing it today , hearing it in chambers at a future meeting, and then send it to Council from that point. Where does that put us?

Jim: If it came back here on May 9, then it could go to Council for public comment in June.

Howard: And it would come back to the Committee in July and then you would go to Council in September. There is no meeting in August.

Jim: So the plan could end up for adoption on August 22.

Howard: Okay, so that puts it off one month, not two months. That is what I was trying to figure out.

McCullough: Good afternoon. I'm Melony McCullough and I'll be giving you an overview of the Steel Creek Area Plan and will basically provide you with a highlight of the draft plan policies and some of the public comments that we received to date, and will then talk about the next steps.

Ms. McCullough presented the Steel Creek Area Power Point. She showed the boundaries of the plan and pointed out key landmarks (see slide 5).

Howard: Did I hear somewhere that that employment center is bigger than downtown?

McCullough: It has 20 million square feet of industrial development. It's the largest industrial core in the Carolinas.

Howard: I don't know how many people in this room know this, but there are more jobs at that employment center than downtown. Just FYI.

Ms. McCullough presented highlights of why they are doing a plan for this area (see slide 6); the Plan Area Policy Context (see slide 7); the Plan Development Process (see slide 8); and the Plan Document (see slide 9).

Howard: Wedge (69% Plan Area) is one of the larger area plans (see slide 7)?

McCullough: Yes, definitely. It may be the largest out of our district or our strategic plans.

Howard: I thought so.

McCullough: The draft document was completed in March of this year, we had a community meeting on March 31 and now we are in the review and adoption process (see slide 8). The Plan

Document, as all of our documents, is divided into two parts: the Concept Plan, which is the portion we will be asking Council to adopt, and the Implementation Guide, which serves as the guide for staff that Council would not be asked to adopt.
The Plan Vision is the concept plan. We worked with the Citizen Advisory Group to develop some general concepts as to how this area might develop in the future. It includes some mixed use nodes throughout the area and a significant amount of open space that includes parks as well as greenways and some key street connections throughout the plan area.
The concept plan was then used to develop a more detailed recommended land use for the area, which is parcel specific land use recommendations for the entire study area.

Ms. McCullough continued with the presentation covering the Recommended Future Land Use areas (see slides 13-16). The Shopton Rd. Industrial Center (see slide 17) area boundaries are recommended to be decreased as some residents in the area no longer want to be included in the Industrial Center. Public comments will be collected and shared during a future update.

Howard: They are so sparse down there. Doesn't the airport own a significant amount of land there?

McCullough: They do not own the land use area.

Howard: Ok.

Ms. McCullough turned the floor over to Brian Horton of CDOT, who presented the Transportation Policy highlights (see slide 18).

Horton: We approach streets now very differently trying to better integrate land use, while relating to the surrounding built environment and trying to plan for a more resilient Charlotte. We now look at streets as something for all users, not just vehicle movers. When applying the USDG street types to this area, we approach first, what are our boulevards and avenues? Those are our major thoroughfares in the old thinking of streets. What you see here in purple and in red are the boulevards. Those are the streets where vehicles or motorists are clearly the primary user, but still a balanced street for all users. The blue are more avenues, and a lot of those correspond to what you have heard as farm to market road upgrades. They are rural roads today, that as this area develops/suburbanizes, we have development pressures on these roads to really complete them and turn them into streets. We even have some new categories shown in green. Realizing that you have this environmental resource or sensitivity to the river and Lake Wylie, we thought this was an opportunity to not necessarily curb out the streets and build sidewalks on both sides. You have low density on one side with the sanctuary development and also a nature preserve. Palisades Parkway is already built to a similar model that is a shared use path on one side of the street instead of a curb edge and sidewalks. It allows you to have that natural green swale edge and a parallel shared path with fewer driveways and fewer street conflicts for cyclists. Then we have all the dash lines you see. Those are the local street connections. Where these cross creeks there may be opportunities for public/private partnerships. A lot of these will come in through the land development process as key connections similar to the old collector plan.
Any questions about Transportation before I hand it back to Melony?

Carter: Garden Parkway?

Brian: The Garden Parkway is outside of this plan area. It aligns with West Blvd. It actually goes through the Dixie Berryhill Area Plan.

Carter: No impact, even though it's not proposed?

Horton: Dixie River Rd. is being realigned currently through Berewick as a Capital Project that's nearing completion. It's a bond project.

Howard: It would be dumping traffic onto I-485 and then down to SC. It would not be an impact on development and land use.

Ms. McCullough reviewed Other Policies (see slide 19).

Howard: I know the library is talking about a second branch down there. Did they ever find land for the second branch along Shopton Rd.?

McCullough: My understanding is that they purchased land, but I'm not sure about how they are proceeding on that.

Howard: As long as it sits there until things get better.

McCullough: They were involved in the process and I think there was some uncertainty from their staff representative as well about the future of the library.

Ms. McCullough covered the Plan Summary (see slide 20) and Plan Implementation (see slide 22). She also talked about the public comments from slide 24.

McCullough: We heard a lot about airport noise at that meeting as well. Some of the residents expressed concern about the number of planes. They indicate that flight patterns have changed in that area.

Howard: They've got three active runways in that area. The airplanes line up coming in at night. There's not much you can do about it in this plan though.

McCullough: No. We just gave them an opportunity to share their comments.

Ms. McCullough continued with the Public Comment slide number 24. One of the comments was a recommendation for the Palisades Community Center square footage to be increased by 100,000 square feet.

Howard: Didn't Palisades get rezoned?

McCullough: It was rezoned several years ago. And in addition to that, the actual rezoning noted that 100,000 square feet could be added through a plan amendment process, and we actually added it through this planning process.

Ms. McCullough finished slide 24 by mentioning several of the written comments received from the public.

Howard: Is that the part you will be developing responses to?

McCullough: We will be developing responses to all of the comments that we received, whether they were received at the public meeting or in writing.

Ms. McCullough finished with the next steps (see slide 26).

McCullough: Based on our earlier discussion, we will be coming back to you on May 9 to ask you to ask Council to receive public comments on June 13.

Howard: This is also a time I think it would be smart for the Committee to give them our concerns so that we respond all at one time. So the discussion when they come back in May is the shorter conversation. We need to cover all their responses to all the concerns, including ours, so we can feel good about sending it on to Council. So, any concerns that we want to share with them right now?

Carter: On page 9 (see slide 18) on the map of the Future Transportation Network, at the major intersections, there are circles. Do those circles indicate a neighborhood road?

Horton: No. It's calling for policy to enhance the intersection. There might be a need for turn lanes, more high-visibility crosswalks for pedestrians and even pedestrian islands.

Carter: So it's not for development, but for transportation.

Horton: The area plan is policy framework that is guiding us in future capital projects. So what this says is, CDOT will get future designs at this intersection that will help balance all users and improve the intersection.

Carter: Thank you.

Howard: Because this is my first time seeing this I'm going to the costs on page 56 in the book. Those LRTP dates are not city/council capital dates. Some of these improvements would be city projects, I'm sure.

Horton: Correct. A lot of the farm to market roads would be city projects. While the intersection improvements would be city projects, the new roads and road widening are a mixed bag. Some of those will be state projects, such as widening Steele Creek Rd. Although, in the case of the

project out by Berewick, the alignment of Shopton Rd. West and Dixie River Rd. seeks the opportunity to advance that project, accelerate it as a bond project.

