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### Scheduled Work Session - Tuesday, May 10 - 3:00 P.M.

Reminder that Council will meet **Tuesday** in a scheduled work session in the Council Chamber. The start time will be at **3:00 P.M.** and the agenda also includes the **Matters Scheduled for Public Hearing** deferred from Tuesday's remote City Council meeting.

The agenda for the work session and the public hearings was posted to the electronic agenda management system Thursday:

<https://go.boarddocs.com/nc/raleigh/Board.nsf>

## INFORMATION:

### Method Road & Green Road Community Centers - Air Conditioning Project Update

*Staff Resources: Shelton Williams, Engineering Services, 996-2984, [shelton.williams@raleighnc.gov](mailto:shelton.williams@raleighnc.gov)  
Ken Hisler, Parks, 996-4823, [kenneth.hisler@raleighnc.gov](mailto:kenneth.hisler@raleighnc.gov)*

Engineering Services, in coordination with staff from Raleigh Parks (PRCR), has been working diligently to install permanent air conditioning systems in the Method Road and Green Road community center gymnasiums. Due to ongoing supply chain challenges, installation of these systems will not be completed in

advance of the 2022 summer camp season. In the interim, critical temporary units will be deployed to support summer operations.

In coordination with PRCR, Engineering Services began the project design phase in March of 2021. To address the issue during spring/summer 2021, temporary cooling systems were deployed at Green Road, Method Road and Laurel Hills. The typical design phase for projects of this scope takes between two and three months. The design for these locations was completed in the fall of 2021, followed by advertisement for construction bids in late 2021. The contract award was executed in January 2022, allowing equipment to be immediately ordered by two contractors, Dail Construction for Method Road and Bolton Construction for Green Road. Unfortunately, extended lead-times and production schedules impacted by global supply chain issues have delayed the project. Currently the approximate arrival of the equipment will be late summer to early fall of 2022. Staff anticipates that installation will commence following the summer camp season. Installation of the permanent HVAC system at Laurel Hills is included with a larger facility renovation effort; this year-long project will also commence in the fall of 2022.

Due to these unforeseeable delays, Engineering Services staff will ensure temporary cooling systems are in place at all three locations during the late spring through summer 2022.

*(No attachment)*

### **Weekly Digest of Special Events**

*Staff Resource: Sarah Heinsohn, Special Events Office, 996-2200, [sarah.heinsohn@raleighnc.gov](mailto:sarah.heinsohn@raleighnc.gov)*

Included with the *Update* materials is the special events digest for the upcoming week.

*(Attachment)*

## Council Member Follow Up Items

### General Follow Up Item

#### **Deveraux Meadow Park Draft Concept Plan**

*Staff Resources: Gary Clairborne, Parks, 996-2677, [gary.clairborne@raleighnc.gov](mailto:gary.clairborne@raleighnc.gov)*

Based on recent public comments on the status of the Devereux Meadow site, Council requested follow up information on two areas:

1. Historical spending and work completed to date at the project site.
2. Provide an overview of the remediation needs onsite.

Included with the *Update* materials is a staff memorandum prepared in response to the request.

*(Attachment)*

## Follow Up to the April 19 Work Session

### **NCDOT “Street Swaps” (Council Member Buffkin)**

*Staff Resource: Michael Moore, Transportation, 996-3030, [michael.moore@raleighnc.gov](mailto:michael.moore@raleighnc.gov)*

During the work session Council requested additional information regarding the City and the North Carolina Department of Transportation (NCDOT) ability to exchange management authority and maintenance responsibility for various streets and roads within the City jurisdiction. Councilmember Buffkin also requested information about the City’s capacity for long term maintenance of streets accepted under such a “street swap” arrangement.

