

Honeycutt Creek Greenway



60% Design
Parks Recreation and Greenway Advisory Board
Public Presentation
November 19, 2009



Project Team

November 19, 2009 – 60% PRGAB and Public Meeting

City of Raleigh

- **Vic Lebsock**
Senior Greenway Planner
- **Lisa Potts**
Greenway Planner

Design Consultant - WSP SELLS

- **Andy Hadsell, PE, CFM**
Project Manager
- **Mike Surasky, PE, PTOE**
Transportation Planning and Design

Sub Consultants

- Robert J. Goldstein & Associates – Natural Systems
- Alpha & Omega Group – Structural Design
- Geotechnologies – Geotechnical Design



Introduction and Purpose

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Our request to the Board:

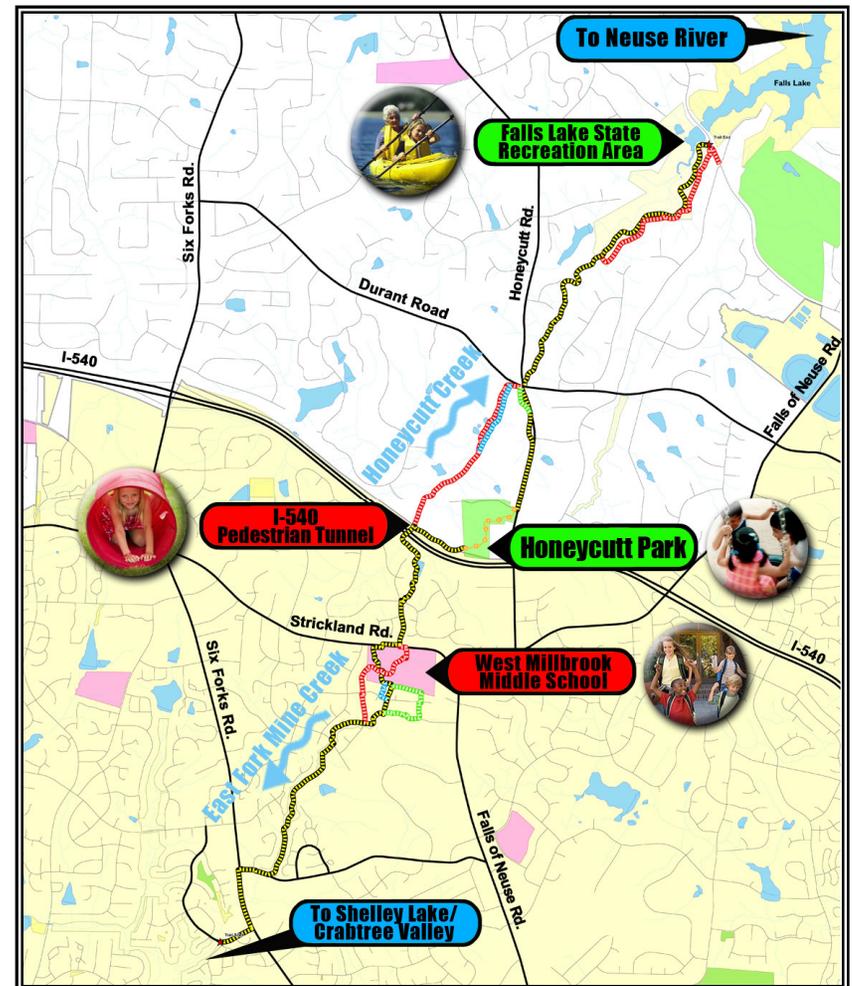
Review and recommend proposed alignment to City Council

Greenway is defined as:

A linear park generally following along stream corridors with required connections made across ridge lines to complete connectivity.

