

Leesville Road

From I-540 Northward to
New Leesville Boulevard



Public Works Committee

March 27, 2012

Prepared by:

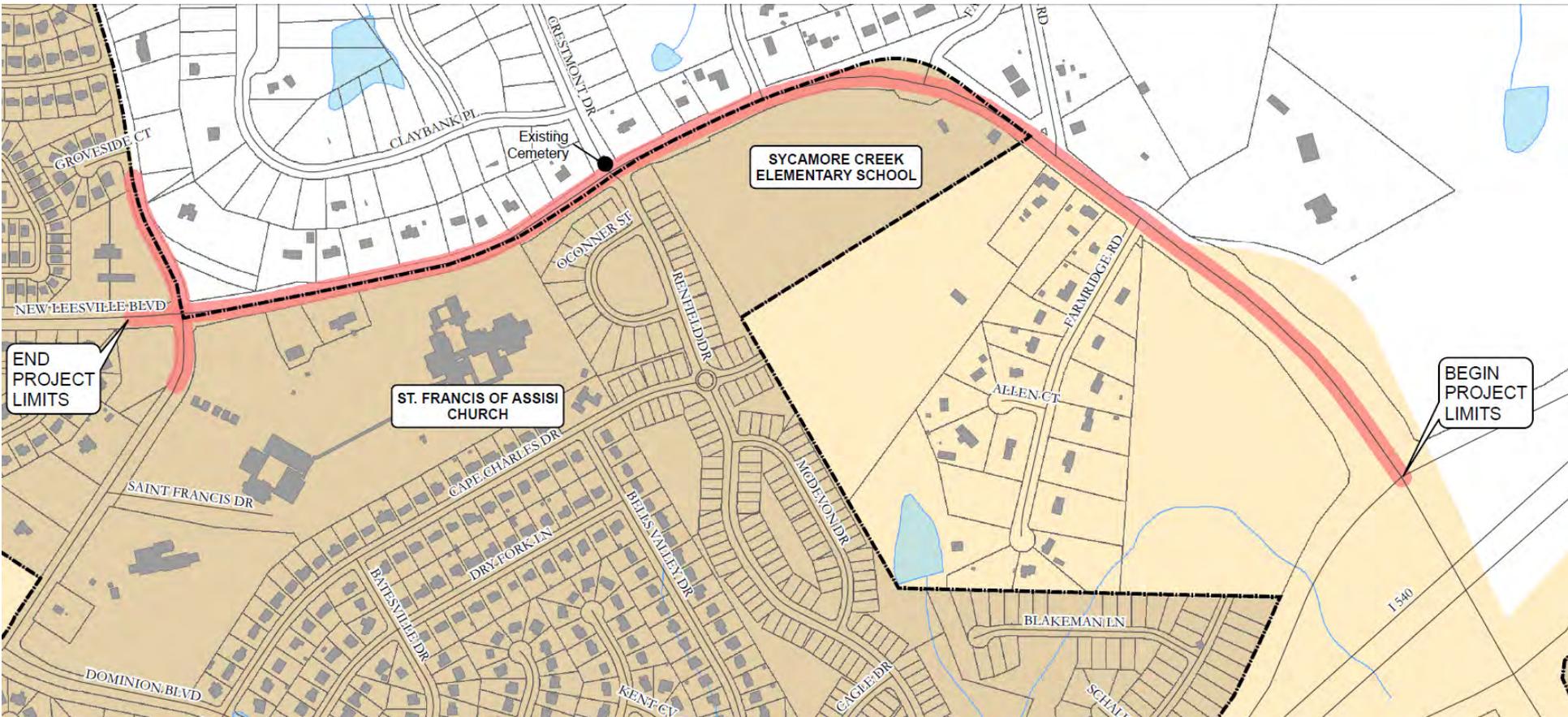
Public Works - Design/Construction Division

Leesville Road

From I-540 Northward to New Leesville Boulevard



■ Project Limits



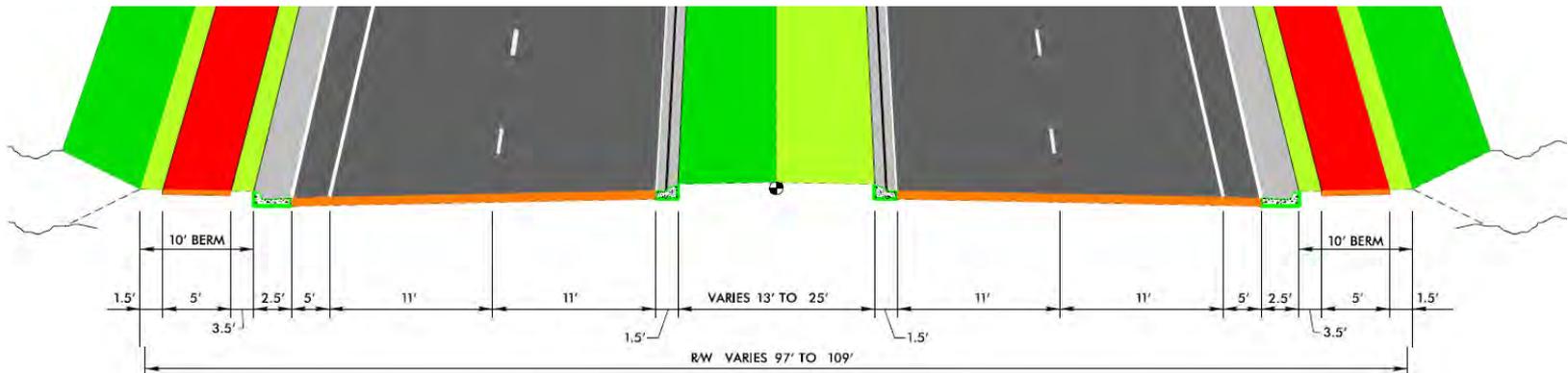
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■ Proposed Typical Section