Howard: Are you saying that some of these could happen beyond 2035?

Horton: Based on current revenue projections, the most recent update, 2035, was post recession and had fewer projects.

Howard: Are all of the City of Charlotte's capital projects in the LRTP?

Pleasant: No.

Howard: So this could be a city project that would come off the LRTP if you paid for it some kind of way.

Pleasant: City projects of a certain scale that show up in the LRTP are funded locally. But for the most part, the capital program does not match the LRTP. The LRTP is anticipated mostly for those higher level facilities that are state funded or federally funded, if they are a large enough facility. For example, I think we just heard that the Freedom Dr. widening project is a LRTP project.

Howard: Maybe that explanation should say something about the fact that this is subject to the LRTP and the City of Charlotte's CIP.

Norm Steinman (CDOT): Actually the LRTP is expected to be the combination of any project, whether it's federally funded, state funded or city funded. What we typically do is decide based on the likelihood of it getting funded and how soon we can build the project. Do we fund it by the city or wait for the state to fund it?

Howard: That's what I was wondering about. So all of the bigger projects are in the LRTP.

Steinman: Yes

Howard: Okay. Any other questions? We look forward to hearing back from you guys. Thank you for all the hard work.

## III. <u>Revised Committee Meeting Schedule</u>

Howard: Jim, so you want to talk about the revised schedule?

Schumacher: Your chairman and I looked ahead at the schedule and looked at the workload. We have been meeting twice a month most of the time over the last year. I think the work is thinning out a little bit and there's is an opportunity for you to drop back to once per month. There is a revised schedule attached to your agenda. In some cases, we just eliminated the second meeting of the month. In June, we delayed a week to avoid a conflict with the attorney interviews. There

is one new piece of information. There is an idea of putting a schedule on the 2020 Vision Plan that will perhaps require a different date from July 25.

Johnson: (Regarding the Steele Creek Area Plan schedule) It's kind of a challenge generally with the different Committee and Council dates.

Howard: What's the push in having it done by August? If we could get final approval by September, that makes everything work out, right?

Debra Campbell (Planning): It has been a year and a half, and staff as well as Charlotte Center City Partners really wants to get the plan adopted as soon as possible. But if we have to shift to September, we will do that. You have to understand that your meetings are on the 22nd and it may be late September or October before we can get this approved.

Howard: We have to do a meeting in early August and what we were doing with those meetings during the summer is trying to do the meetings on the same day as the Council meetings. There is only one Council meeting during the summer, so if we have to meet in early August, it's a big deal. Attendance for the 2020 Plan is important.

Kinsey: I will be gone the early part of August. It is a big plan and I don't think we need to rush it through, even though I know that Charlotte Center City Partners will want us to act on it. I haven't even seen it. I've heard bits and pieces of it though.

Howard: Could we hear it on the 25th and send it to Council that same night?

Campbell: That's our recommendation.

Howard: Remember, we hear it, it goes to Council for public hearing and it comes back to us for recommendation, so we don't have to do it all in one sweep. The first step is to send it to Council.

Campbell: Just to clarify, the goal is to get it adopted August 22. Your last meeting is July 25 and as you said, it would go to public comment that night.

Howard: Twice we would have to hear it. We would have to hear and send, and then get comments back and send to the same Council meeting night in August.

Kinsey: I am uncomfortable doing this in August. How soon can we get a copy to look at?

Campbell: You can get a copy in early June.

Kinsey: Good.

Campbell: We should have a final draft May 17. I just want to make sure we get cleaned up and ready by the end of May.

Schumacher: Without a change, the plan could be on the City Council agenda on September 12 for adoption.

Kinsey: What is preventing us from looking at it in June?

Howard: If we start June 20, we're just pushing it. Then we send it to Council in July. We would still be hearing the comments and sending it to Council on the same night on one of those meeting dates.

Johnson: The way they have outlined the schedule is, the Committee would see it at your June 20 meeting. But that's when you would be recommending it go to Council for public comment. Public comment then with full Council would be July 25, which is the same day as your meeting so we would have to wait for the following month for you to make a recommendation. That's why it elongates the process.

Howard: So, we hear it for the first time on June 20 to forward it to Council. Council hears it July 25 for public comment. We don't get it back until August 22. To accommodate us then, we could hear it June 20 and recommend it to Council for public hearing the same night.

Kinsey: I'm concerned if we do the public comments in July or August, we won't have full participation from the public. We could work however we want to. I'm concerned more about the public.

Campbell: The September date will be fine.

Schumacher: That said then, if you adopt the schedule that is with your agenda, that's once per month, the 2020 Plan will end up on September 12 for Council approval.

Kinsey: That means public comments during the summer. That's okay.

Schumacher: It would be the Council hearing on July 25, back to you in August and final approval in September.

Howard: But not September 12.

Johnson: You would make your recommendation on August 22 and the Council act on September 12.

Howard: The good news is we are only doing one meeting per month for a while.

Schumacher: Should you pass a motion to that effect?

Motion to approve the new TAP Committee Meeting schedule passed unanimously.

The meeting adjourned 3:28

**Transportation & Planning Committee**
**Thursday, April 28; 2:00 – 3:30 PM**
**Charlotte-Mecklenburg Government Center**
**Room 280**

**Committee Members:** David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

**Staff Resource:** Jim Schumacher

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**AGENDA**

**I. Northeast 485 Completion -** 40 minutes
*Staff Resource: Barry Moose*
NCDOT staff will provide an update on the I-485 project in northeast Charlotte, including its current schedule and how it's being coordinated with the I-85 widening project that will soon be underway in Cabarrus County. There will be a description of the turbine interchange at I-85/I-485 and the Diverging Diamond Interchange (DDI) where I-485 will intersect Mallard Creek/Odell School Rd. Lastly, there will be a brief explanation of how the City and State have collaborated to get a collector street bridge (Edinmeadow Dr.) included in the I-485 project.
*Action: For information only at this time.*

**II. Steele Creek Area Plan** – 40 minutes
*Staff Resource: Melony McCullough*
The Steele Creek Area Plan is comprised of approximately 27,000 acres and generally bounded by Shopton Road on the north, the State line on the south, I-485 on the east, and the Catawba River on the west. The area includes a diverse mixture of residential, office, retail and industrial land uses. The plan policies generally focus on land use, community design, transportation, and the natural environment.
*Action: Recommend that City Council receive public comment on the draft Steele Creek Area Plan.*

**III. Revised Committee Meeting Schedule** –5 minutes
*Staff Resource: Jim Schumacher*
The Committee is asked to consider moving to one meeting a month.
*Action: Approve revised schedule.*
Attachment: 1. Revised calendar.doc

**Next Scheduled Meeting:** Monday, May 9; 2:30 – 4:00 pm in Room 280

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| Distribution: | Mayor & City Council | Curt Walton, City Manager | Leadership Team |
|---|---|---|---|
| | Transportation Cabinet | Melony McCullough | Brent Wilkinson |