Periodically Raleigh Transportation and NCDOT staff meet to review areas of mutual interest to exchange management and maintenance responsibilities for streets and roads within the Raleigh city limits. Raleigh and NCDOT most recently completed a street exchange in 2019, wherein Raleigh accepted approximately 5.8 centerline miles of streets and NCDOT accepted approximately 1.9 centerline miles.

The goals of these “street swaps” is alignment of maintenance and jurisdictional control to the agency most logically suited and equipped to that oversight. For example, past street swaps have included short sections of streets assigned to one agency but situated between sections of the larger corridor, subdivision streets formerly in the county but later annexed by the City, as well as “collector” streets located entirely within a subdivision of city-maintained streets. When Raleigh Transportation staff are evaluating streets to exchange, street type (arterials streets vs. local streets), street characteristics (curb and gutter vs. “ribbon” pavement with drainage swales), and recent maintenance activities (time since most recent repavement) are key considerations of the staff evaluation.

The street swap process is relatively simple and straightforward. Once a set of streets and roads to exchange have been agreed upon, the City Council adopts a resolution authorizing the exchange of obligations and duties of control to NCDOT. The adopted resolution is forwarded to NCDOT, and the North Carolina Board of Transportation adopts a corresponding resolution. NCDOT and Raleigh Transportation then update the respective system maps to reflect changes, additions, and deletions.

Staff has identified approximately additional 14 miles of streets currently on the NCDOT system classified as minor collector and below and fully within City limits; these streets are eligible for addition to the Raleigh maintenance system through future street swaps. Based on existing conditions, it is estimated that one-time funding of approximately \$400,000 would be needed to bring the condition of some of the identified streets up to “standard”. In addition, it is estimated that approximately \$375,000 in new annual funding would be needed to maintain the streets at the same level as all other streets currently on the Raleigh system.

*(No attachment)*

### **Citywide Speed Limit Reductions (Mayor Baldwin, Council Members Branch and Knight)**

*Staff Resource: Jed Niffenegger, RDOT, 996-4039, [jed.niffenegger@raleighnc.gov](mailto:jed.niffenegger@raleighnc.gov)*

During the work session, staff presented information and options for lowering the speed limit on residential and collector streets citywide. This topic is also included in the Strategic Plan “Transportation and Transit” section as Objective 3, Initiative 3.2. Staff was asked to investigate options to accelerate the process to

lower speed limits that are potentially less resource-intensive than the options shared at the work session and to further investigate legislative actions to lower citywide speed limits. Staff was also requested to provide a list of streets classified as arterial and thoroughfare; that listing is included with the *Update* materials.

Currently, the Neighborhood Traffic Management Program (NTMP) is the only program that actively lowers speed limits. During the work session, staff presented an option that could accelerate the current pace of 200 streets a year (which would over two decades to complete) to 1700 streets per year (2-3 years for total completion); however, this option requires three new full-time equivalent (FTE) positions and additional resources. Staff has since developed another option that accelerates the current pace of conversion and requires fewer new resources to implement.

To accelerate the rate of conversion, internal processes need revisions. Under the current NTMP, there are three components involved in implementing lower speed limits including the NTMP work, sign fabrication, and sign installation. Each program component is constrained by the level of current resources and has a maximum level of output. This means if one component is changed, it does not necessarily equate to higher output as the constraints of other components still limit production.

For example, the NTMP process has a current maximum annual output of 200 streets. This level is a significant increase from the prior rate of 40 streets per year and is due to Council-approved policy changes. Currently the lowering of a speed limit starts with a citizen request, followed by a traffic study (pneumatic tube counts), and then the balloting component to gauge support. If the same process is retained, output would still be capped at 200 streets per year.

One option to accelerate the process without the significant level of resources presented in the presentation requires two component changes. The first change would modify the adopted NTMP policy; the second change would increase sign fabrication through the additional of one additional sign fabricator position or through the procurement of prefabricated speed limit signs.