- Raised Median with Turn Lanes
 - Median Width Varies from 28 feet to 16 feet
- (4) 11-foot Lanes (2 Northbound, 2 Southbound)
- (2) 5-foot Bicycle Lanes
- 5-foot wide Sidewalks on a 10-foot wide Berm
- Proposed Right-of-Way varies from 97 feet to 109 feet



TYPICAL OF LEESVILLE ROAD

DESIGN SPEED = 45-50 MPH

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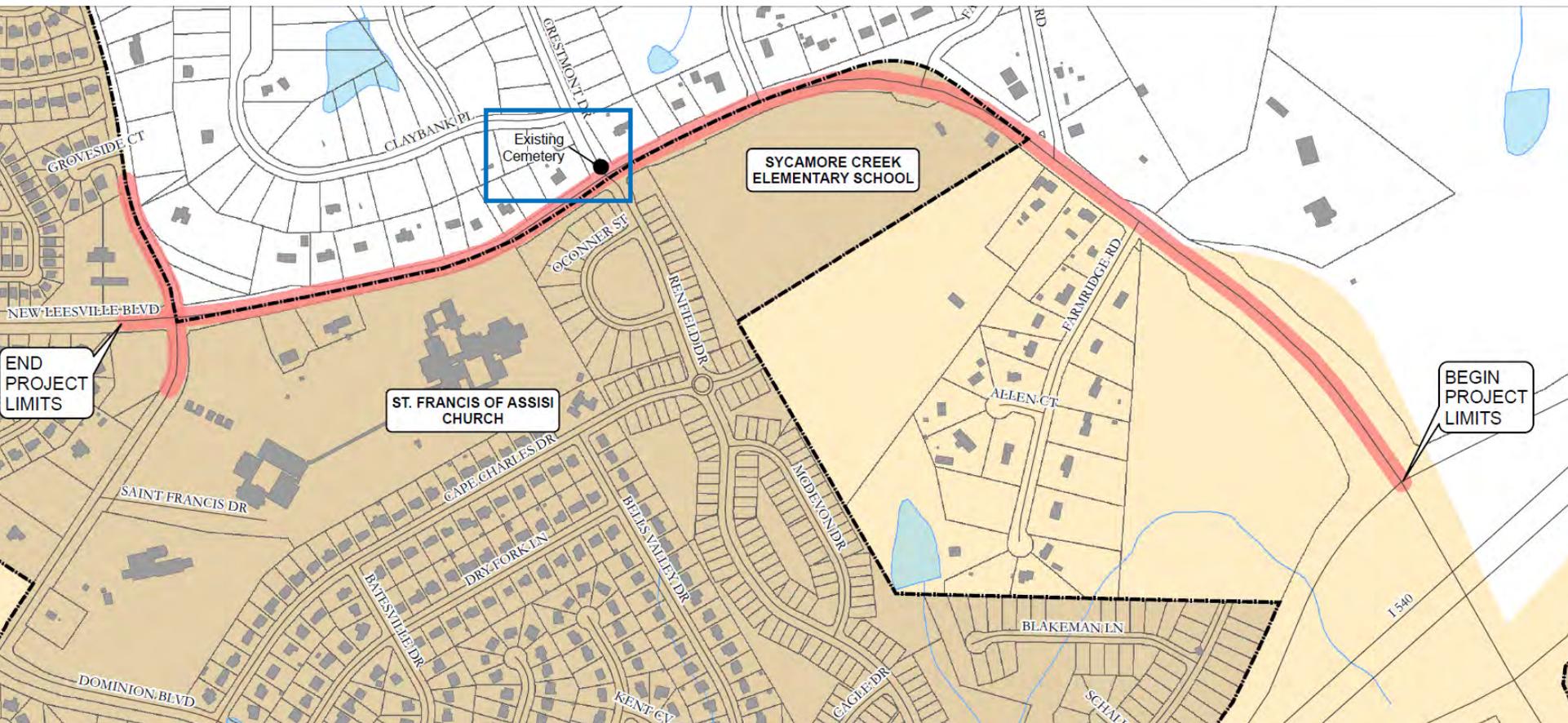
- Public Hearing Issues of Concern (March 6, 2012)
 - Cemetery Property – Graves to be relocated
 - Ward Property – Stone wall, landscaping, drainage impacts, & assessments
 - Ms. Armstrong – Safety concerns & assessments
 - Barlow/Christopher Property (Gas Station) – Well impact & assessments

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■ Item 1 – Cemetery Impacts



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■ Roadway Alignment Alternatives

- 3 Alternate Alignments Considered at the Intersection of Leesville Road with Crestmont and Renfield
 - Alt 1: Widen closer to the Cemetary (North Side)
 - Alt 2: Widen closer to the Housing Development (South Side)
 - Alt 3: Widen both sides approximately equally
- Alternate 3 was selected to minimize impacts to properties on both sides of Leesville Road