**Transportation & Planning Committee**
**REVISED - 2011 Meeting Schedule**

**May 9 at 2:30 pm** (Manager's Recommended Budget @ 4:00)

***June 20 at 3:30 pm*** (Rescheduled from June 13 due to Attorney Interviews)

**July 25 at 3:30 pm** (one meeting – summer schedule / 4th Monday)

**August 22 at 2:00 pm** (one meeting – summer schedule / 4th Monday)

**September 12 at 3:30 pm**

**October 10 at 3:30 pm**

**November 14 at 3:30 pm**

**December** (no meeting in December pending Committee appointments)

**Barry S. Moose PE**

**DIVISION ENGINEER**

**NCDOT, DIVISION 10**

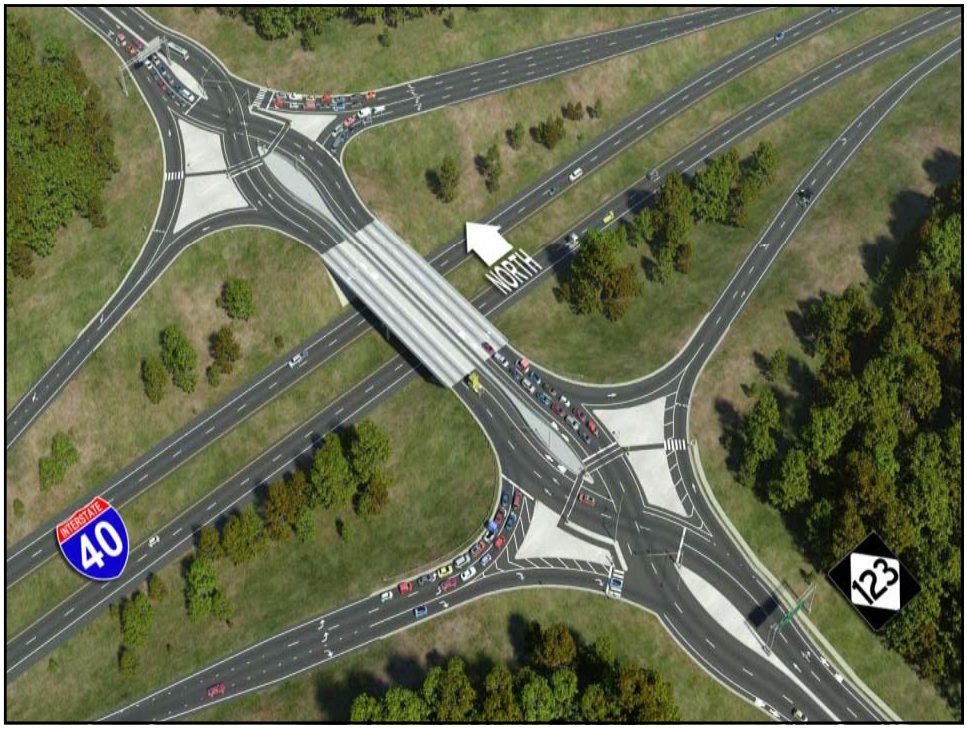
**April 28, 2011**

**R-2248E:** I-485 from NC 115 to I-85

- Design Build Project with initial estimated cost of approximately $185 Million (Including R/W acquisition and utility relocation)
- Engineer's Estimate $135,643,950
- Blythe Construction Inc/WilburSmith Assoc. submitted winning price proposal @ $139,457,129.68 (Does not include R/W and utilities)
- Contract awarded June 3, 2010

**R-2248E**

- Completion scheduled for December 12, 2014
- Begin construction July 2011
- Split diamond design at Prosperity Church Road interchange
- Diverging Diamond Interchange (DDI) at Mallard Creek Road


NORTH
INTERSTATE
40
123

**I-3803B:** I-85 from Bruton Smith Blvd. to NC 73

- Widens 5.5 mi. of I-85 from 4-lane divided to 8-lane divided and reconstructs interchanges at Poplar Tent Road and NC 73.
- Design Build Project with initial estimated cost of approximately $200 Million (Including R/W acquisition and utility relocation)
- Engineer's Estimate $133,657,000
- Lane Construction Corp/HDR submitted winning price proposal @ $125,159,110 (Does not include R/W and utilities)

**I-3803B**

- Contract awarded July 20, 2010
- Completion scheduled for Nov. 19, 2013
- Begin construction August 2011
- DDIs at Poplar Tent Road and NC 73
- Superstreet on Poplar Tent Road from I-85 to Derita Road
- Temporary access bridge with ramp to median of I-85 during construction.

# Temporary Access Bridge

HDR

Presented by The Lane Construction Corporation

September 24, 2010

LANE

# Traffic Phasing & Access

# Phase I – Construct Access Bridge

# Phase I – Set Temporary Barrier

# Phase I – Begin Median Work

# Phase I – Complete Median

# Phase II – Shift Traffic to Median

# Phase II – Construct Outside

# Project Completion

## Schedule

- Completion of NC 73 — October 2013
- Completion of Poplar Tent — October 2013
- I-85 SBL Open — August 2013
- I-85 NBL Open — October 2013
- Final Completion — November 2013

HDR Presented by The Lane Construction Corporation September 24, 2010 LANE

**R-2123CE:** I-85/I-485 Interchange Reconstruction

- Design Build Project with initial estimated cost of approximately $155 Million (Including R/W acquisition and utility relocation)
- Engineer's Estimate $124,291,688
- Lane Construction Corp/STV-Ralph Whitehead Associates submitted winning price proposal @ $92,162,250 (Does not include R/W and utilities)
- Contract awarded September 28, 2010
- Completion scheduled for June 10, 2014

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**R-2123CE**

- Begin construction September 2011
- Original design changed from Modified Clover to 4-Level Stack due to projected traffic volumes in design year
- Design Build team modified 4-Level Stack to Turbine Interchange

# 4 Level Stack Challenges

*2,000,000 Yards of Borrow*

## 4-Level Stack Challenges

- High Bridges Over Heavy Traffic
- Traffic Restrictions
- Girder Erection/Splices Over Traffic
- Tall MSE Walls
- Stability Issues/Heavy Falsework Potential
- Existing Interchange Conflicts
  - MOT Requires Out of Sequence Bridge Construction
  - Bridge Construction Sequence Restricts Crane Access

## Interchange Design

## Advantages of 2-Level Turbine

- Simpler Construction w/Smaller Bridges
- Most Work "In the Clear"
- Flatter Roadway Profiles
- Much Less Earthwork
- Smaller MSE Walls
- Ease of Future Widening

*Modified Clover Interchange I-85 and I-485 (18 miles south of R2123-CE site), built by Lane/Rea for NCDOT*

TIP# R-2123CE Presented by The Lane Corporation and STV/Ralph Whitehead Associates

## Environmental Stewardship

- Wetlands Impacts the Same
- Streams Impacts Less
- Potential FEMA Impacts Minimized
- Impacts to Schweinitz's Sunflower Habitat Reduced