Under the first proposed change, Council would modify the NTMP policy to waive the citizen request approach and direct staff to lower all residential and collector streets to either 25 or 30 mph, respectively. This action removes current bottleneck associated with the traffic studies and balloting process and allow more capacity for output. For equitable implementation, staff would suggest clearing the current queue of streets (existing requests) and then work to systematically present a similar number of streets in each Council district for codification each month. Staff would propose notification to residents living on the subject streets via mailings some weeks before requesting Council codification to allow the community to share any concerns with the proposed change.

To capitalize on this policy and process changes, sign fabrication would need to increase. An increase in production could occur two ways. Internal production could be increased through the addition of an additional sign fabricator (1 FTE); alternatively, Transportation would purchase prefabricated speed limit signs from an outside vendor. The cost associated with a sign fabricator FTE position would be \$45,000/year and offers additional outcomes, including increased capacity for fabrication of other signs for wayfinding, greenways, parking, etc. The cost associated with purchasing all prefabricated speed limit signs needed to lower residential and collector streets is estimated to be \$130,000 - \$150,000.

Both the policy changes to the NTMP process and the additional signage resources are needed to improve implementation. These changes would cut the time of full implementation in half (8-10 years).

Staff will continue to work with NCDOT colleagues, the City Attorneys' office, and our legislative lobbyist to pursue the option of a statutory speed limit. This process, if deemed feasible, will take additional time but can happen concurrently with other efforts to lower the speed limit.

*(Attachment)*

# Weekly Events Digest

Friday, May 6 – Thursday, May 12

City of Raleigh Office of Emergency Management and Special Events  
[specialevents@raleighnc.gov](mailto:specialevents@raleighnc.gov) | 919-996-2200 | [raleighnc.gov/special-events-office](http://raleighnc.gov/special-events-office)

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## Permitted Special Events

### [Raleigh Police Memorial Foundation Send-Off Ceremony](#)

Nash Square

Friday, May 6

Event Time: 5:30am - 6:45am

Associated Road Closures: Hargett Street between Dawson Street and McDowell Street will be closed from 5:30am until 6:45am.

### [Bike Bonanza](#)

Raleigh Union Station Plaza

Friday, May 6

Event Time: 4:00pm - 7:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 3:00pm until 8:00pm.

### [NC Fallen Firefighters Foundation Memorial Parade and Service](#)

Hillsborough Street, Nash Square, & Parade Route

Saturday, May 7

Event Time: 8:00am - 3:00pm

Associated Road Closures: The following roads will be closed from 8:00am until 10:00am: Hillsborough Street between W. Morgan Street and N. Boylan Avenue and St. Mary's Street between W. Jones Street and W. Morgan Street. The following roads will be closed from 8:00am until 3:00pm: W. Hargett Street between S. Harrington Street and S. Dawson Street and W. Hargett Street between S. Dawson Street and S. McDowell Street. The following route will be closed from 9:45am until 11:00am: Start on Hillsborough Street at N. Boylan Avenue and head east; right onto S. Dawson Street; finish on S. Dawson Street at W. Martin Street. Nash Square will be used from 8:00am until 3:00pm.

### [Marbles Bike Rodeo](#)

Hargett Street

Saturday, May 7

Event Time: 11:00am - 2:00pm

Associated Road Closures: Hargett Street between S. Blount Street and S. Person Street will be closed from 7:00am until 3:00pm.

### [Mother's Day 5K](#)

Dorothea Dix Park

Sunday, May 8

Event Time: 7:00am - 1:00pm

Associated Road Closures: A portion of Whiteside Drive between Umstead Drive and Biggs Drive will be closed from 7:00am until 1:00pm. The following route will be closed from 7:50am until 10:00am:

Start at Whiteside Drive; Right onto Biggs Drive; Right onto Ruggles Drive; Left onto Umstead Drive; Right onto Dawkins Drive; Left onto Umstead Drive; Right onto Ruggles Drive; Left onto Biggs Drive; Right onto Palmer Drive; Left onto Cranmer Drive; Left onto Umstead Drive; Right onto S. Boylan Avenue; Left onto Tate Drive; Right onto Richardson Drive; Left onto Umstead Drive; Right onto Middleton Drive; Left onto Palmer Drive; Right onto Biggs Drive; Right onto Whiteside Drive to finish

### [Carolina Hurricanes/Carolina Ale House Playoff Watch Party](#)

Tucker Street

Sunday, May 8

Event Time: 12:00pm - 3:30pm

Associated Road Closures: Tucker Street between Glenwood Avenue and the 510 Glenwood parking deck will be closed from 9:00am until 4:30pm.

### [Midweek Mini Market](#)

City Plaza

Wednesday, May 11

Event Time: 11:00am - 2:00pm

Associated Road Closures: No roads will be closed for the event. The east-side, off-street portion of City Plaza will be used from 9:00am until 3:00pm every Wednesday through 5-25-22.

### [DRA Fitness on the Plaza](#)

City Plaza

Thursday, May 12

Event Time: 5:15pm - 6:15pm

Associated Road Closures: No roads will be closed for the event. The off-street, east-side portion of City Plaza will be used from 4:15pm until 6:45pm every Thursday through 5-26-22.

## **Other Upcoming Events**

### [Wilders Grove Sustainable Facility Tour](#)

Friday, May 6

Wilders Grove Solid Waste Services Facility

### [First Friday Raleigh](#)

Friday, May 6

Downtown Raleigh

### [Tori Amos](#)

Friday, May 6

Memorial Auditorium

### [Women Rock! – NC Symphony](#)

Friday, May 6 & Saturday, May 7

Meymandi Concert Hall

### [Raleigh Stories Portrait Drawing](#)

Friday, May 6 & Sunday, May 8

Artspace & Moore Square

### [Ring of Fire – North Carolina Theatre](#)

Friday, May 6 – Sunday, May 8

Fletcher Opera Theater

### [Explore Dix Park: Guided Walking Tour](#)

Saturday, May 7

Dorothea Dix Park, Chapel

### [AJR](#)

Saturday, May 7

Red Hat Amphitheater

# Weekly Events Digest

Friday, May 6 – Thursday, May 12

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## **Moore Square Market**

Sunday, May 8  
Moore Square

## **The Offspring**

Tuesday, May 10  
Red Hat Amphitheater

## **An R-Rated Magic Show**

Wednesday, May 11  
Fletcher Opera Theater

## **Raleigh's Black History and Heritage: 1945-1975 Kickoff Meeting**

Wednesday, May 11  
Biltmore Hills Park

## **Active Adult Bikeshare Ride – Open House**

Thursday, May 12  
Five Points Active Adult Center

## **Public Resources**

**Pilot Text Alert Program**: Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

**Event Feedback Form**: Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

**Road Closure and Road Race Map**: A resource providing current information on street closures in Raleigh.

**Online Events Calendar**: View all currently scheduled events that impact City streets, public plazas, and Dorothea Dix Park.



# Council Member Follow Up

To	Tansy Hayward, Deputy City Manager
Thru	Scott Payne, Interim Director
From	Gary Claiborne, PRCR Capital Projects Manager
Department	Parks, Recreation and Cultural Resources
Date	April 28, 2022
Subject	Devereux Meadow Project - Historical spending and work completed to date

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Based on recent public comments on the status of the Devereux Meadow site, City Council requested follow up information on two areas:

1. Historical spending and work completed to date at the project site.
  - a. To briefly summarize, the City has encumbered over \$1.2 million out of the \$2 million in the 2014 Parks Bond for project site surveying, multiple environmental assessments, and concept plan development involving community engagement. Building demolition and associated surface restoration were part of the NCDOT Peace Street Bridge Replacement project managed and paid for by NCDOT, not the City of Raleigh.
  