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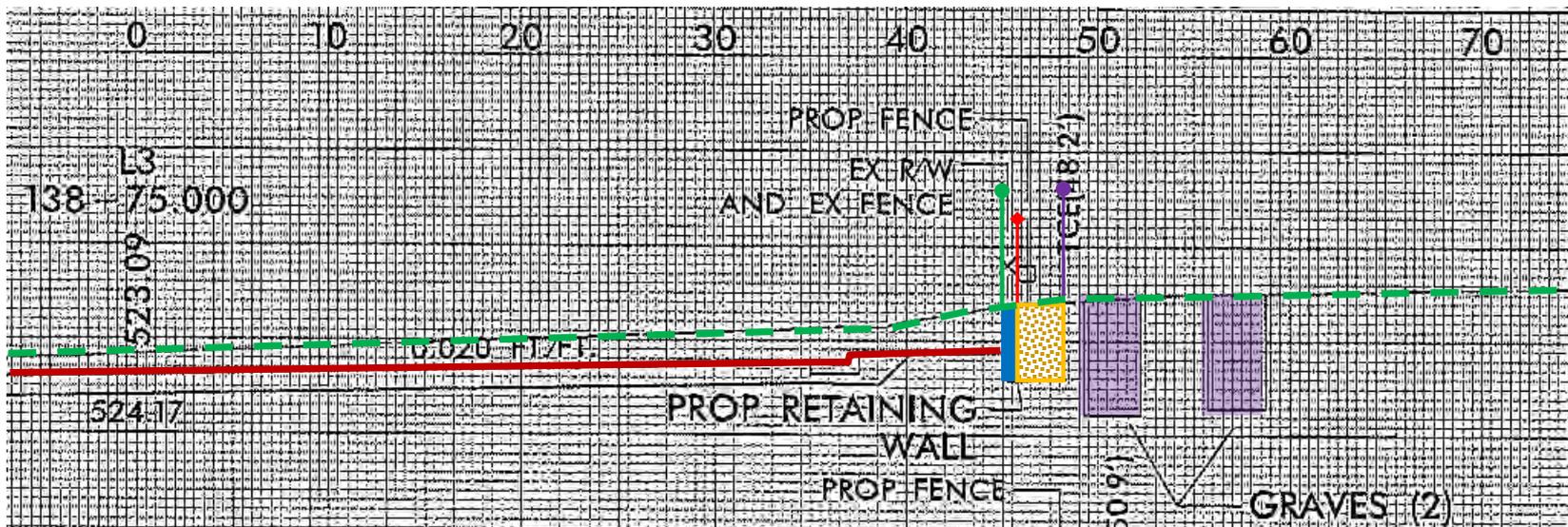
- Item 1 - Cemetery Impacts (cont'd)
 - Current plan requires 5 graves to be relocated
 - City staff and consultant investigated additional alternatives to decrease impacts to cemetery
 - Staff proposes to shift sidewalk to back of curb and install a 3'+/- retaining wall (modular block) just outside R/W
 - Fence would be relocated directly behind wall
 - Contractor would need to use shoring or other approved means/methods to construct wall without impacting grave sites
 - Staff has met with NCDOT and received verbal approval on the revised design

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Revised Design (Alternative 3A)

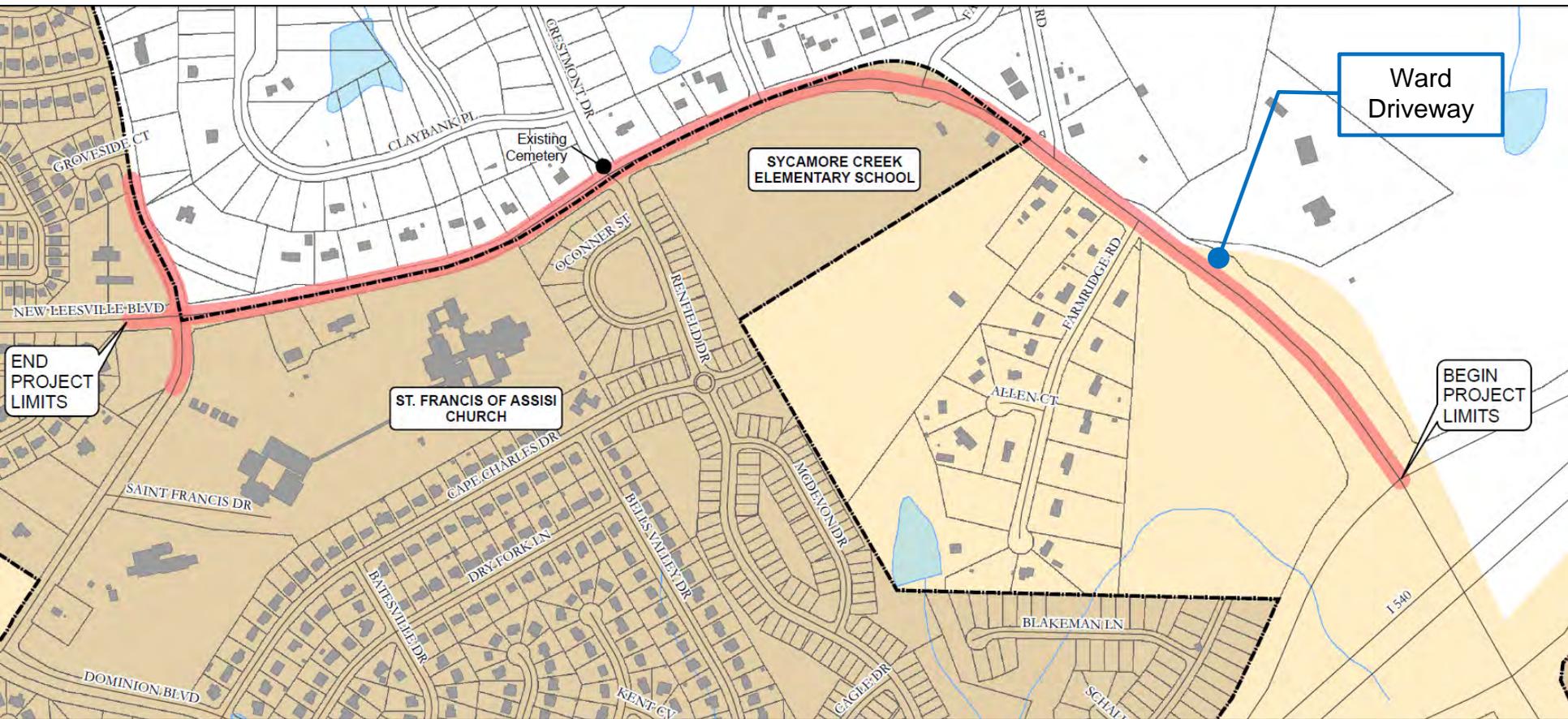


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■ Item 2 – Ward Property Impacts