# Structures

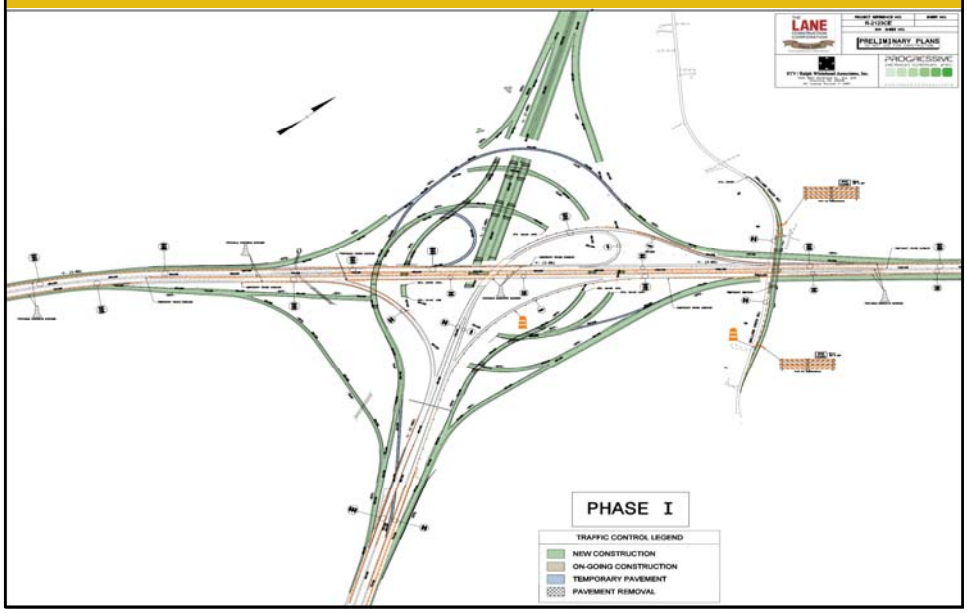
- 19 New Bridges
  - *10 are Single-Span*
  - *Smaller Spans/Bents*
  - *18 of 19 Bridges are PC Girders*
  - *NO high-level, long span bridges*
  - *Smaller columns*
- Simple to Build & Maintain
  - *Standard Construction*
  - *Standard Girder Erection*
  - *No Post Tensioning*
  - *No Complex Falsework*

TIP# R-2123CE Presented by The Lane Corporation and STV/Ralph Whitehead Associates

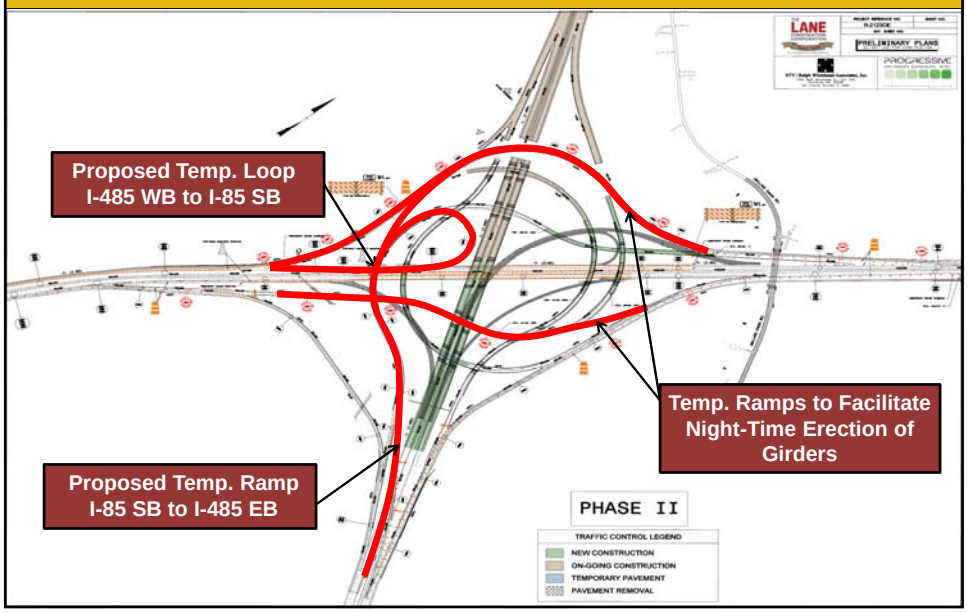
# Work Segments

TIP# R-2123CE Presented by The Lane Corporation and STV/Ralph Whitehead Associates

# MOT– Phase 1




# MOT– Phase 2



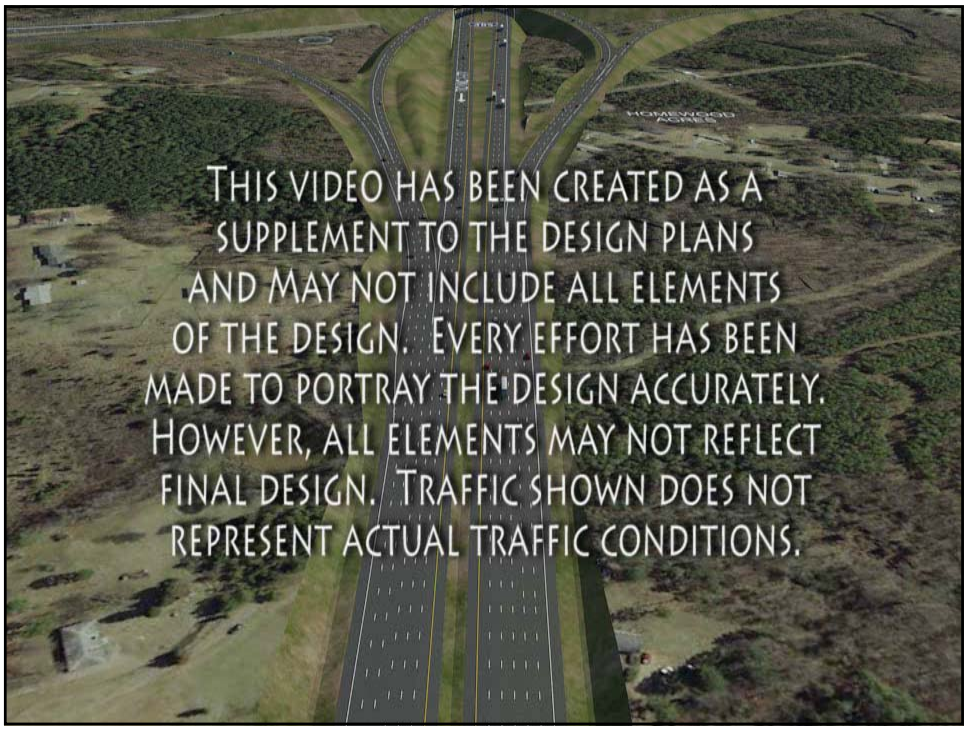
## Schedule

- Completion of I-85 by May 7, 2013

  Prior to Adjacent I-3803B Opening

- Substantial Completion on April 25, 2014
- Final Completion on June 10, 2014

  Prior to Adjacent R-2248E Opening



# FUTURE PROJECTS

**R-4902:** I-485 from US 521 (Johnston Rd) to I-77 south of Charlotte

- Scheduled for construction in 2015 in current TIP
- Under accelerated schedule would be let as Design Build project in February 2012
- Estimated cost approximately $65 million

**I-3802A:** I-85 from NC 73 to Lane St.

- Not scheduled for construction in current TIP
- Under accelerated schedule would be let as Design Build project in January 2013
- Estimated cost approximately $100 million

**I-77 North:** Additional lanes/managed lanes from I-277 to northern Mecklenburg/southern Iredell County

- PB feasibility study (FS-0810B) for extension of HOV lanes and conversion to HOT lanes
- Recommendation to convert HOV-to-HOT and extend to vicinity of Catawba Ave. (Exit 28)

**I-77 North**

- Future Toll Revenue Bonding would cover $22 million of expected $57 million capital costs
- MUMPO has endorsed $5 million in CMAQ funding for project
- NCDOT currently has consultant exploring feasibility of Private Public Partnership on corridor. Could change scope of project.