2. Provide an overview of the remediation needs onsite.
  - a. For several decades, the Devereux Meadow site has been used as an operations center for the City. This included the City of Raleigh Fleet Services Operations, Fueling Station, and other departmental storage and uses. Some of these uses generally impacted existing subsurface conditions. Additionally, nearby property uses have been correlated to impact the site's soils and groundwater. These include a former dry cleaner business on Peace Street and a gas station on Capital Blvd. northbound.

***Below in an "appendix" is a detailed summary of the current project status, recent site history, and findings of existing site conditions.***

## **Appendix**

Parks, Recreation and Cultural Resources is in preliminary design for a new park and greenway project on a 14-acre, City-owned property in northeast downtown Raleigh. The site, currently known as Devereux Meadow, is now used as a City maintenance and vehicle facility by Engineering Services, PRCR, and Transportation Departments. The site was previously used by the Vehicle Fleet Services Division. Two buildings remain on site: a single-story office building occupied by City staff and a former fueling/service station used for PRCR Parks Maintenance Division storage. Underground storage tanks from the former fueling facility remain on site. Site studies indicate the presence of soil and groundwater contamination, possibly from on- and off-site sources.

Developing the Devereux Meadow site as a public park and greenway project was identified as a priority in two City-adopted plans, the Capital Boulevard Corridor Plan (City of Raleigh, June 2012) and the City of Raleigh Downtown Plan (City of Raleigh and Downtown Raleigh Alliance, Sept. 2015). The 2014 Parks Bond allocated \$2 million for site investigations and preliminary park and greenway design. Following a 2016 RFQ process, the City contracted with Tetra Tech, Inc. in 2017 for the *“Devereux Meadow Park, Greenway Trail, and Pigeon House Branch Stream Restoration”* project.

The proposed park project design focuses on:

- Site remediation
- Restoration of Pigeon House Branch
- First phase of the Pigeon House Branch Greenway Trail
- Design of a natural and passive park

The Devereux Meadow site is managed by Engineering Service staff. As part of the Devereux Meadow Park project, the Tetra Tech, Inc. team has access to the site for environmental testing, site survey, and site analysis purposes.

A summary of recent site work, environmental testing and monitoring, and design studies are outlined below.

- In 2014, Vehicle Fleet Services Division was relocated to the Central Operations Facility campus on Westinghouse Boulevard. Several of the Fleet Services buildings in the northern half of the site were demolished. The service station was shut down, but it remains on-site along with associated underground storage tanks. (2014)
- A Phase I Environmental Site Assessment (ESA) was conducted in 2014 by Froehling & Robertson, Inc. The ESA identified several on-site and off-site recognized environmental conditions (RECs), including two former dry-cleaning sites and other properties with documented contamination near the Devereux site. Historical environmental incidents occurring on or affecting the site include:
  - A leaking underground storage tank incident occurred in April 1990 when a leak was found and subsequently reported during the assumed in-place closure of the five underground storage tanks (USTs) within the former UST basin just west of the vehicle service shop. Two leaking in-ground hydraulic lifts were also identified in the northern portion of the vehicle service shop.
  - A gasoline release in groundwater was discovered in 1992 at the former Wilco Hess #211 (now Speedway #6983) east of Capital Boulevard migrated onto the northern portion of the site.

- As part of the NCDOT Peace Street Bridge Replacement project, the City allowed a part of the Devereux site to be used for construction staging and storage. The DOT contractor demolished the remaining buildings in the northern part of site including the salt barn. All building removals with associated surface restoration were managed and paid for by NCDOT. (2017-2020)
- *Devereaux Meadow Access and License Agreement between the City of Raleigh and Hart & Hickman, P.C.* This agreement allows Hart & Hickman, P.C. to assess soil and groundwater contamination related to the former dry-cleaning facility (407 West Peace Street) that may be present on or in the vicinity of the Devereux property. The assessment includes installation, inspection, and periodic sampling of a monitoring well. Hart & Hickman, P.C. is solely responsible for all costs and expenses incurred. (August 2020)
- *Devereaux Meadow Access and License Agreement between the City of Raleigh and Speedway, LLC.* This agreement allows Speedway to install and sample groundwater monitoring wells on the Devereux property and to assess possible soil and groundwater contamination related to the Speedway gas station at 850 Capital Blvd. Speedway, LLC is solely responsible for all costs and expenses incurred. (Feb 2021)