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- ❑ Item 2 – Ward Property Concerns (cont'd)
 - Property impacts
 - ❑ Increasing driveway slope
 - ❑ Impacts to existing stone wall
 - ❑ Impacts to drainage system and landscaping
 - Street lighting glare
 - Land acquisition
 - Assessments

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■ Item 2 - Ward Driveway (cont'd)

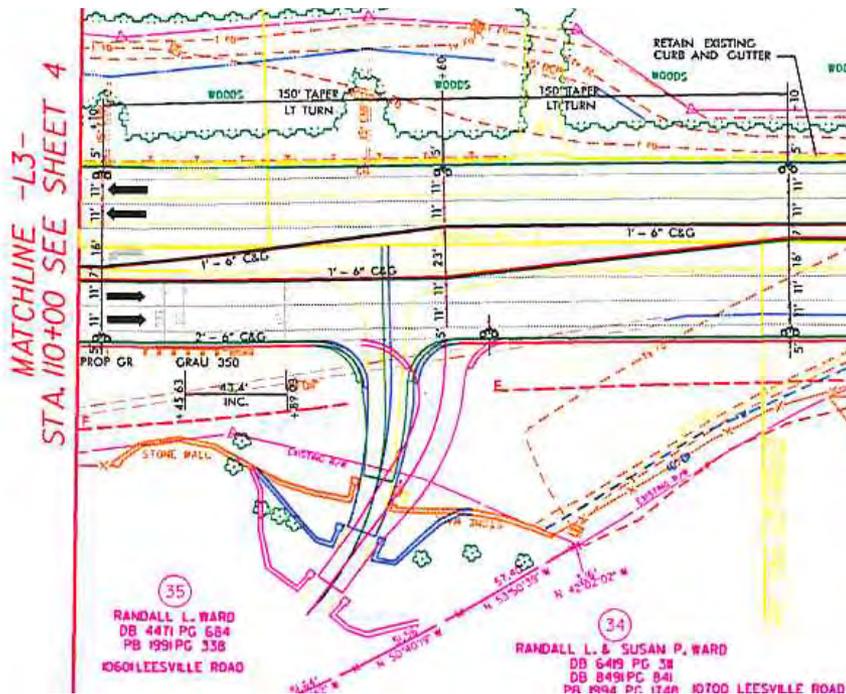


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- Item 2A - Ward Driveway Impacts (cont'd)
 - Several preliminary alternatives were considered



