

BOARD OF ALDERMEN

ITEM No. A(1)

AGENDA ITEM ABSTRACT
MEETING DATE APRIL 10TH, 2012

SUBJECT: FOLLOW UP REPORT: NCDOT EUBANKS ROAD REALIGNMENT OPTIONS/NSA WORKSHOP; TRAFFIC CIRCLE POSSIBILITY

DEPARTMENT: PLANNING DEPARTMENT	PUBLIC HEARING: YES No <u>X</u>
ATTACHMENTS: A. RESOLUTION B. NCDOT ALIGNMENT OPTIONS C. NSA WORKSHOP DESIGN CONCEPTS	FOR INFORMATION CONTACT: JEFF KLEAVELAND, 918-7332

PURPOSE

This is a follow-up report on one of the Board's action items from the February 21, 2012 meeting. In particular, this is to report to the Board of Aldermen about the results of a meeting with NCDOT, the property owner, and Town staff, regarding the proposed realignment of Eubanks Road in the vicinity of its intersection with Old NC 86 as well as discussion of a traffic circle at this intersection.

INFORMATION

On March 13th, 2012, NCDOT, the property owner, and Town staff met to discuss NCDOT's proposed realignment of Eubanks Road in the vicinity of its intersection with Old NC 86. NCDOT has allocated funds to realign this intersection to respond to longstanding safety concerns and would like to begin construction of the project as soon as possible to expediently address the safety issues at the intersection and to prevent the allocated funds from being re-directed to another project.

The Town staff, aware of this, requested that NCDOT delay their plans until after the NSA Design Workshop was held to see if there were alternative alignments that might better serve the needs of a mixed-use development in this area. In light of this, NCDOT prepared four different alignment scenarios for our review. Attachment B shows the four alignments with Town Staff commentary shown in the margin listing some of advantages and disadvantages of each design. Note that several of the proposals prepared by the design teams in the NSA Design Workshop used Alignment A as part of their design (Attachments C).

In discussion with the property owner, NCDOT and Town Staff, it was concluded that the preferred design is Alignment A. This design accomplishes many objectives while being easy to execute due to the fact that an agreement with only one property owner is needed (Parker Louis, LLC) and the funding is already in place. Significant disadvantages of the *other* designs include the crossing of wetland, the removal of the Dromoland/Eubanks intersection, indirect routes, and multi-party agreements. To investigate the advantages and disadvantages of each alignment further please review the staff commentary in the margin of Attachment B.

Traffic Circles

The Board has expressed interest in exploring whether a roundabout could be installed at the intersection of Old NC 86 and Eubanks Road. During the meeting with the staff, the NCDOT district engineer stated that this could be a viable option for this intersection.

Major transportation projects such as a roundabout must be included in the region's Long Range Transportation Plan in order to be included on the Statewide Transportation Improvement Program (STIP). This is a prerequisite to funding allocation for construction.

Projects are evaluated for inclusion in the STIP based on a prioritization process facilitated by NCDOT's Strategic Planning Office on Transportation (SPOT). Within Metropolitan Planning Organizations (MPOs), the process starts when local jurisdictions submit Local Priority Lists to their MPOs. The projects on these lists are combined at a regional level and then ranked for inclusion on a Regional Priority List. The MPO then submits the Regional Priority List to the SPOT office for evaluation. The SPOT office then ranks all projects on Regional Priority Lists of MPOs across the state, along with rural projects and projects submitted by highway divisions.

The projects with the highest rankings typically are included in the STIP. The STIP includes a Five-Year Work Program; projects within this program are likely to be implemented. The Board last approved a Local Priority List on May 17, 2011.

A study conducted by NCDOT's Congestion Management Section on the feasibility and effectiveness of a roundabout at the Old NC 86-Eubanks intersection may be advisable as a next step.

FISCAL AND STAFF IMPACT

There is no fiscal impact associated with this item. Continued staff time will be required to coordinate with NCDOT.

STAFF RECOMMENDATION

Town Staff recommends that the Board of Aldermen adopt the attached resolution receiving this report (Attachment A).