### **Devereux Meadow Park Project**

The City contracted with Tetra Tech in 2017 for Devereux Meadow Park environmental site assessment, remediation planning, design services, and construction administration. The design contract is divided into three stages and funded via a \$2 million allocation from the 2014 Parks Bond.

- Stage I - Environmental Site Assessments: \$341,890 (completed 2020)
- Stage II - Remedial Investigation, Concept Design, and Schematic Design: \$874,255 (2020-Present)
- Stage III: Final Design, Remediation Plan, Permitting and Construction Administration (future phase; fee to be determined based on final Schematic Design)

Per above, the City's current contract amendment is Stage II for \$874,255. Below is an outline of design services tasks and deliverables under Stage I and II.

### **Stage I - Environmental Site Assessments (2017 - 2020)**

#### **Services and Deliverables**

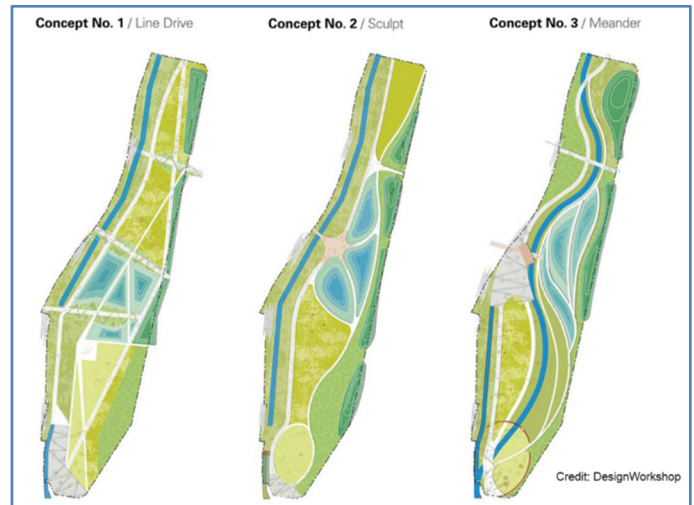
- Environmental Site Analysis and Site Constraints Evaluation
  - Stream Buffer Determination (March 2018)
  - Areas of Concern/Recognized Environmental Conditions Summary report (April 2018)
  - Data Summary Technical Memo (May 2018)
  - Draft Phase II ESA Work Plan (June 2018)
  - Stream Geomorphic and Stormwater Assessments (June 2018)
- Phase 2 Environmental Assessment
  - Limited Regulated Materials Survey Report (April 2019)
  - Phase II Environmental Site Assessment (August 2019)
- Vapor Intrusion Study of Existing Office Building
  - Soil Vapor Intrusion Study Report (May 2020)