PLAN VIEW



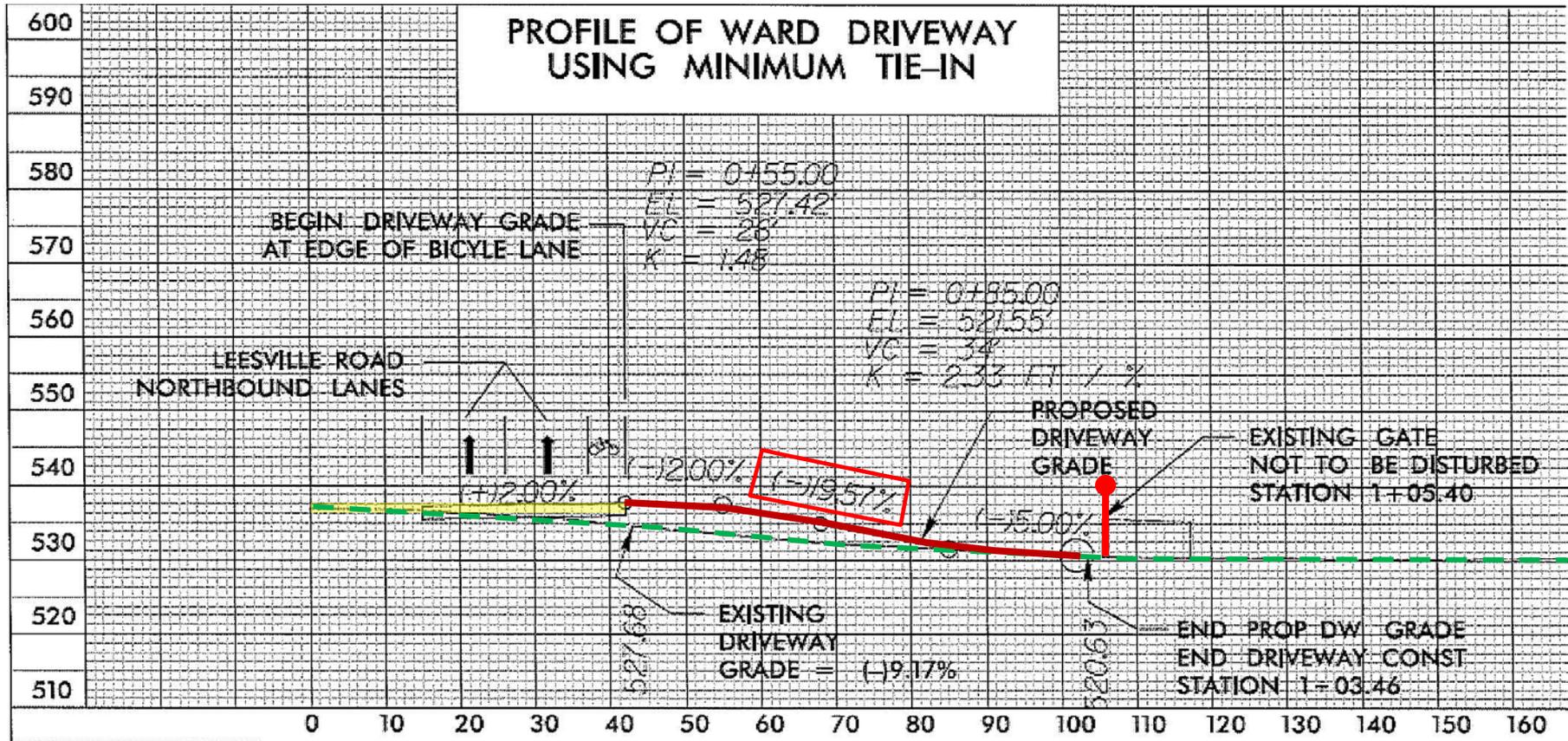
PROFILE VIEW

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Item 2A – Revised Driveway Design (Alt. 5)



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■ Item 2B – Street Lighting

- ❑ Current plan includes 4 light poles on Ward property
- ❑ City and NCDOT have lighting policies on major thoroughfare roadways
- ❑ Progress Energy can install a back plate to reduce glare onto adjacent properties

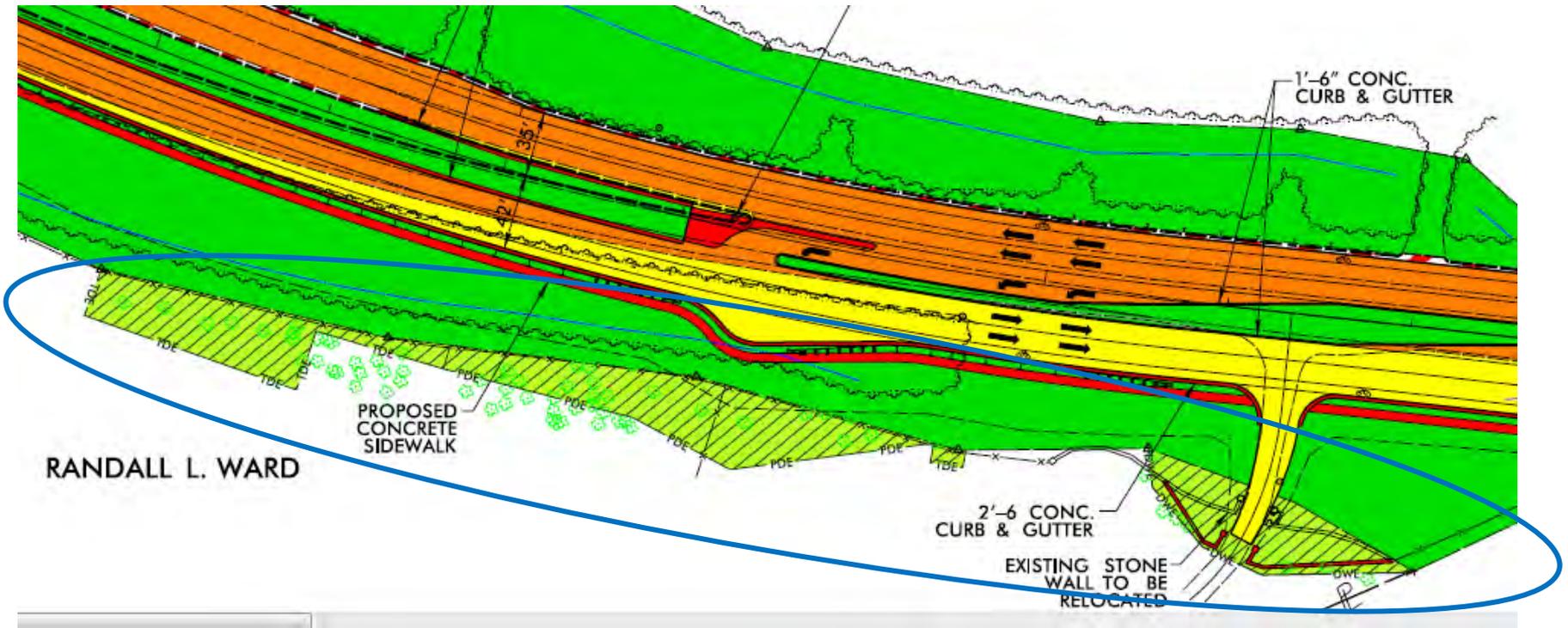


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■ Item 2C – Land Acquisition Impacts



