



TO: Mayor and Town Council

FROM: Joseph A. Fivas, Town Manager

DATE: September 9th, 2014

SUBJECT: Old Monroe Road Widening Project Recommendations

The North Carolina Department of Transportation (NCDOT) and their consultant, Atkins Consulting, have requested the Town to meet with them on September 16th at 5:30pm in the IT Civic Building. The purpose of the meeting is for the Council to discuss the Old Monroe Road Widening Project, and leave the meeting with recommendations from the Town for an acceptable cross-section and intersection treatments.

Staff has prepared some draft recommendations for the Council's consideration.

Indian Trail Jurisdiction Cross-Section:

Bryson Road through Wesley Chapel-Stouts Road: The Town requests to use the Town's adopted Four Lane Village Center Boulevard Cross-section. (Attached).

Exceptions:

- 1) Remove the 4-foot bike lane throughout cross-section.
- 2) Narrow the center median to 10-feet, or less, from South Fork Road through Indian Trail Road intersection.
- 3) Add vertical landscaping in center median to some agreed upon sections of this road.

Other Requests:

- 1) Due to removing the 4-foot bike lane, the Town requests to have project to pay for full cost of 10-foot multi-use path on one side of the road. The Town will work with NCDOT to determine which of road the multi-use path will be located. The Town's hope is to coordinate with Town of Stallings and Town of Matthews.
- 2) The Town will enter into Municipal Agreement to take over maintenance of the landscaping in center median, tree walls, banner poles, and intersections after the warranty period. Town will want to participate in selecting landscaping for this section.
- 3) No impact to Sun Valley Commons parcels on north side of Old Monroe Road due to restraints to losing established viable commercial property.
- 4) Shift Old Monroe Road at Indian Trail Road to meet with existing curb and gutter cross-section at new Family Dollar location. The goal is no impact on this recent development.
- 5) Do everything possible to minimize impact on business owners from South Fork Road though Indian Trail Road intersections.
- 6) All intersections will provide pedestrian access and landscaping.
- 7) The Town would reduce the sidewalks sections at Indian Trail Road and Wesley Chapel Road intersection areas to 6 feet.
- 8) The entire section must have curb and gutter.
- 9) NCDOT would determine the speed limit.

Intersection Treatments:

Wesley Chapel-Stouts Road Intersection:

The Town would prefer a four way signalized intersection. However, if NCDOT would like to review additional designs the Town second preference would be a Michigan Left intersection.

Brandon Oaks Parkway Intersection:

Depending on future traffic volume and current demand, the Town is open to reviewing a super street design in this area.

South Fork Intersection:

The Town would like to make sure that this intersection is designed to meet the potential future demand (20 years) from Downtown Indian Trail development.

Indian Trail Road Intersection:

The Town is requesting this intersection to remain a four way signalized intersection. The Town does not support a super street in this area.

Chestnut Parkway Intersection:

The Town is comfortable with a super street design for this intersection.

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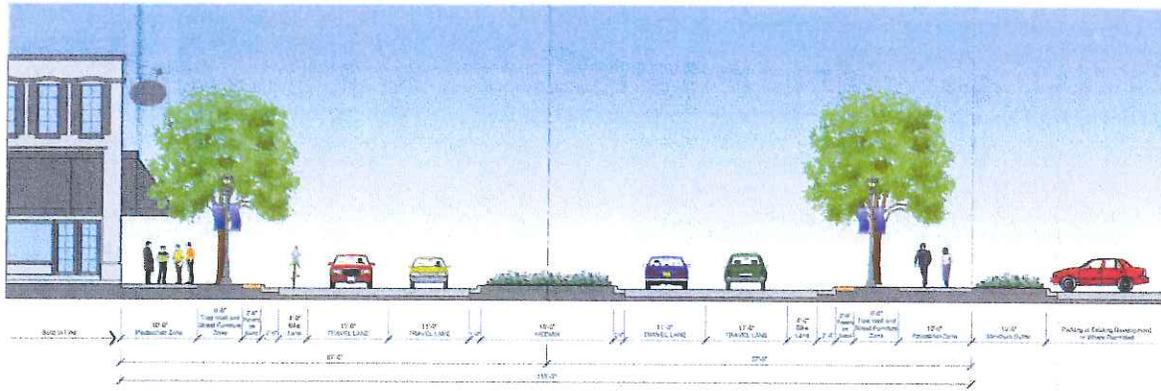


Fig. 6.7.5 Four Lane Village Center Boulevard Cross-section

The character of Village Center development where this typology is used is anticipated to resemble small town or small urban village or town centers. The Four Lane Village Center Boulevard street typology would be appropriate for the Village Center Overlay land use, although this will vary depending on the actual Village Center plan and development. It is intended to be posted for 35 mph speed limits, and should accommodate up to 40,000 AADT.

To maintain efficient traffic movement through the area at the lower speeds compatible with pedestrians, on-street parking would not be appropriate for this typology.

The right of way indicated for this typology should not be reduced. The right of way shown is considered to be a minimum, to provide a minimum width sidewalk and tree well/street furnishing zone.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. In planning for individual Village Center development, additional sidewalk width should be provided by requiring an additional building setback from the right of way line. In some locations, some pedestrian zone improvements such as areas with street furnishings and pedestrian lights may need to occur outside of the right-of-way.

Bicycle lanes are to be provided adjacent to the travel lane as shown. The bicycle lanes will help the road function efficiently, as they will provide additional turning room for busses and trucks.