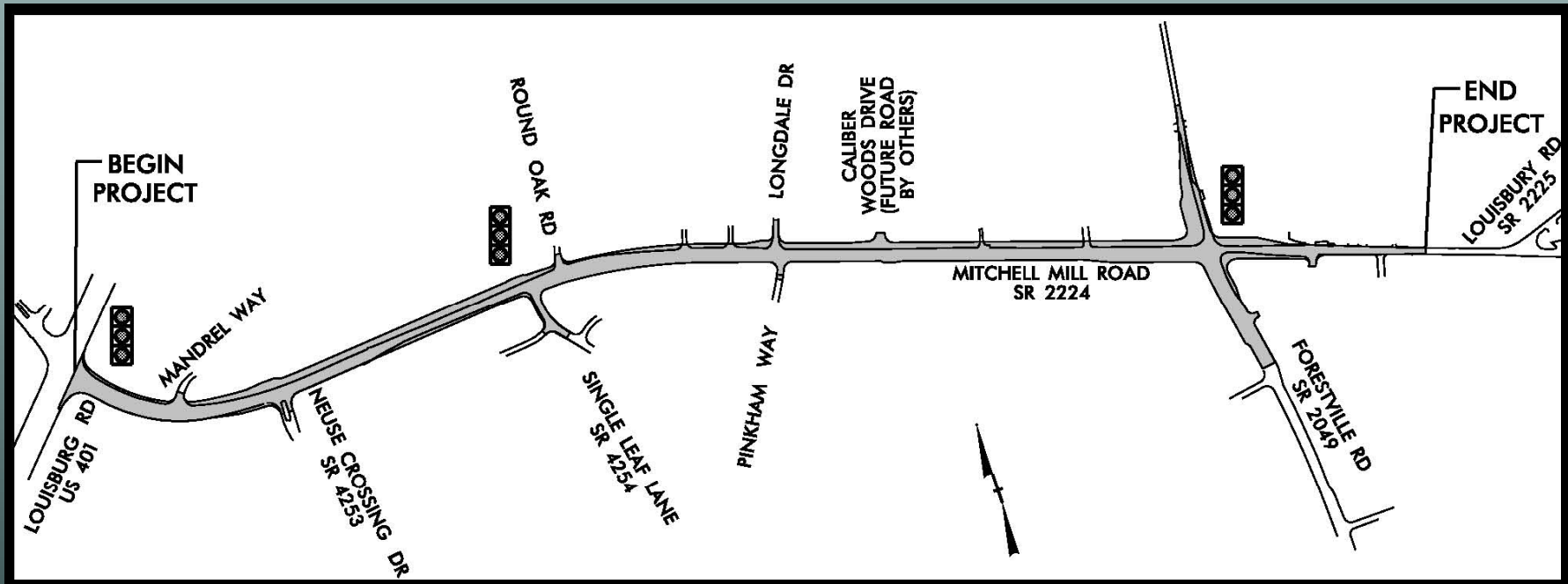


Corridor Public Meeting

**Mitchell Mill Road Widening
From Louisburg Road (US 401)
To Forestville Road**

September 23, 2010





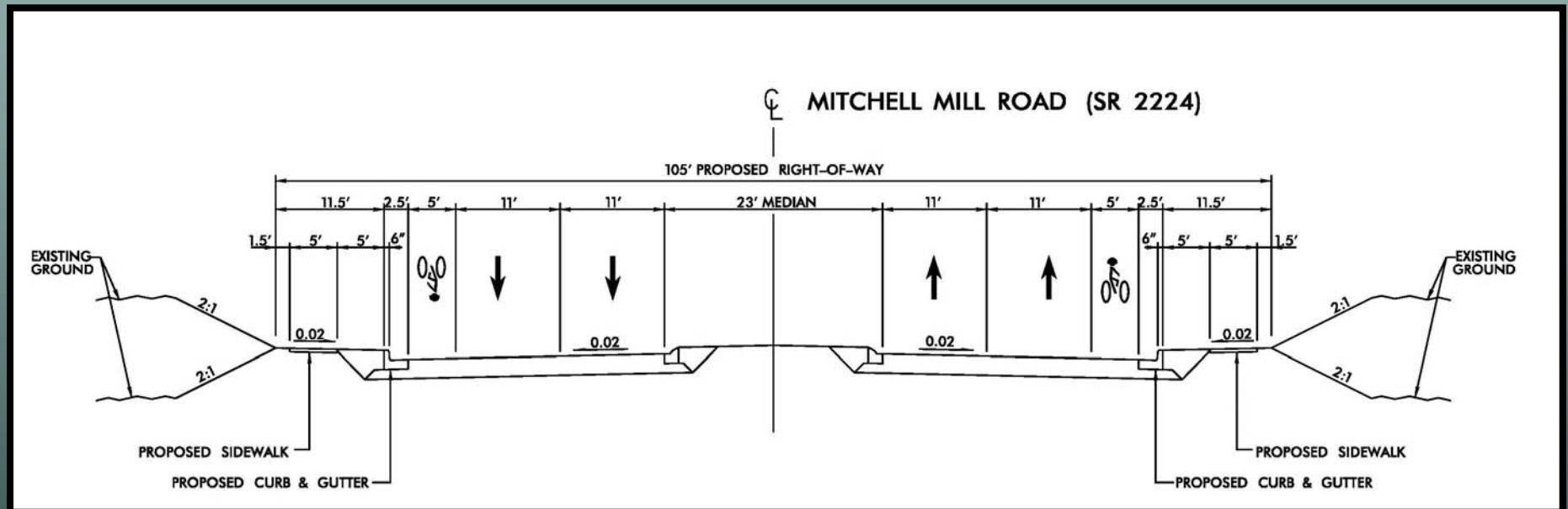
Project Location



Project Purpose and Benefit

- Improve safety
- Reduce traffic congestion
- Accommodate bicycles and pedestrians
- Complete Streets Policy





Proposed Typical Section



COMMENT	RESPONSE
Retain trees along Neuse Crossing Frontage	Trees retained from Neuse Crossing Drive to Single Leaf Lane
Convert Neuse Crossing Drive to Right-in/Right-out	Outbound left turns prohibited on Neuse Crossing Drive; left-over into Neuse Crossing included
Signalize Single Leaf Lane	Signal proposed at Single Leaf Lane

Pre-Design Public Meeting Input



COMMENT	RESPONSE
Improve safety for left and right turns at Round Oak Drive	Outbound left turns prohibited at Round Oak Drive and sight distance reviewed for right turns