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❑ Item 2D – Assessments

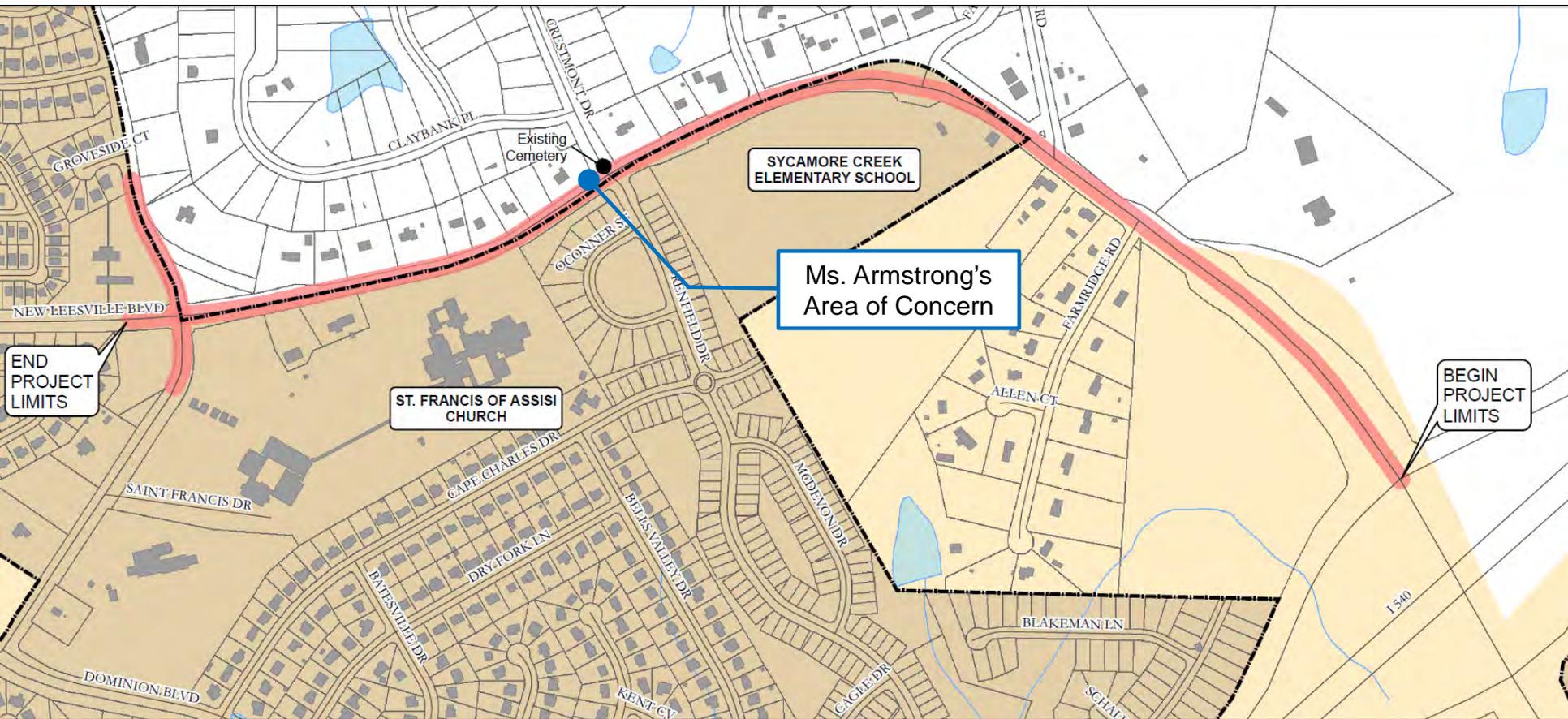
- Property owner does not agree with Assessments
- Staff recommends assessments in accordance with standard City policy
 - ❑ Property is outside city limits
 - ❑ Assessments not due until property is annexed
 - ❑ Assessments may be paid under the City's 10 year financing option at that time

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■ Item 3 – Ms. Armstrong



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- ❑ Item 3 – Ms. Armstrong (cont'd)
 - Assessments
 - Safety concerns at Crestmont/Renfield intersection
 - ❑ Children having to cross Leesville Road to/from school bus
 - ❑ Leesville Road and Crestmont/Renfield is unsignalized intersection (No signal proposed as it does not meet signal warrants)

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❑ Item 3A – Assessments

- Property owner does not agree with Assessments
- Staff recommends assessments in accordance with standard City policy
 - ❑ Property is outside city limits
 - ❑ Assessments not due until property is annexed
 - ❑ Assessments may be paid under the City's 10 year financing option at that time

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❑ Item 3B – Safety Concerns

■ Bus Stop concerns

❑ Leesville will become a median divided corridor

- Vehicles on opposite side of median do not have to stop for a stopped school bus
- WCPSS will need to revise the bus routes to pick up/drop off children on each side of the road