# QUESTIONS ?

CHARLOTTE

# Steele Creek Area Plan

## Transportation and Planning Committee

April 28, 2011

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## Action Requested

Receive an overview of the draft *Steele Creek Area Plan.*

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## Presentation Outline

**Purpose:** Provide an overview of the draft *Steele Creek Area Plan*.

- **Plan Overview**
- **Highlight of Draft Plan Policies**
- **Public Comments Received to Date**
- **Next Steps**

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## PLAN OVERVIEW

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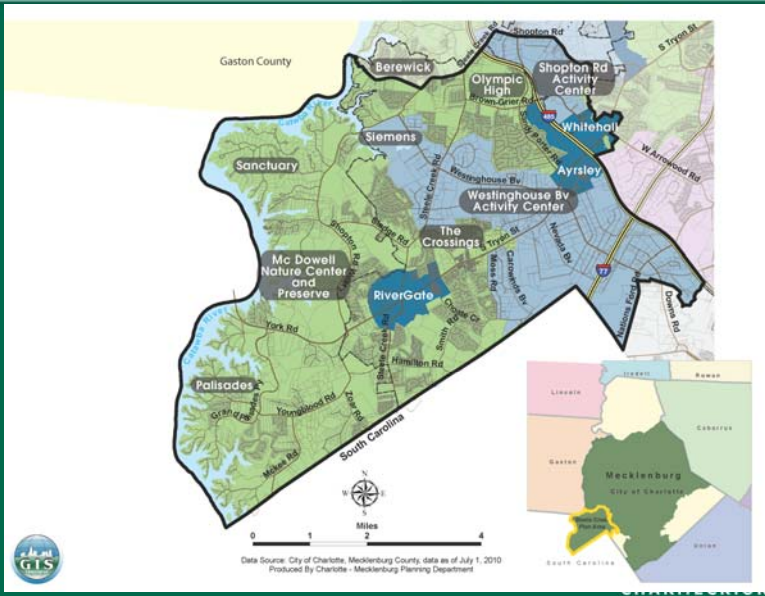
## Steele Creek Area Plan Boundary

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## Why Do a Plan for This Area?

- Amount of Recent Development Inconsistent with Adopted Plans
- Area Growth

| Year | Population |
|---|---|
| 2000 | 19,166 |
| 2008 | 35,330 |
| 2010 | 41,809 |

- Opportunity to Integrate Land Use and Transportation Planning
- Environmental Concerns

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## Plan Area: Policy Context

### Centers, Corridors and Wedges Growth Framework

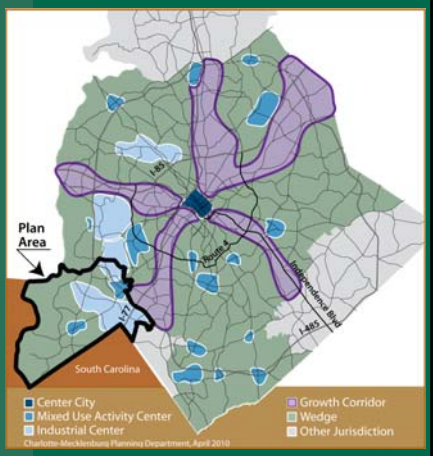
- Provides "starting point" for developing plan recommendations

**Wedge** (69% Plan Area)

- Largely residential

**Centers** (31% Plan Area)

- Two Industrial Activity Centers
- Two Mixed Use Activity Centers

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## Plan Development Process

| Data Collection and Analysis | Public Kickoff Meetings June 23 and June 25, 2009 | Information Refinement | Draft Document March 2011 |
|---|---|---|---|
| | Advisory Group Meetings August 2009-November 2010 | | Community Meeting March 31, 2011 |
| 2008-2010 | Community Workshop March 25, 2010 | November/ December 2010 | Review and Adoption April - June 2011 |

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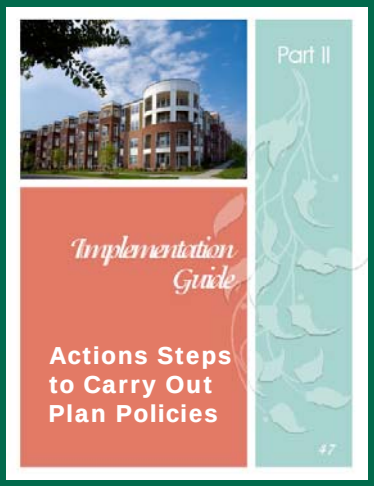
## Plan Document

To be adopted by City Council




Not adopted – intended for staff guidance

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## PLAN VISION

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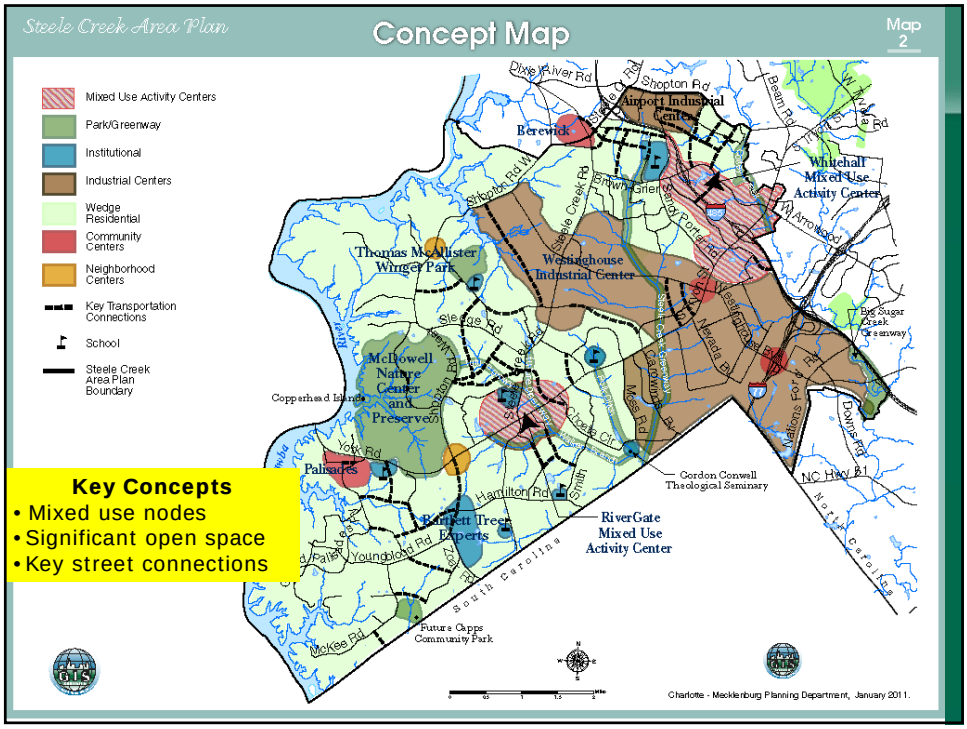
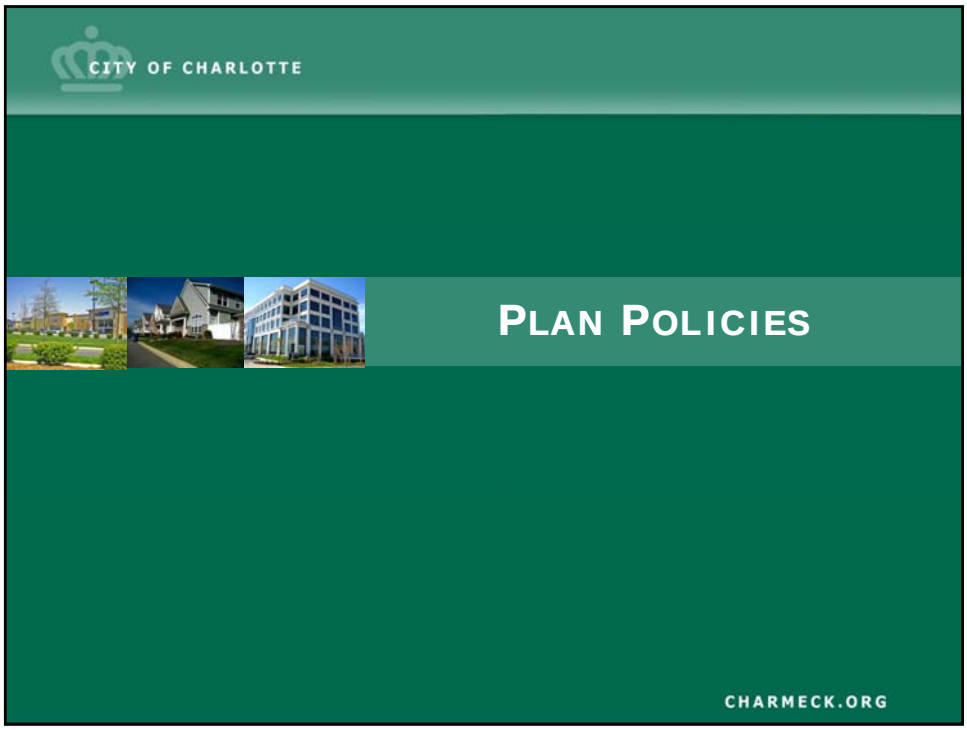