Concern about wells since rock is present in the area	Wells will be sampled prior to construction. Any issues that arise during construction will be investigated case by case
Add turn lanes at Forestville Road intersection	Dedicated right and left turns proposed from Mitchell Mill Road to Forestville Road

Pre-Design Public Meeting Input



Design Information

Existing Traffic	16,000 vehicles per day
Projected Traffic	25,000 vehicles per day
Project Length	1.09 miles (5,772 feet)
Posted Speed	45 miles per hour



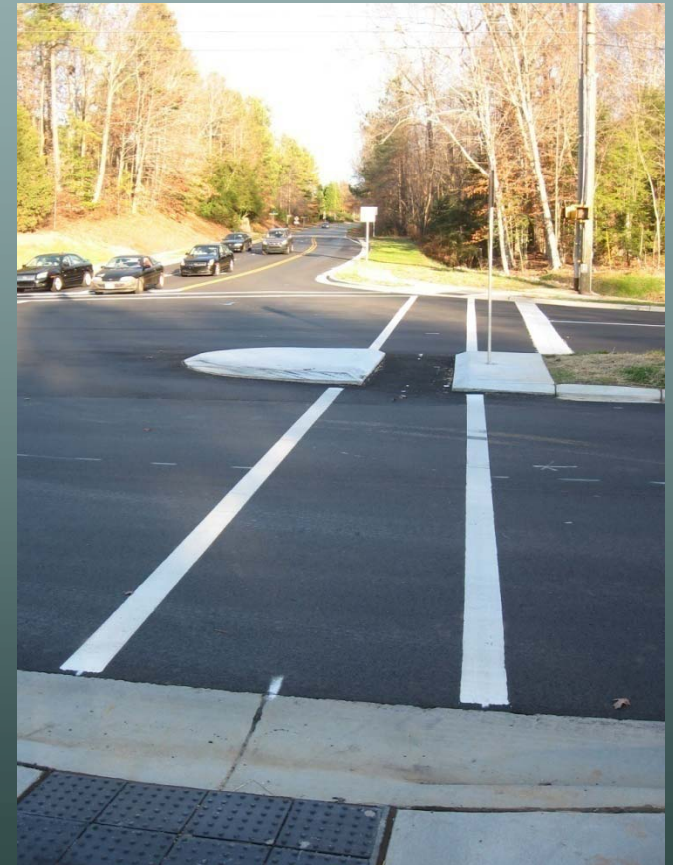
Median Benefits

Pedestrian safety

- Two stage crossing
- Refuge area

Vehicular safety

- Minimize conflicts
- Crashes reduced
- U-turns



Charlotte Median Study

- Median Divided vs. 5-Lane
- Total Crashes – 64% fewer
- Left-turn & Angle Crashes – 76% fewer
- Head-on Collisions – 1 vs. 12
- Fatalities – 1 vs. 3
- Conclusion: Raised median is safer