■ Safety concerns of route to Sycamore Elementary School

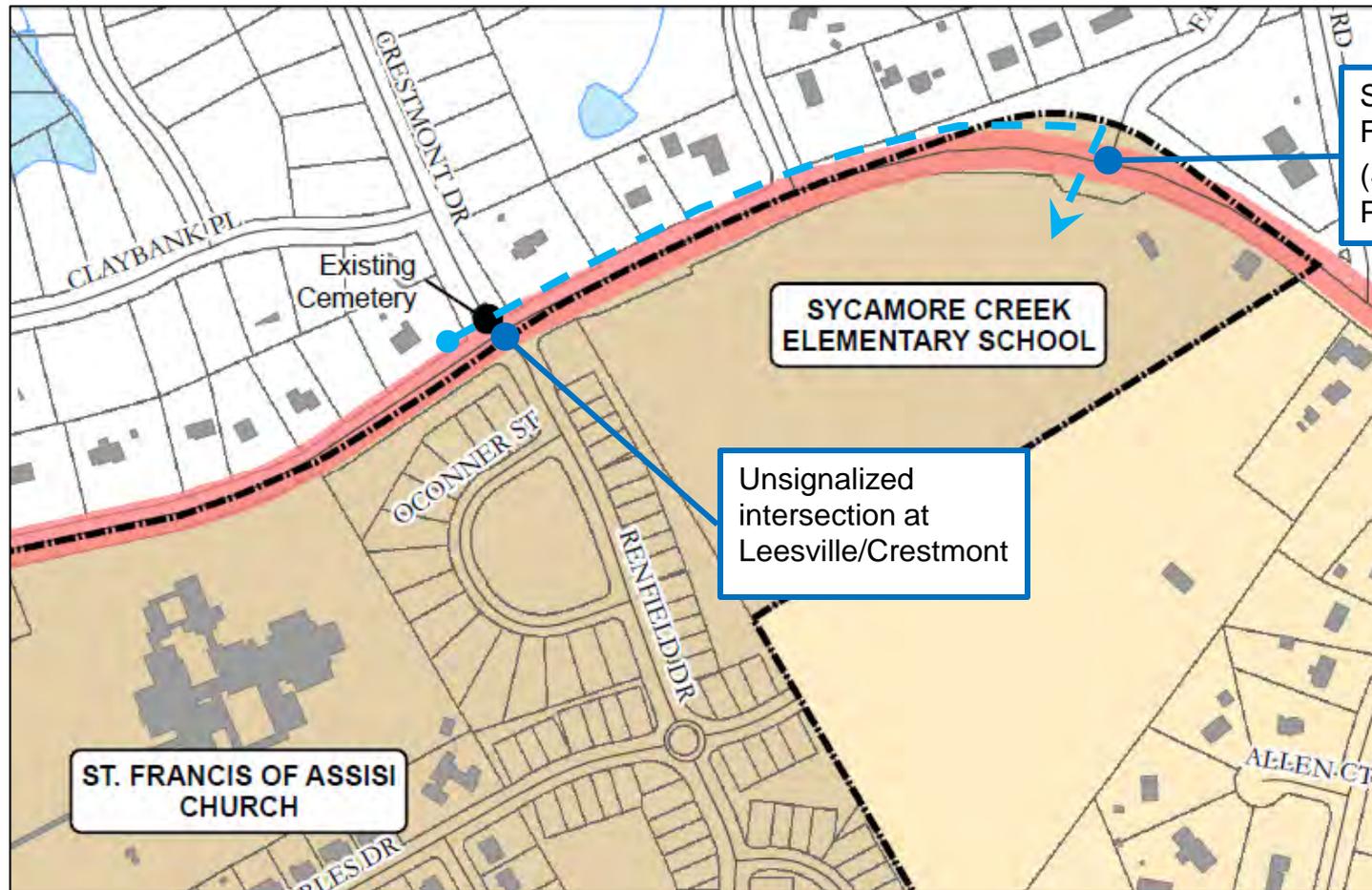
- ❑ Safe route along Leesville Road from Crestmont Drive to the School Entrance
- ❑ School Entrance is signalized with pedestrian heads

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■ Item 3B – Safety concerns to School



School Entrance at Farless Road (Signalized with Pedestrian Heads)

SYCAMORE CREEK ELEMENTARY SCHOOL

Unsignalized intersection at Leesville/Crestmont

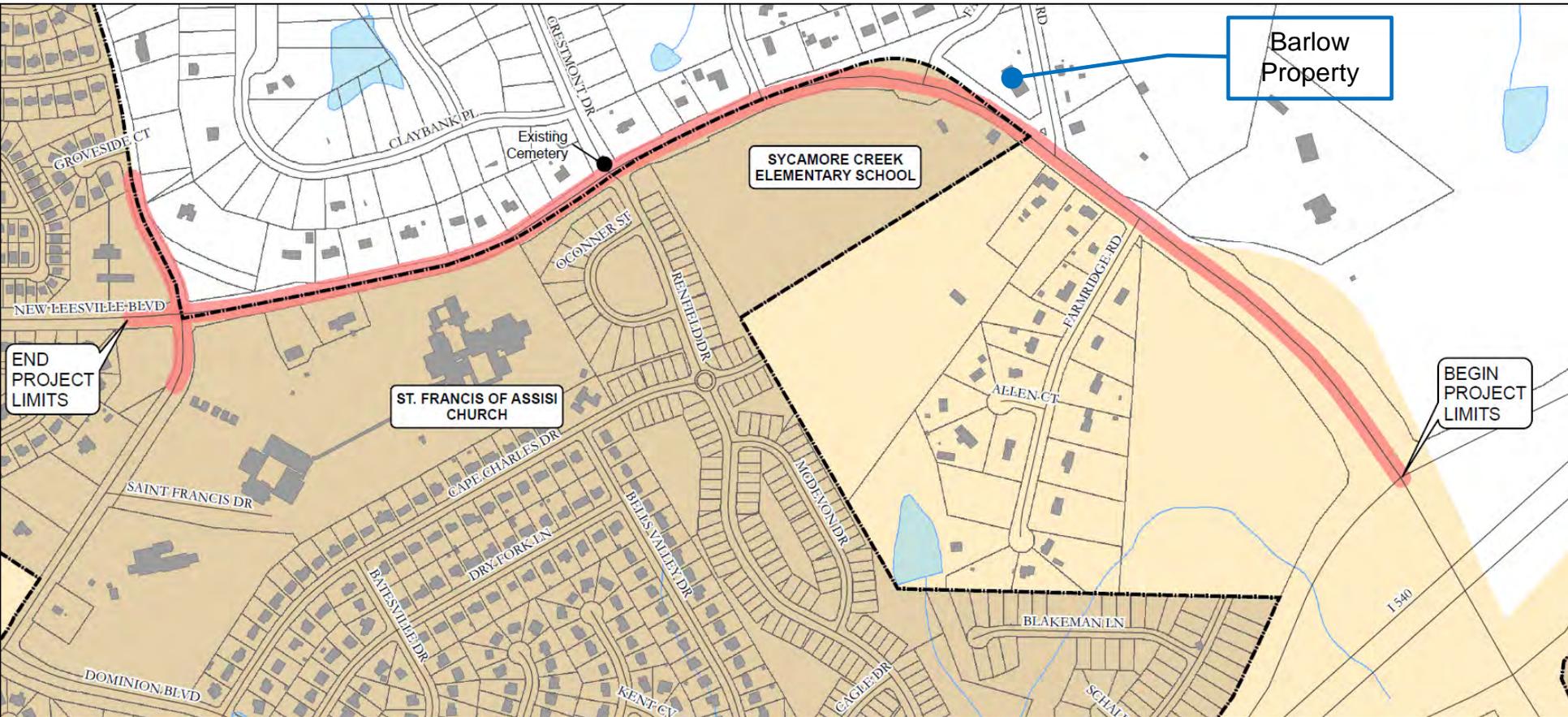
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■ Item 4 – Barlow/Christopher Property (Citgo Gas Station)