Steele Creek Area Plan
Concept Map
Map 2
Mixed Use Activity Centers
Park/Greenway
Institutional
Industrial Centers
Wedge Residential
Community Centers
Neighborhood Centers
Key Transportation Connections
School
Steele Creek Area Plan Boundary
Key Concepts
• Mixed use nodes
• Significant open space
• Key street connections
Berewick
Airport Industrial Center
Whitehall Mixed Use Activity Center
Thomas McAllister Winger Park
Westinghouse Industrial Center
McDowell Nature Center and Preserve
Copperhead Island
Palisades
Barnett Tree Experts
RiverGate Mixed Use Activity Center
Gordon Conwell Theological Seminary
Future Capps Community Park
Big Sugar Creek Greenway
Charlotte - Mecklenburg Planning Department, January 2011.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PLAN POLICIES
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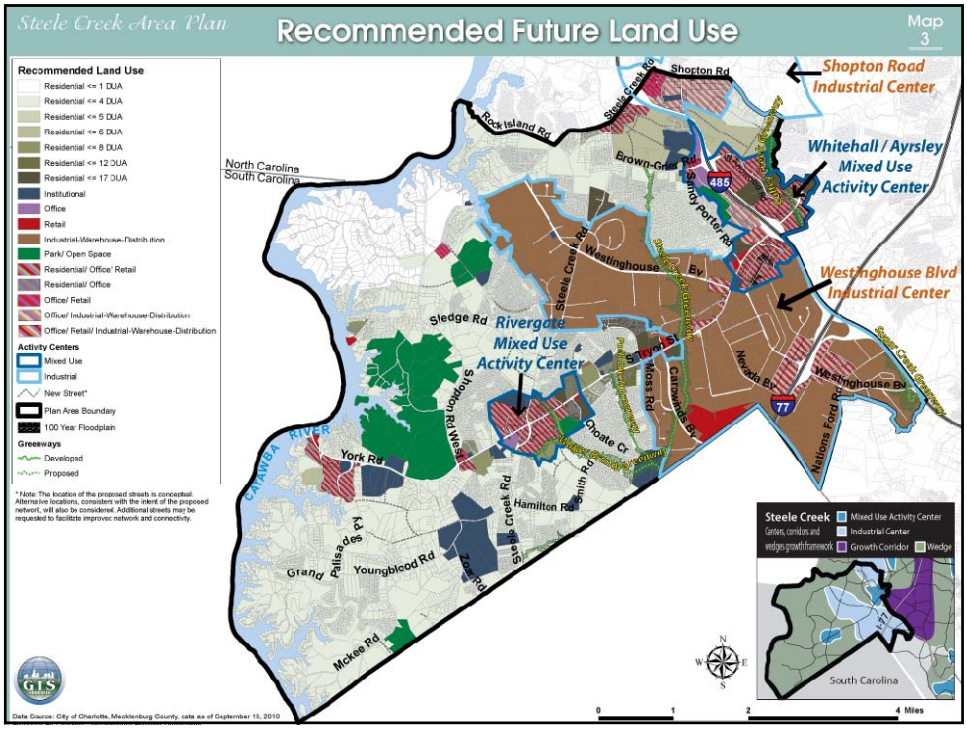
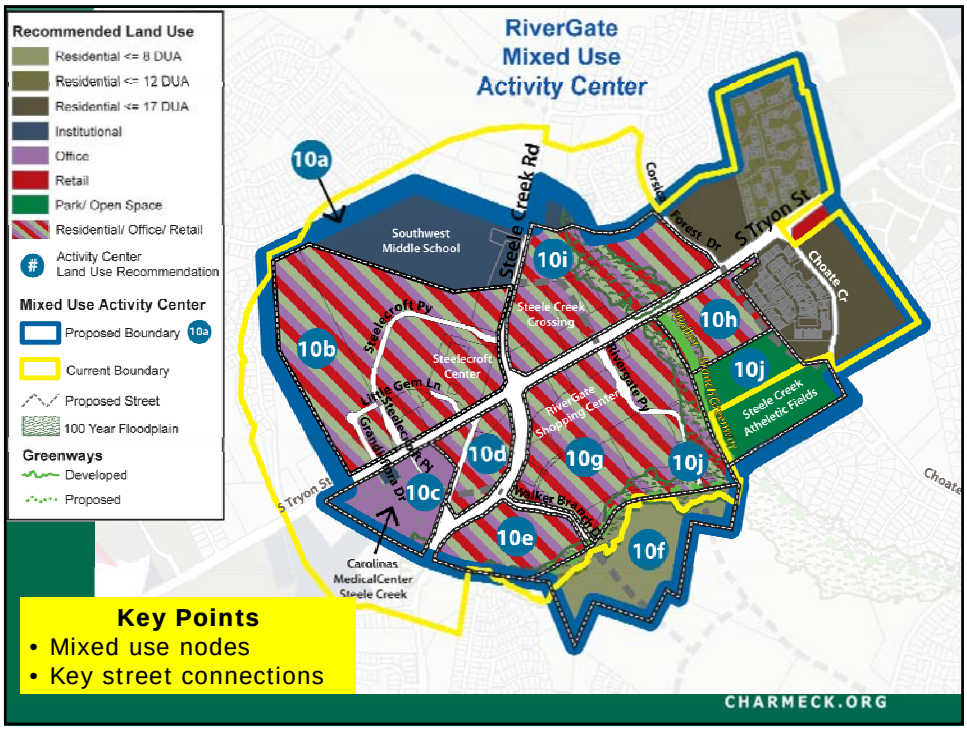