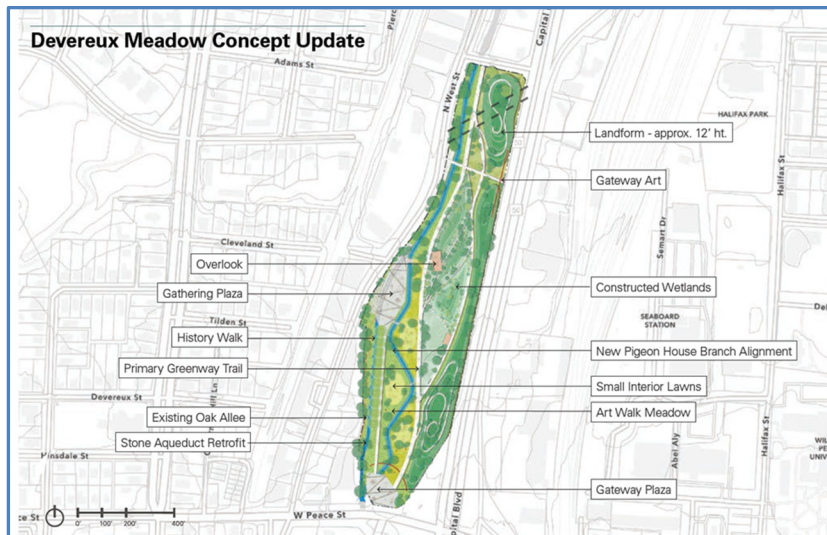
- NCDEQ Site Conditions Questionnaire Support
  - Preliminary engagement with NCDEQ
  - Site Conditions Questionnaire form (January 2020)
- Preliminary Opinion of Probable Project Cost for Park (January 2020)

## Stage II - Remedial Investigation, Concept Design, and Schematic Design (Dec. 2020 - Present)

### Services and Deliverables

- Project Site Survey
  - Property survey base mapping (August 2021)
  - Parcel recombination survey (in process)
- Phase 1 Remedial Investigation (see below for details)
  - Engagement with NCDEQ (on-going)
  - Environmental sampling of subsurface soil and groundwater (Summer 2021)
  - Final Phase 1 Remedial Investigations Report (Oct. 2021)
- Concept Design Alternatives
  - Development of park concept plan alternatives and cost estimates (Jan. - May 2021)
  - Design Review Team, Stakeholder Committee, and public engagement on concept alternatives (Feb. - Dec. 2021)
  - Virtual Public Open House (May 2021)
  - Public survey on concept alternatives (May - August 2021)
- Concept Design - Draft and Final Plans
  - Draft Concept Plan and cost estimates (Sept. - Dec. 2021)
  - Parks, Recreation, and Greenway Advisory Board presentation (Jan. 2022)
  - Public Engagement on Draft Concept Plan (Feb. - March 2022)
  - Public Open House (Feb. 2022)
  - Public survey on draft concept design (Feb. - March 2022)
  - Final Concept Design Plans and Report (in process)





- Schematic Design (pending)
  - Schematic Design phase to start after final concept design plan is approved by City Council

**Results of Site Environmental Investigations**

The Phase 1 Remedial Investigation (2021) served as the first step to understanding the nature and extent of contamination, to assess the contamination risks to human health and the environment, and to provide hydrogeologic and geochemical data to evaluate remedial alternatives for the site.

The following general findings are based on information obtained during the Stage I environmental site assessments and Stage II remedial investigation.

- Groundwater contamination (principally chlorinated volatile organic compounds or CVOCs) from on and off-site sources appears to be concentrated in and around the existing service station building located at the center of the site (shown in red and yellow in the conceptual site model).
- The groundwater plume ranges in depth from 8-30 feet below the surface and is generally migrating in the direction of Pigeon House Branch.
- Potential remediation measures under consideration include:
  - Removal of the underground storage tanks and disposal of contaminated soils once identified and delineated.
  - Remedial actions which enhance natural in-situ degradation, such as subsurface injection.
- Additional phases of remedial investigations are necessary to further delineate and assess on-site contaminants and support preparation of remedial plans. These efforts should be coordinated to



occur during or before the (forthcoming) schematic design phase so that the park design can consider and incorporate remedial plan components.

The “conceptual site model” shows the known concentrations of environmental contaminants with a concentration in the middle of the site.

To complete the remedial investigation process and prepare a final remediation plan, subsequent phases of investigation should include contaminant source characterization, further delineation of soil and groundwater contamination of potential concern (COPCs), data collection to support corrective action determinations including remedial design, and a risk assessment based on current and anticipated site conditions. The final remediation planning will be dependent on the amount of site disturbance and the proposed use of the site. Remediation planning must occur in tandem with site design plans as they influence each other.