Median Benefits

Aesthetics

- Area for plantings
- Reduced impervious surface area

Access Management

- Better access to sites
- Safety at Preschool

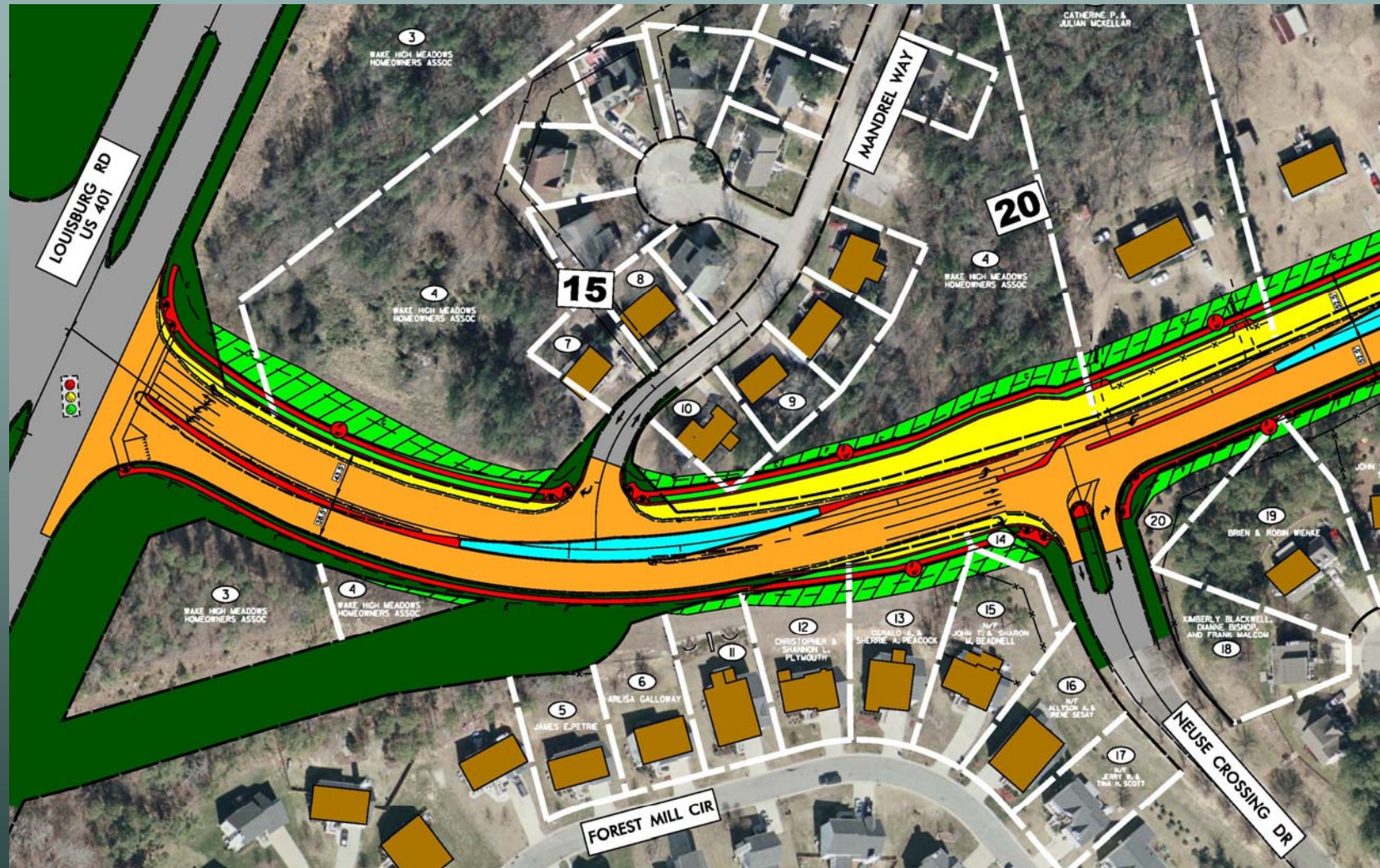
Increased Capacity