Steele Creek Area Plan
Recommended Future Land Use
Map 3
Recommended Land Use
Residential <= 1 DUA
Residential <= 4 DUA
Residential <= 5 DUA
Residential <= 6 DUA
Residential <= 8 DUA
Residential <= 12 DUA
Residential <= 17 DUA
Institutional
Office
Retail
Industrial-Warehouse-Distribution
Park/ Open Space
Residential/ Office/ Retail
Residential/ Office
Office/ Retail
Office/ Industrial-Warehouse-Distribution
Office/ Retail/ Industrial-Warehouse-Distribution
Activity Centers
Mixed Use
Industrial
New Street*
Plan Area Boundary
100 Year Floodplain
Greenways
Developed
Proposed
* Note: The location of the proposed streets is conceptual. Alternative locations, consistent with the intent of the proposed network, will also be considered. Additional streets may be requested to facilitate improved network and connectivity.
Shopton Road Industrial Center
Whitehall / Ayrsley Mixed Use Activity Center
Westinghouse Blvd Industrial Center
Rivergate Mixed Use Activity Center
North Carolina
South Carolina
Rock Island Rd
Shopton Rd
Steele Creek Rd
Brown-Grier Rd
Sandy Porter Rd
Westinghouse Bv
Sledge Rd
Shopton Rd West
Moss Rd
Carowinds Bv
Nevada Bv
Mallons Ford Rd
Choate Cr
York Rd
Hamilton Rd
Smith Rd
Grand Palisades Pl
Youngblood Rd
Zoe Rd
Mckee Rd
CATAWBA RIVER
485
77
Steele Creek
Mixed Use Activity Center
Industrial Center
Growth Corridor
Wedge
South Carolina
Data Source: City of Charlotte, Mecklenburg County, data as of September 15, 2010
0
1
2
4 Miles


Recommended Land Use
Residential <= 8 DUA
Residential <= 12 DUA
Residential <= 17 DUA
Institutional
Office
Retail
Park/ Open Space
Residential/ Office/ Retail
Activity Center Land Use Recommendation
Mixed Use Activity Center
Proposed Boundary
Current Boundary
Proposed Street
100 Year Floodplain
Greenways
Developed
Proposed
RiverGate Mixed Use Activity Center
10a
10b
10c
10d
10e
10f
10g
10h
10i
10j
Southwest Middle School
Steele Creek Rd
Corsica
Forest Dr
S Tryon St
Choate Cr
Steelecroft Pv
Steele Creek Crossing
Steelecroft Center
Little Gem Ln
Grand Palisades Dr
RiverGate Shopping Center
Riverside Pv
Steele Creek Athletic Fields
Walker Branch
Carolinas MedicalCenter Steele Creek
Key Points
• Mixed use nodes
• Key street connections
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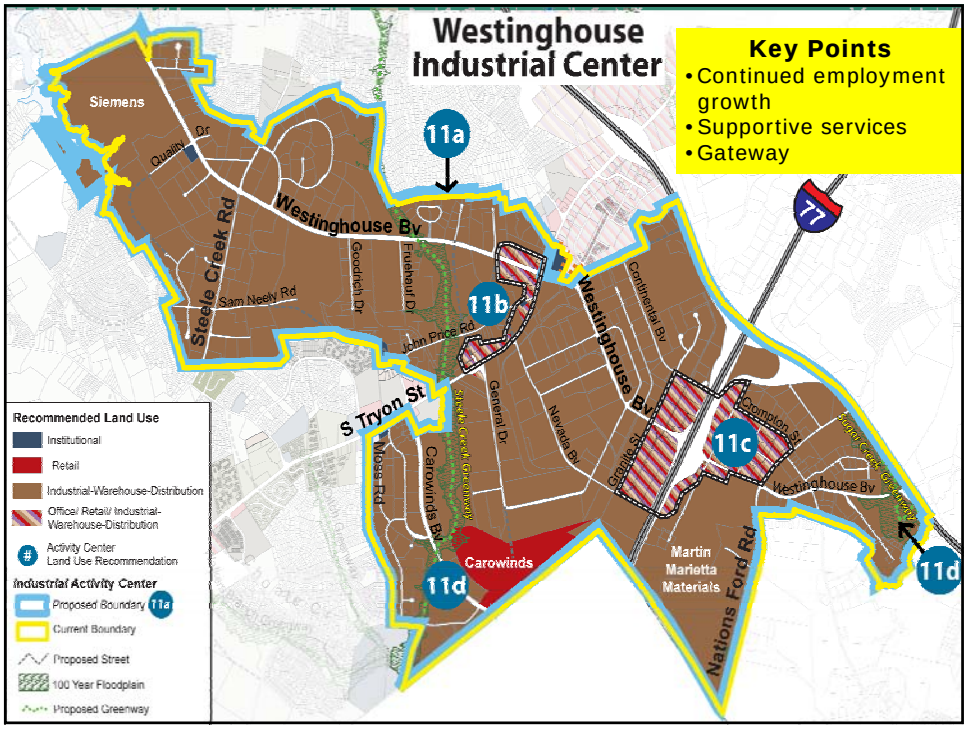
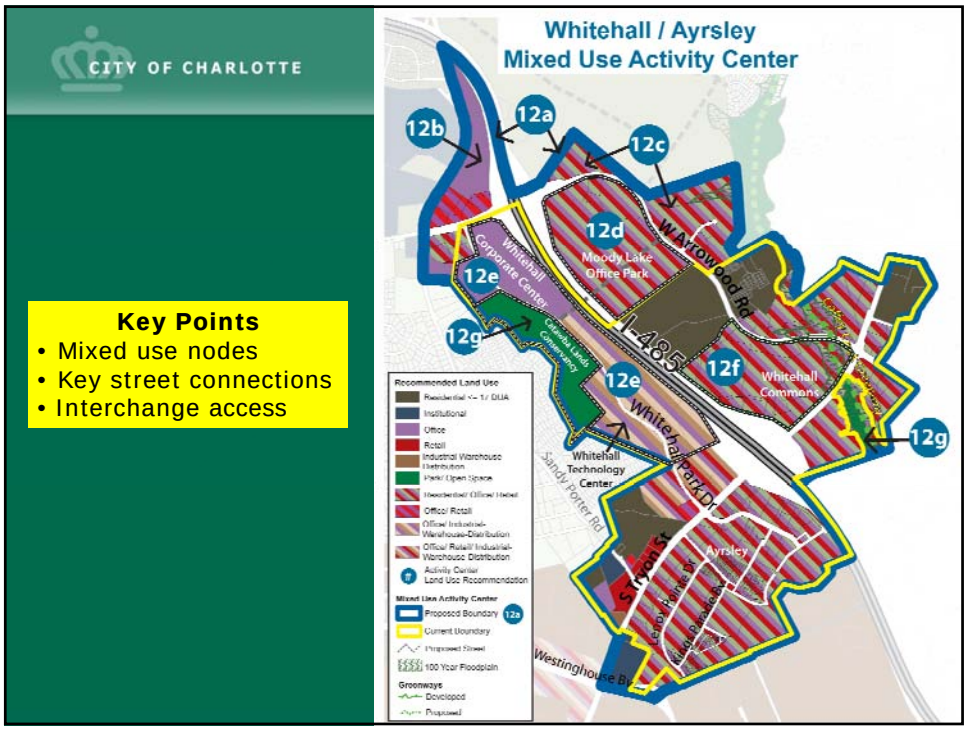