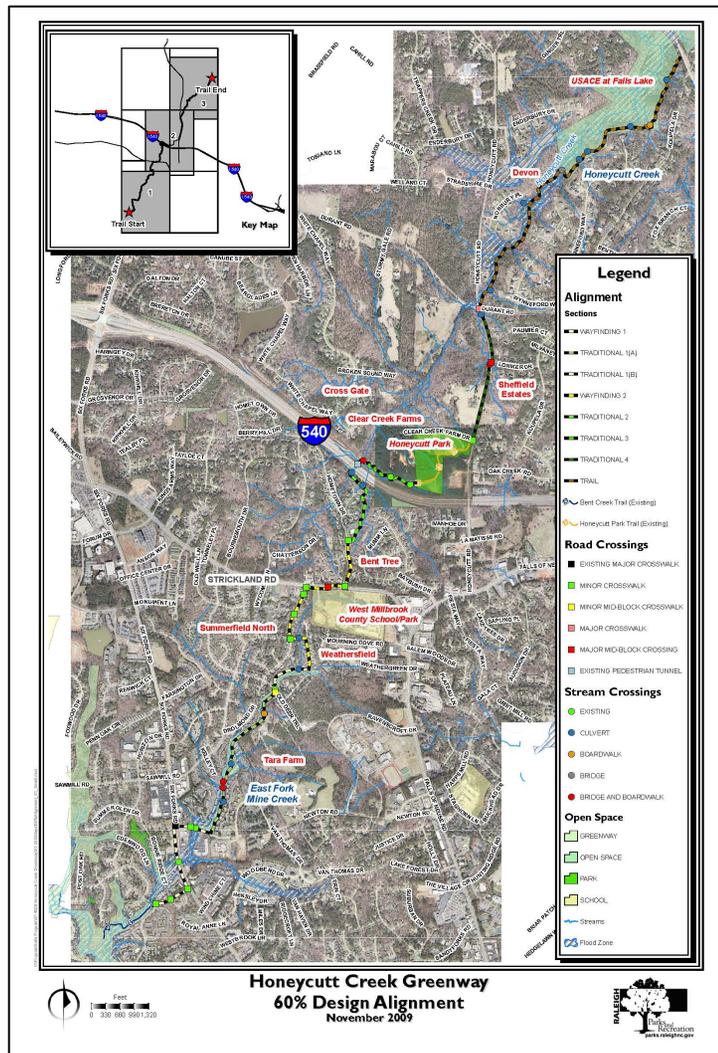
Honeycutt Creek Greenway:

- Valuable connection between Shelley Lake and Falls Lake
- Connects stream corridors – East Fork Mine Creek and Honeycutt Creek
- Crosses natural ridge generally along Strickland Road
- An important component of the Master Plan



Project Background

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Approx. 5.67 mile greenway funded in 2003 Parks & Recreation Bond and authorized for \$1.5M by City Council

- Extends north from current endpoint of existing greenway section along Mine Creek corridor at Longstreet Drive
- Continues along East Fork Mine Creek to West Millbrook Middle School/Park and Honeycutt Park north of I-540
- Connects to Honeycutt Creek floodplain and terminates at Falls Lake at Raven Ridge Road across from the South Falls Lake Trail

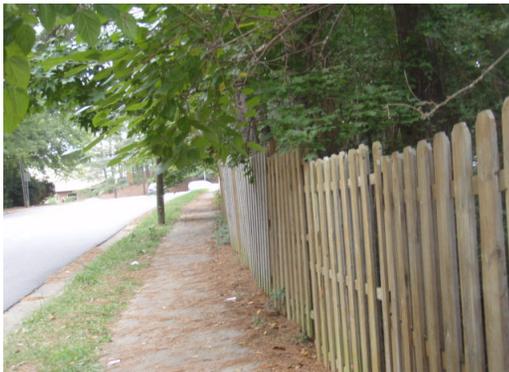
3 Unique Typical Sections

- Wayfinding – use and enhancement of existing sidewalks
- Traditional – 10' wide paved asphalt trail offset from roads
- Hiking Trail – typical hiking trail section consistent with Mountains-To-Sea design



Design Points-of-Interest

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Sidewalk along Long Street



Sidewalk along Six Forks

Wayfinding I Longstreet Drive to Newton Road

Key Connection:
Shelley Lake Trail to the south

Major Design Elements

- Repair and enhance existing sidewalk
- Add new crosswalks as needed
- Provide signage
- Use of existing crosswalk at Six Forks and Newton



Six Forks crosswalk to Newton



New sidewalk along Newton



Design Points-of-Interest

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EFMC looking north



Existing structure adjacent to EFMC

Traditional I Newton Road to Clear Brook Drive

Key Connection:
East Fork Mine Creek floodplain

Major Design Elements

- Constrictions along stream and structures
- Tara Farm property impacts coordination
- EFMC stream restoration efforts
- Interaction along sewer easements
- Steep slope issues
 - transition to and from Wayfinding sections
 - proposed use of retaining walls
 - provide safe slope / minimize impacts
 - review and address altered drainage
- Coordinate utility conflicts
 - Sewer line and manholes