Access Management

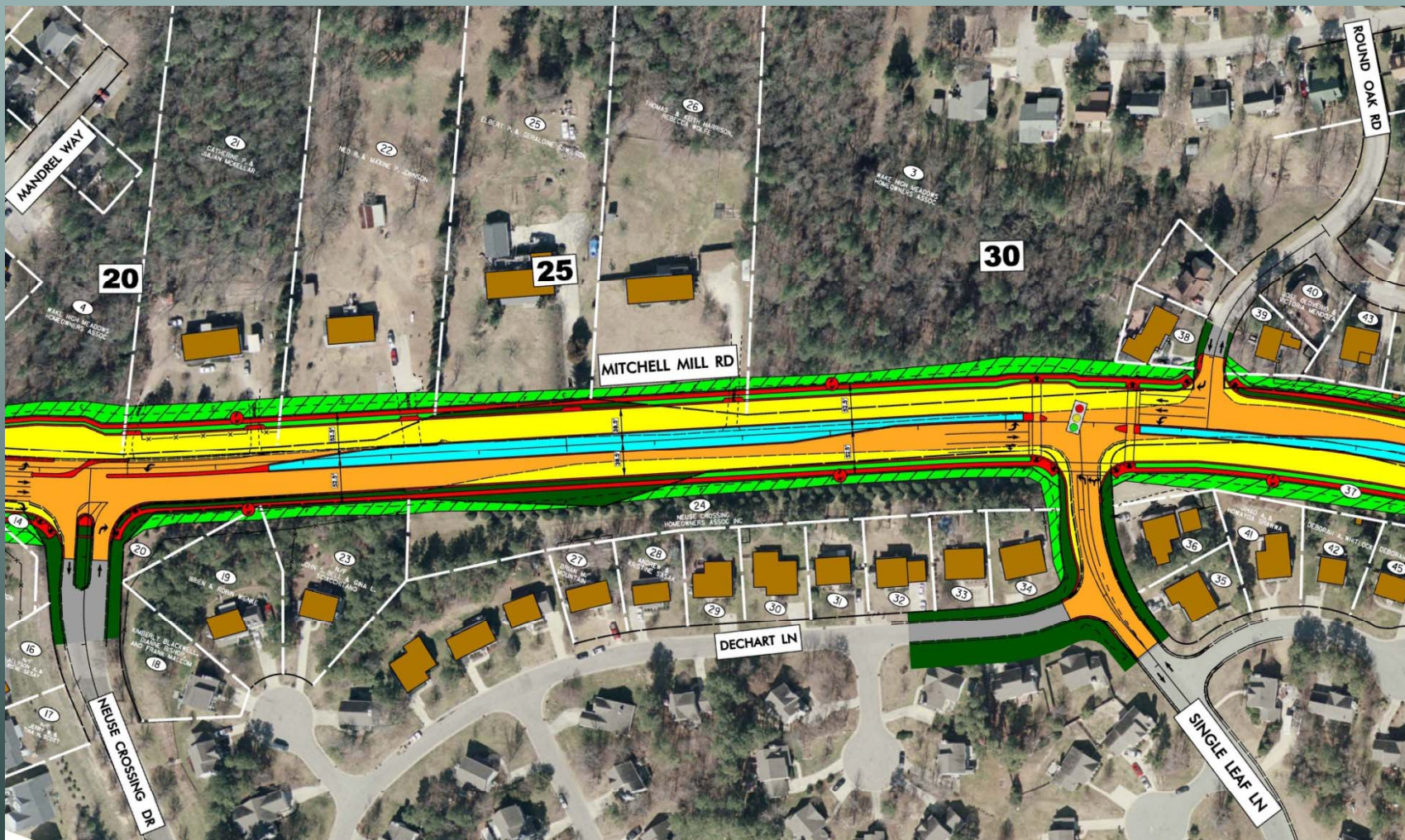
- **NCDOT Median Crossover Guidelines**
- **Directional Crossovers**
- **U-Turns**
- **1,200 Foot Separation between All-Movement Crossovers**