Westinghouse Industrial Center
Key Points
• Continued employment growth
• Supportive services
• Gateway
Siemens
Quality Dr
Westinghouse Bv
Steele Creek Rd
Sam Neely Rd
Goodrich Dr
Fruehauf Dr
John Price Rd
Continental Bv
General Dr
Nevada Bv
Granite St
Compton St
S Tryon St
Moss Rd
Carowinds Bv
Carowinds
Martin Marietta Materials
Nations Ford Rd
77
11a
11b
11c
11d
Recommended Land Use
Institutional
Retail
Industrial-Warehouse-Distribution
Office/ Retail/ Industrial-Warehouse-Distribution
Activity Center Land Use Recommendation
Industrial Activity Center
Proposed Boundary
Current Boundary
Proposed Street
100 Year Floodplain
Proposed Greenway


CITY OF CHARLOTTE
Whitehall / Ayrsley
Mixed Use Activity Center
Key Points
• Mixed use nodes
• Key street connections
• Interchange access
12a
12b
12c
12d
12e
12f
12g
Moody Lake Office Park
W Arrowood Rd
I-485
Whitehall Corporate Center
Whitehall Commons
Whitehall Technology Center
Whitehall Park Dr
Sandy Porter Rd
S Tryon St
Ayrsley
Westinghouse Bv
Recommended Land Use
Mixed Use Activity Center
Proposed Boundary
Current Boundary
Proposed Street
100 Year Floodplain
Greenways
Developed
Proposed



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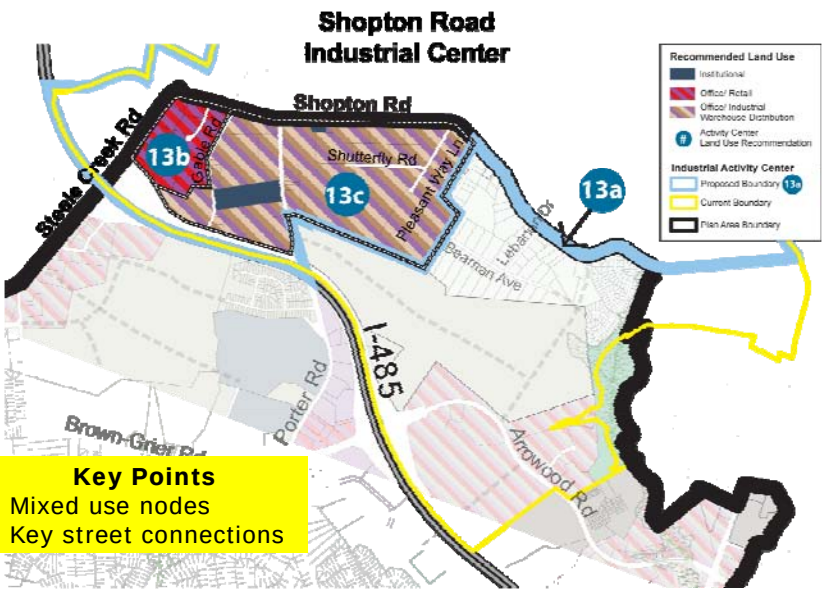
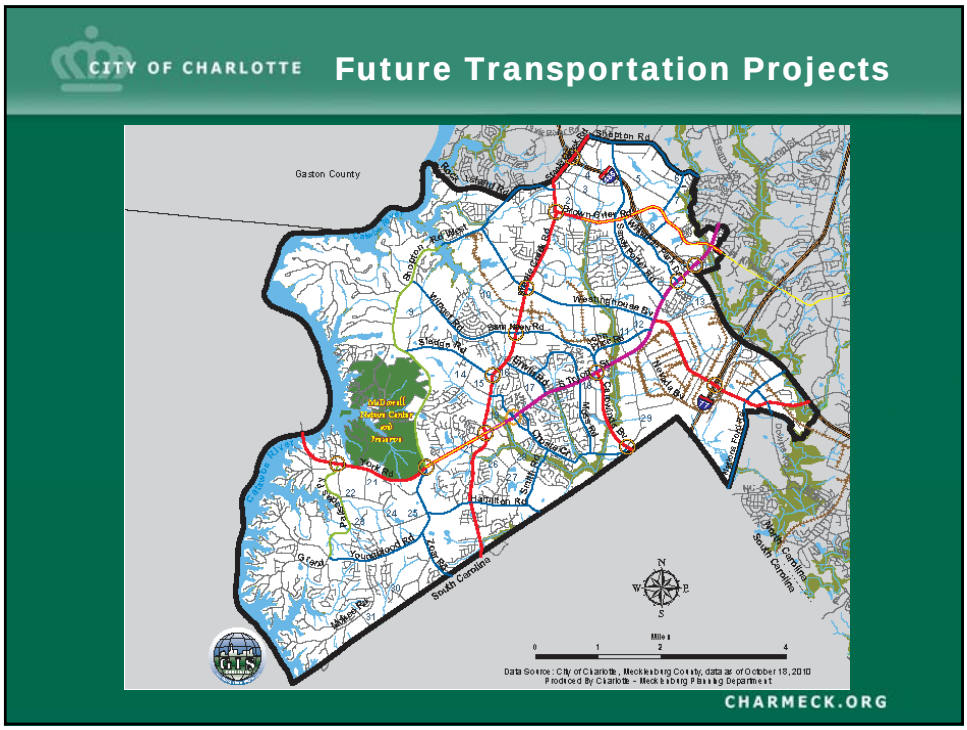



**Key Points**

- Mixed use nodes
- Key street connections



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## Other Policies

### Infrastructure and Public Facilities

- Water and Sewer
- Storm Water
- Parks and Recreation
- Schools
- Police
- Fire
- Libraries

### Natural Environment

- Protect and enhance the natural features
  - Land Quality
  - Water Quality
  - Air Quality

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## Plan Summary

- This plan, if adopted will allow the growth and development to take place in an organized manner.
- Provide for better integration of land use and transportation.
- Encourage environmentally sensitive land practices.
- Provide for additional open space.

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# PLAN IMPLEMENTATION

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## Plan Implementation

**Steele Creek Area Plan**

**Infrastructure Improvements**
Includes actual cost estimates for transportation improvements.

**Development**

**Rezonings**
Plan does not recommend any corrective rezonings.

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# PUBLIC COMMENT

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## Public Comment

**March 31st Community Meeting**

- Land Use
- Transportation
- Airport Noise

**April 19th Planning Committee Meeting**

- Desire for Additional Meetings with Citizen Advisory Group to Review Draft Plan
- Recommended Square Footage for Palisades Community Center
- References to York Road as S. Tryon Street

**Written Comments**

- Land Use Intensities
- Modifications to Centers and Wedge Boundaries
- Community Design
- Transportation Improvements
- Reference to Residential Design Standards
- Other

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# NEXT STEPS

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## Next Steps

- Staff Will Continue to Review and Response to Citizen's Concerns about the Draft Plan Document

**Plan Review and Adoption Process**

- Transportation and Planning Committee
- City Council (Public Comment)
- Planning Committee (Recommendation)
- Transportation and Planning Committee
- City Council (Adoption)

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## Questions?

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# THANK YOU!

**Document can be found at www.charlotteplanning.org**
**or call (704) 336-2205**

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