Proposed Tara Farm alignment



“Cliff” at Tara Farm along EFMC



Design Points-of-Interest

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Sidewalk along Clear Brook

Wayfinding 2 Clear Brook Drive to Chatterson Drive

Key Connection:

Summerfield North, West Millbrook Middle School/Park, Bent Tree

Major Design Elements

- Repair and enhance existing sidewalk
- Add new crosswalks as needed
- Provide signage
- Addition of staggered crosswalk in median along Strickland
- Work to be contained within Right of Way



Proposed Stamped Concrete



Sidewalk along Strickland



Sidewalk along Carriage Tour



Design Points-of-Interest

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Wayfinding 2

Alternatives Analysis:

Issues Considered:

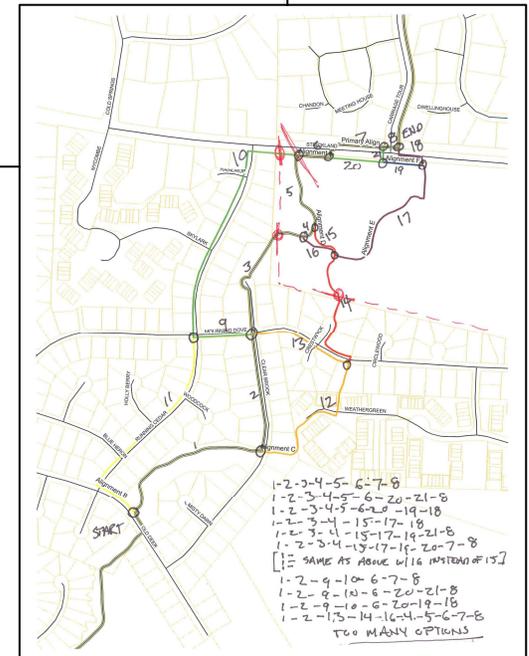
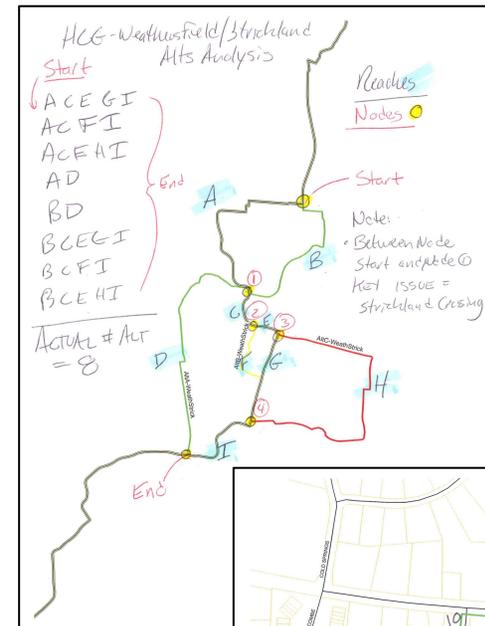
- Connectivity – experience for the greenway user
- Conflicts – management of user conflicts
- Constructability – short and long term impacts from construction
- Cost – available easement and existing Right of Way

Detailed Effort:

- Identified and evaluated numerous sub-sections
- Defined 8 possible combinations of sub-sections to analyze
- Conducted neighborhood meetings (enhanced Public process)

End Result:

- Identified preferred alignment
- Confirmed Right of Way extent through field survey
- Developed preferred Wayfinding design concept
- Considering alternatives
 - Enhanced sidewalk section with new signage
 - Maintain existing sidewalk with new signage