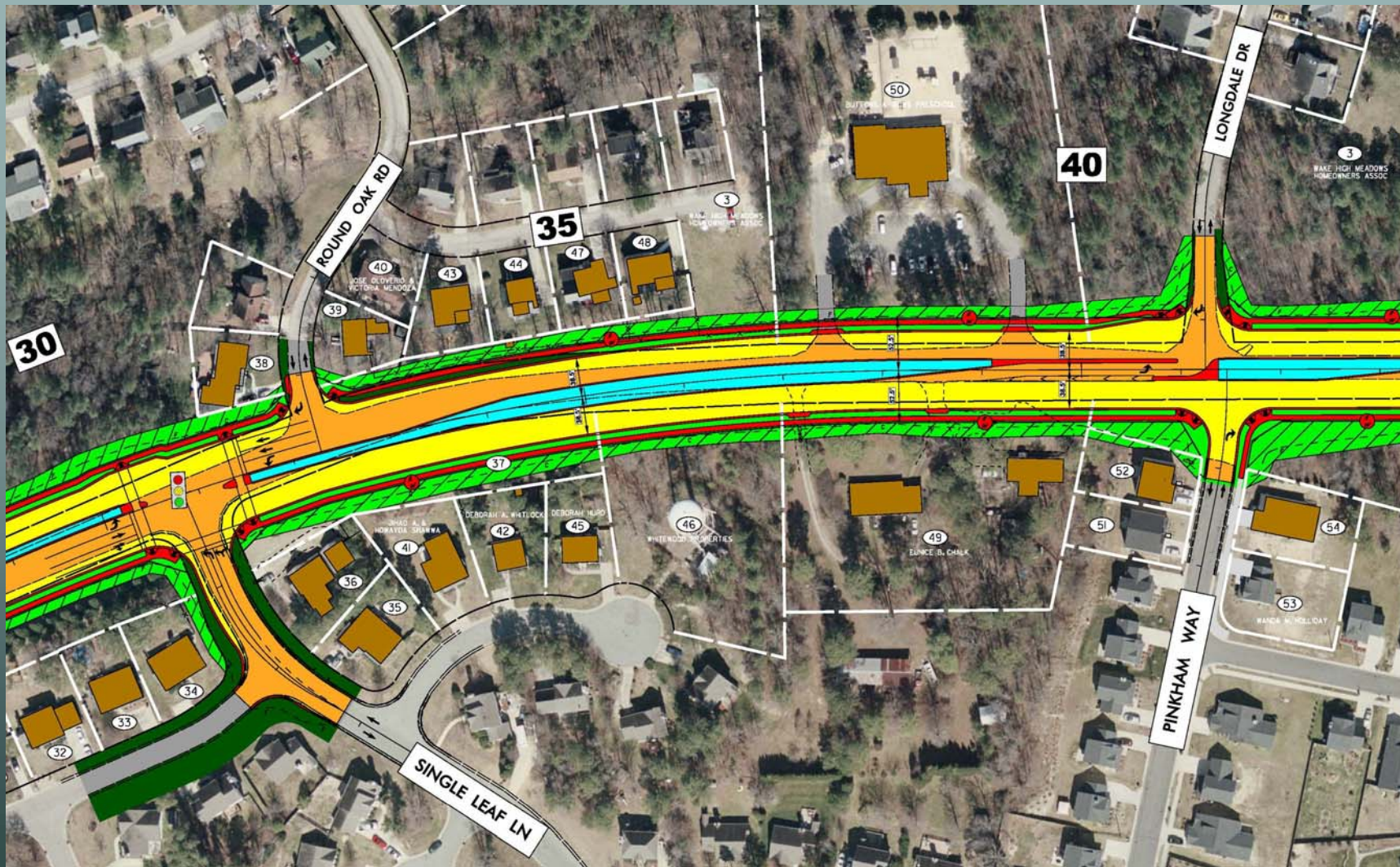
Mandrel Way and Neuse Crossing Drive





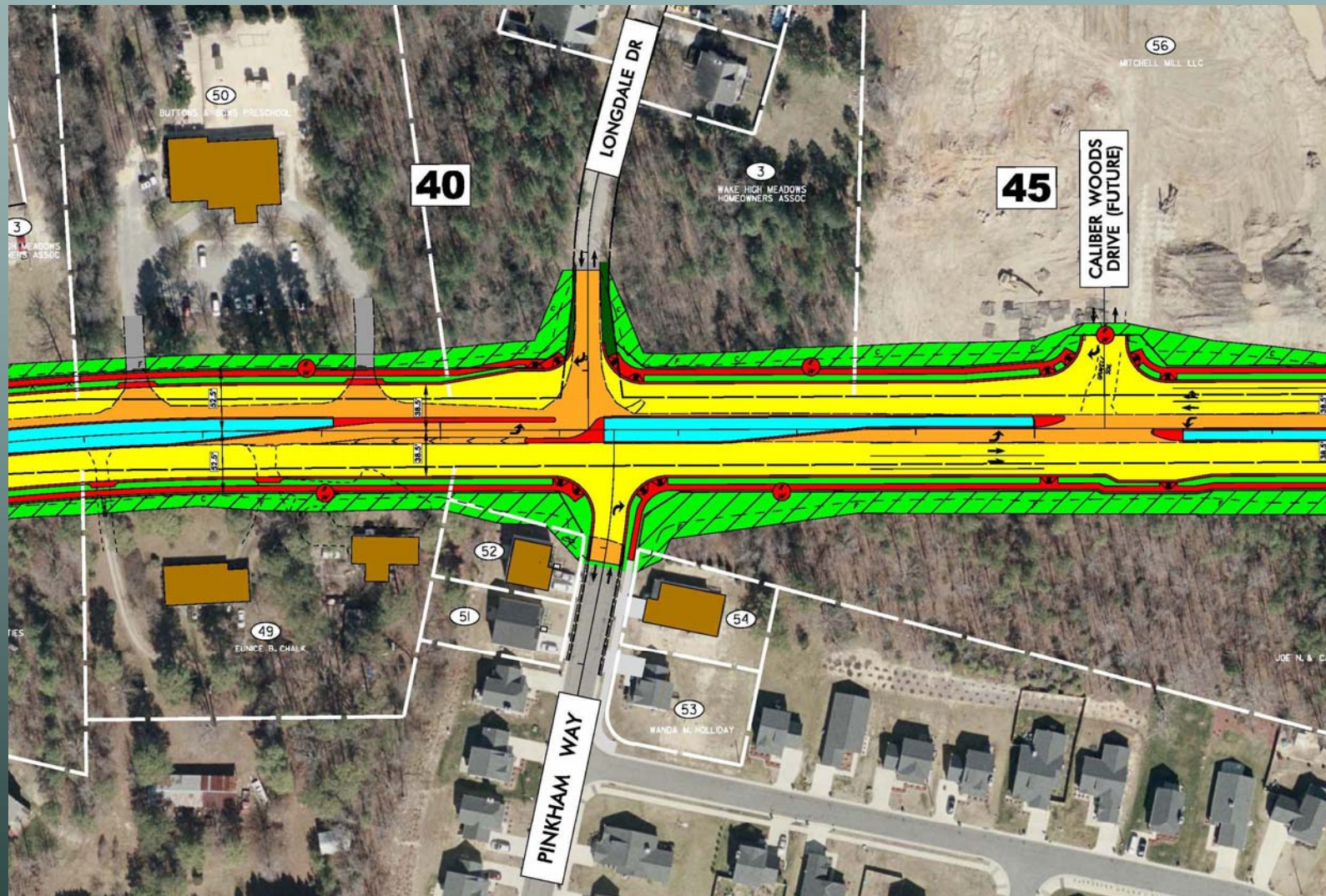
Neuse Crossing Drive and Single Leaf Lane





Single Leaf Lane and Round Oak Road





Longdale Drive and Caliber Woods Drive (Future)





Mitchell Mill Road - Before





Mitchell Mill Road - After



Additional Design Information

- **City Assessments**
 - Roads
 - Sidewalks
 - Waterline
- **Waterline Construction**



Next Steps

- Incorporate public comments into design
- Design Public Meeting (Spring 2011)
- Public Hearing by City Council (Spring 2011)

Note: Dates shown are tentative and subject to change



Questions?



Study References

- Georgia Study Confirms the Continuing Safety Advantage of Raised Median over TWLTLs; Accession Number: 00935938, TRB
- Lu, J., et al., Methodology to Quantify the Effects of Access Management on Roadway Operations and Safety, 3 volumes, prepared by the University of South Florida for the Florida Department of Transportation, 2001.
- Comparison of Crashes on Median-Divided and Five-Lane Roadways in Charlotte, NC; Debbie Self, CDOT; 2nd Urban Street Symposium TRB

