

RE: [External] Lake Wheeler Intersection with Carolina Pines Ave

From: Ziemba, Robert J </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=CF68FDAB1F894AFE906B31C4CE76BE85-RJZIEMBA>
To: Brennan, Sean P <spbrennan@ncdot.gov>, Warren, Jeremy L <jlwarren@ncdot.gov>, Grant, John H <jhgrant@ncdot.gov>
Cc: Neidringhaus, Amy N <anneidringhaus@ncdot.gov>, Huang, Yixuan <yhuang@ncdot.gov>, Walker, Braden M <bmwalker1@ncdot.gov>, Ishak, Doumit Y <dishak@ncdot.gov>, Bunting, Clarence B <cbunting@ncdot.gov>
Sent: June 30, 2020 12:38:06 PM EDT

Duke is sensitive to allowing other poles in areas where they may be close to transmission lines, but it is something that can sometimes be dealt with. They like to have a certain vertical and horizontal distance from their lines, a ring if you will, but it is something that we frequently have to work around. I am not aware of Duke saying we can't put signal poles, we just have to work within their tolerances.

Rob Ziemba, PE, CPM
Central Region Signals Engineer - Divisions 5, 7, 8, 9
Signal Design Section

North Carolina Department of Transportation

Currently working out of office, contact by email only.

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From: Brennan, Sean P <spbrennan@ncdot.gov>

Sent: Tuesday, June 30, 2020 9:14 AM

To: Ziemba, Robert J <rziemba@ncdot.gov>; Warren, Jeremy L <jlwarren@ncdot.gov>; Grant, John H <jhgrant@ncdot.gov>

Cc: Neidringhaus, Amy N <anneidringhaus@ncdot.gov>; Huang, Yixuan <yhuang@ncdot.gov>; Walker, Braden M <bmwalker1@ncdot.gov>; Ishak, Doumit Y <dishak@ncdot.gov>; Bunting, Clarence B <cbunting@ncdot.gov>

Subject: Fw: [External] Lake Wheeler Intersection with Carolina Pines Ave

All,

The City of Raleigh is proposing some improvements at the intersection of Lake Wheeler Rd and Carolina Pines Ave. When they originally started this effort, they were proposing a partial multi-lane roundabout with two southbound throughs, with the inside through lane dropping as a left only left at Sierra Drive. We reviewed the analysis and said that we could support that option. Since then, they have learned that they are unable to widen to the south, so they got rid of the partial multi lane roundabout and changed to a turbo roundabout. After reviewing the new analysis, we determined that a signal would function at better LOS. The City of Raleigh still wants to pursue the turbo roundabout instead of a traffic signal and have provided the attached memo to try to justify utilizing their design over a signal. Also, they said that Duke won't let them put signal poles next to their transmission lines and I have asked them to provide that in writing from Duke, but they haven't provided anything yet. The signal has potential to operate at an LOS B in the PM if the timing is optimized and rights on red are permitted. The turbo roundabout would operate at LOS D in the PM (Braden, let me know if I'm getting that wrong). What are your thoughts on a signal vs a turbo roundabout at this location and do you know if they are correct about Duke not allowing signal poles at this location?

Regards,

Sean Brennan, PE

Senior Assistant District Engineer

Division 5/District 1

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From: Billings, Amy <Amy.Billings@raleighnc.gov>

Sent: Tuesday, June 30, 2020 8:33 AM

To: Brennan, Sean P <spbrennan@ncdot.gov>

Subject: [External] Lake Wheeler Intersection with Carolina Pines Ave

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Sean,

Here is the info sent this morning.

I will send the other info that was sent to the wrong email address.

Sorry about that.

Thank you,

Amy

Amy Billings, PE

Senior Engineer

City of Raleigh

Engineering Services Department

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