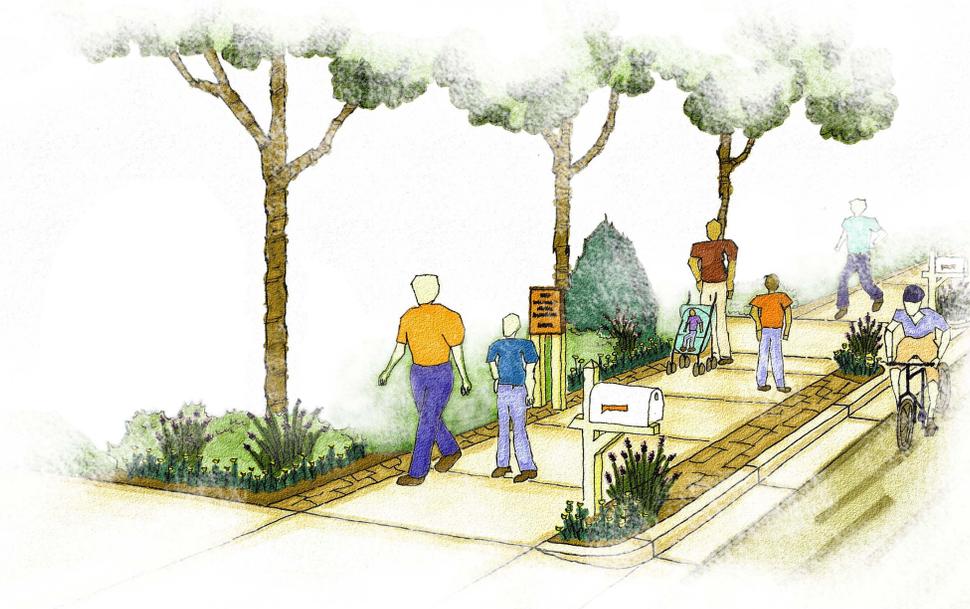


Preliminary Alignment Analysis

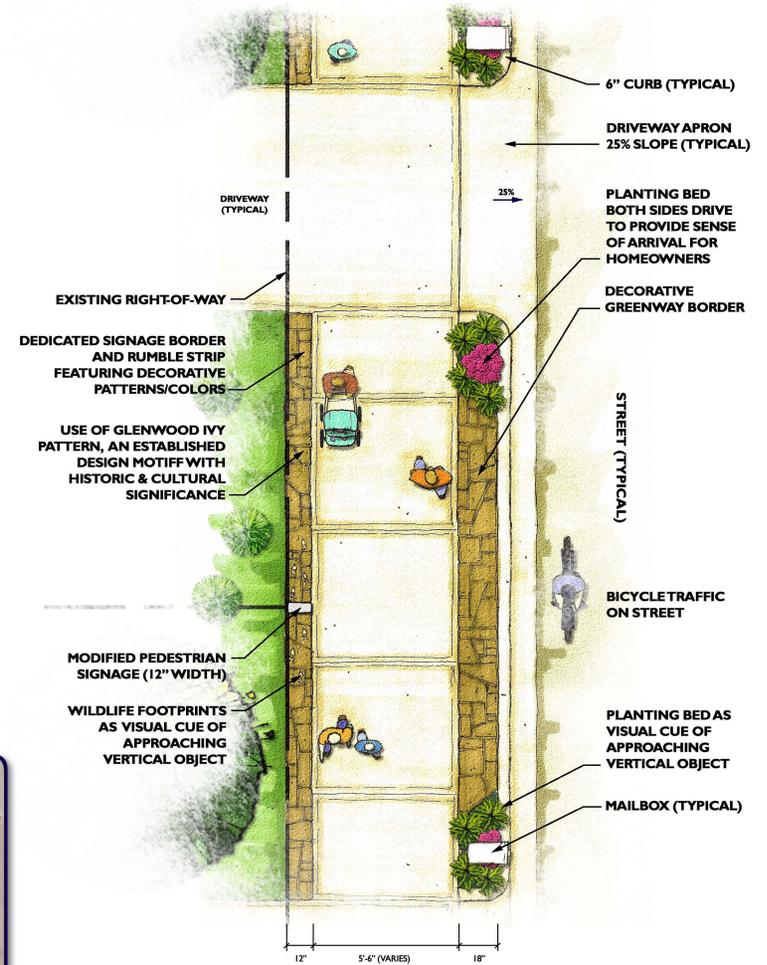
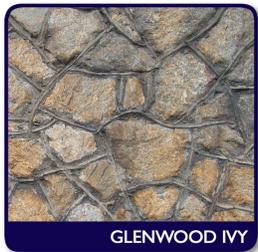
Design Points-of-Interest

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GREENWAY | PERSPECTIVE



ALTERNATIVE SURFACE PATTERNS



GREENWAY | PLAN VIEW



Design Points-of-Interest

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Wayfinding 2 – Issues

Direct Impacts to Privately Owned Property

Between Old Deer Trail and Clear Brook Drive (Traditional Greenway adjacent to stream)

12 Properties directly affected on same side of stream

1 proposed easement

Between Clear Brook Drive and Strickland Road (Wayfinding along sidewalks within ROW)

20 Properties along roadway fronted by sidewalk proposed as Wayfinding

2 proposed easements

Loitering

The City does not expect this project to generate the volume of traffic, and is not proposing any locations to support loitering by non-residents.