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- Item 4 – Barlow/Christopher Property
 - Concern of roadway impact to existing well
 - Assessments

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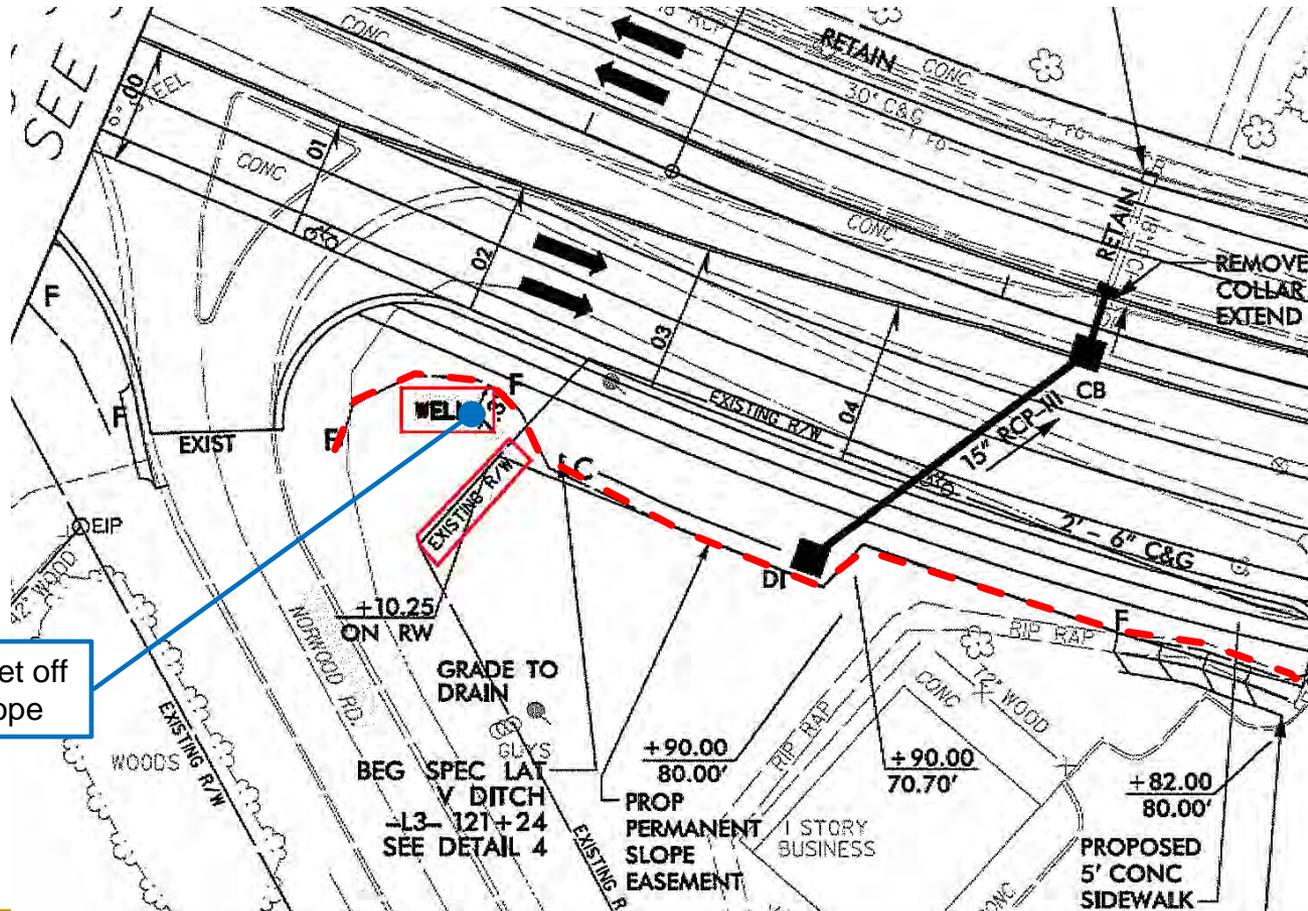
- ❑ Item 4A – Roadway impact to existing well (cont'd)
 - Existing well is located inside the existing R/W
 - Staff received site plans from NCDOT showing that well and store sign were to be constructed on store property outside R/W
 - Staff has directed changes in an effort to eliminate any impacts to existing well (7 feet outside proposed fill slope)
 - Staff met with NCDOT
 - ❑ Received verbal approval for the design change
 - ❑ DOT offered to meet with City and/or owner to further discuss
 - City will take all precautions to prevent impacts to well, however, property owners are ultimately responsible due to well location being inside the existing R/W

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- Item 4A – Roadway impact to Existing Well



Well located 7 feet off proposed fill slope

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❑ Item 4B – Assessments

- Property owner does not agree with Assessments
- Staff recommends assessments in accordance with standard City policy
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Questions/Comments

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■ Project Funding

- ❑ Total Project Cost: \$7,569,000
- ❑ Right of way/construction funding available July 1, 2012 based on Draft 2012-2013 Transportation CIP

■ Project Schedule

- ❑ Complete Right of way acquisition – early Fall 2012
- ❑ Bid/Award Construction Contract – late Fall 2012
- ❑ Begin Construction – Winter 2012-2013
- ❑ Complete Construction – Summer 2014