As an example, the re-alignment and restoration of Pigeon House Branch, in the current draft park concept plan, could include the use of bio-reactive mats, placed during site grading, to mitigate contamination of the stream. In addition, the concept plan stream alignment and other park design features have been modified to avoid areas of the most severe known concentrations of environmental contaminants.

If additional information regarding the status or future environmental needs of Devereux Meadow site is needed, staff will respond accordingly.

## NCDOT Thoroughfare and Arterial Streets

StreetName	Miles
Avent Ferry Rd	3.3
Aviation Pkwy	1.3
Barwell Rd	0.2
Bashford Rd	0.9
Battle Bridge Rd	0.6
Blue Ridge Rd	3.5
Brier Creek Pkwy	5.1
Buffaloe Rd	1.6
Capital Blvd	18.1
Centennial Pkwy	3.4
Chapel Hill Rd	2.5
Creedmoor Rd	8.5
Duraleigh Rd	2.9
Durant Rd	2.6
E Chatham St	0.1
E Edenton St	1.2
E Millbrook Rd	4.2
E Morgan St	0.3
E Six Forks Rd	1.0
E Tryon Rd	0.7
Ebenezer Church Rd	3.4
Edwards Mill Rd	5.0
Falls Of Neuse Rd	7.6
Fayetteville Rd	0.6
Forestville Rd	1.6
Fox Rd	2.0
Garner Rd	0.6
Glenwood Ave	22.5
Globe Rd	1.2
Gorman St	2.0
Gresham Lake Rd	0.7
Hammond Rd	5.0
Hillsborough St	3.6
Honeycutt Rd	0.3
Howard Rd	0.1
Jones Franklin Rd	2.1
Lake Wheeler Rd	1.7
Lead Mine Rd	4.6
Leesville Rd	2.2
Litchford Rd	2.5
Louisburg Rd	8.6
Lumley Rd	0.8
Lynn Rd	6.4
Marsh Creek Rd	0.7



StreetName	Miles
Martin Luther King Jr Blvd	3.8
Mitchell Mill Rd	0.6
Mt Herman Rd	1.2
N Blount St	0.8
N Dawson St	0.2
N McDowell St	0.5
N New Hope Rd	3.1
N Person St	0.7
N Raleigh Blvd	4.5
N Rogers Ln	1.5
New Bern Ave	11.3
New Bern Pl	0.1
New Hope Church Rd	0.0
New Hope Rd	0.8
Old Wake Forest Rd	1.8
Perry Creek Rd	1.6
Pinecrest Rd	0.4
Poole Rd	3.9
Ray Rd	2.1
Reedy Creek Rd	1.9
Rock Quarry Rd	3.7
Rogers Ln	0.6
S Blount St	1.2
S Dawson St	1.3
S McDowell St	1.3
S New Hope Rd	4.0
S Person St	1.2
S Raleigh Blvd	1.9
S Saunders St	3.3
S Wilmington St	5.7
Sanderford Rd	1.0
Six Forks Rd	6.4
Skycrest Dr	1.6
Southall Rd	0.0
Spring Forest Rd	5.2
Strickland Rd	3.3
Sunnybrook Rd	1.0
T W Alexander Dr	2.2
T.W. Alexander Dr	0.6
Trailwood Dr	0.8
Trawick Rd	1.1
Trinity Rd	0.8
Tryon Rd	3.2

StreetName	Miles
US 1 Hwy	0.2
US 70 Hwy W	0.3
W Edenton St	0.4
W Millbrook Rd	6.3
W Morgan St	0.5
Wade Ave	10.4
Wake Forest Rd	4.1
Western Blvd	9.6
Westgate Rd	2.3
Total Miles	274.3