Maintenance

Parks and Recreation Department will provide and maintain litter receptacles and will provide pet waste stations (bags provided to HOA for restocking by HOA as needed).

Traffic Calming Project

The neighborhood includes a recently completed traffic calming project.



Design Points-of-Interest

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Wayfinding 2

Wayfinding 2 – Strickland Road Crossing

Review Stakeholders

- NCDOT
- City of Raleigh Traffic and Transportation Staff

Proposed Strategy

- Propose pedestrian actuated flashers in combination with staggered median crosswalk
- City will complete traffic counts during first year to determine if warrants for signalization are met
- Considering use as demonstration site for hawk signal – Discussions ongoing





Design Points-of-Interest

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I-540 looking south - Before



I-540 looking south - After

Traditional 2 and 3 Chatterson Drive to Honeycutt Park

Key Connection:

I-540 Pedestrian Culvert and Honeycutt Park

Major Design Elements

- Use of greenway easements north and south of I-540
- Connection to existing pedestrian culvert under I-540
- Coordination with Progress Energy for design along steep slopes in shared easement
- Connection to existing trail section within Honeycutt Park



Shared Easement – Progress Energy



Trail Section at Honeycutt Park



Design Points-of-Interest

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South on Honeycutt from Loniker



South on Honeycutt from Durant

Traditional 4 Honeycutt Park to Durant Road

Key Connection:
Honeycutt Park

Major Design Elements

- Typical 10' paved asphalt offset from road to outside of existing ditch
- Crossing Honeycutt at Loniker with crosswalk and signage
- Complicated stream network adjacent to and across ROW
- Shared easement with Progress Energy north of Loniker
- Crossing Durant at Honeycutt with crosswalk and signage



North on Honeycutt from Park



Honeycutt and Durant Intersection



Design Points-of-Interest

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Honeycutt Creek



NCWRC Signage

Trail I Durant Road to Raven Ridge Road

Key Connection:
USACE Property at Falls Lake

Major Design Elements

- Typical hiking trail section
- Use of existing greenway easements
- Multiple crossings of Honeycutt Creek using stick built bridges
- MOU between City and USACE (NCWRC Coordination)



MST – Typical Section



Project Schedule

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<i>Planning and Design Start</i>	<i>May 2007</i>
<i>Initiation of Public Information Program</i>	<i>May 2007</i>
<i>General Field Investigation of Alignment</i>	<i>June 2007</i>
<i>Public Information Meeting – 30% Design</i>	<i>September 30, 2008</i>
<i>60% Design</i>	<i>August 2009</i>
<i>60% Department Head Managers Meeting</i>	<i>August 27, 2009</i>
60% PRGAB and Public Meeting	November 19, 2009
Permitting	ONGOING
City Council Meeting	January 2010
100% Design	March 2010
Start Construction	August 2010
End Construction	Fall 2011



Project Drivers

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COMPLETE...

USACE Land Use Request

Field Meetings with USACE and NCWRC

Letter Writing Campaign

In-Person Meetings

Public Information Process

Informational Mailers

Neighborhood Meetings

30% Public Meeting

60% Public Meeting

Identification of Key Design/Constructability Constrictions

Structural Elements

Easement Interpretation

MOVING FORWARD...

Finalize MOU with USACE

Property and Easement Acquisition

Detailed Structural Analysis and Design

Ongoing Permitting and Mitigation Planning



Project Cost

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Pre-Design - Engineer's Opinion of Cost (03/01/07)

\$3,577,077.30

60% Design - Engineer's Opinion of Cost (08/26/09)

\$3,079,725.00

Note:

60% EOC includes a 10% contingency



Conclusion

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Contact Information:

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Presentation and Project Information Available at:

<http://www.raleigh.nc.gov/parkplan>