

*City Council Presentation
Marvino Lane Extension
Glenwood Avenue Turn Lane*

November 1, 2011



Project History & Background

- Joint venture agreement with DHIC, Inc.
 - Council authorized agreement November 2, 2010
- DHIC responsibilities:
 - Engineering design
 - Prepare R/W & Easement plats
 - Contribute \$390,000 to roadway and waterline improvements
 - Installation and cost of sanitary sewer line
 - Fund Private Utility Relocations up to \$150,000
 - Environmental permitting
 - NCDWQ – stream buffers
 - USACE – wetlands/stream impacts
 - Half of mitigation costs plus any amount over \$150,000

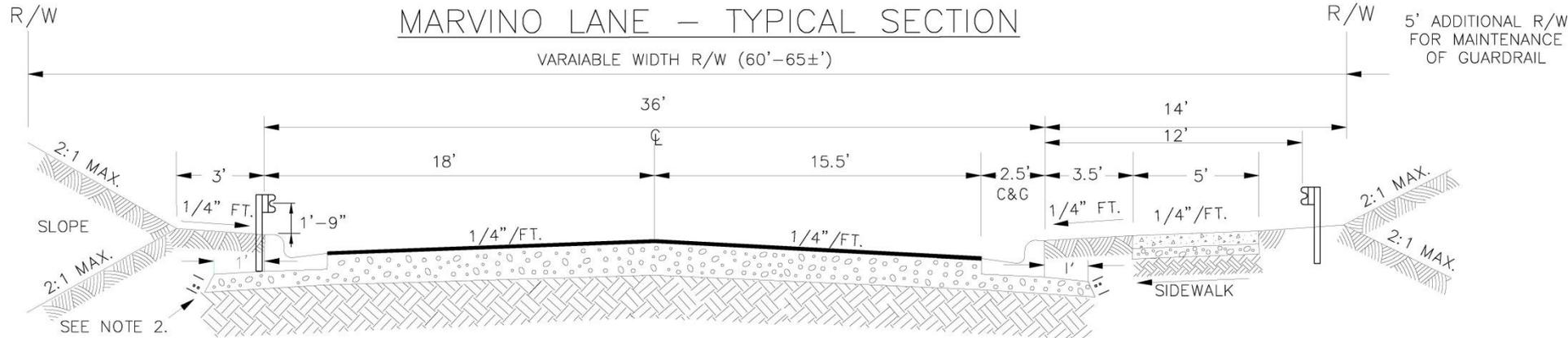
Project History & Background Continued

- City of Raleigh responsibilities:
 - Construction of roadway improvements
 - Up to \$75,000 of environmental mitigation costs
 - Fund balance of construction costs above DHIC responsibility of \$390,000
 - Fund Private Utility Relocations above DHIC responsibility of \$150,000

Project Purpose

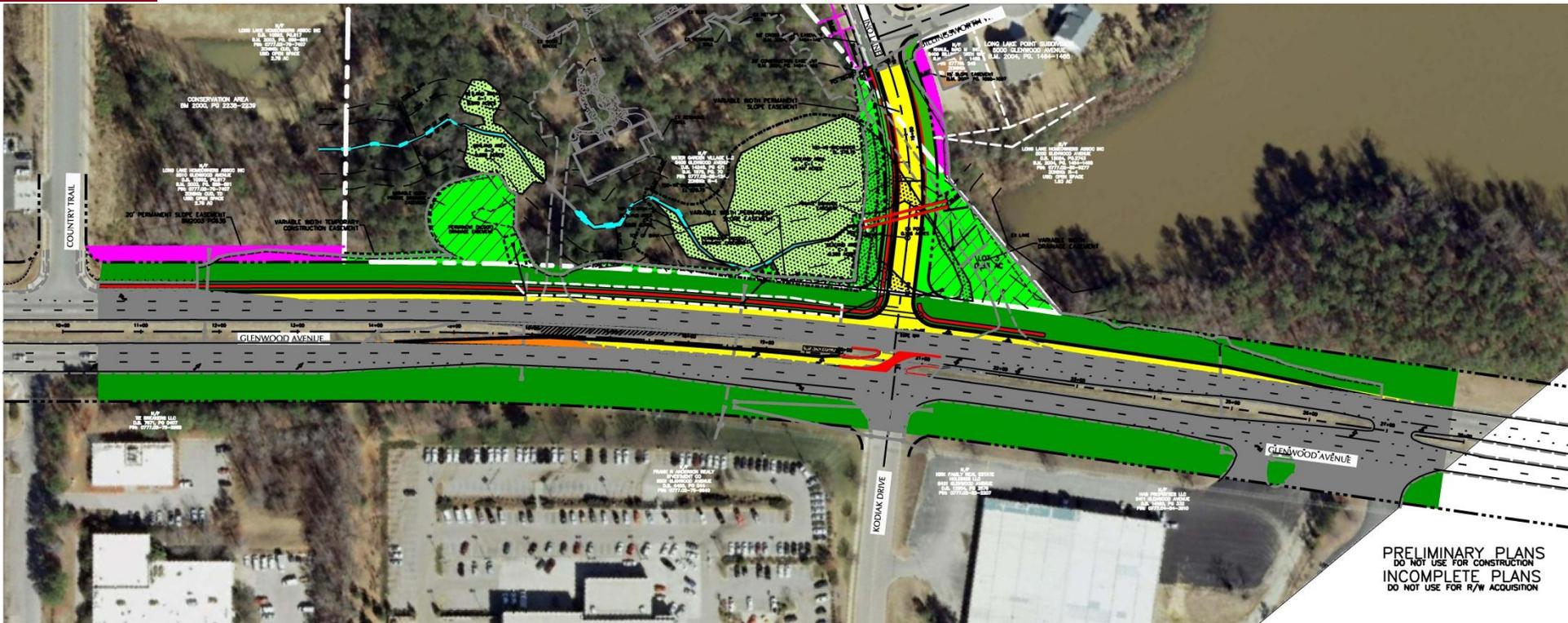
- Improve vehicular safety
- Accommodate bicycles and pedestrians
- Completes collector street network

Proposed Typical Section



- Reduced cross-section from 41' back-to-back to 36' back-to-back to minimize environmental impact.
- Allowed project to proceed under USACOE Nationwide Permit vs. individual permit, saved approximately 6 months on schedule.
- Reduced environmental impacts by 25%.

Project Location



Public Meeting Input – Comments/Responses

1. To deter cut through traffic generated by extending Marvino Lane, install four-way stop signs at the intersection of Marvino Lane & Country Trail and/or install traffic calming measures.

- *These streets are part of a planned system along US 70 for the purpose of traffic circulation without using the highway.*
- *Marvino Lane/Country Trail intersection was evaluated in May 2011 and did not meet any warrants for all-way stops.*
- *The City's Neighborhood Traffic Management Program does not traffic calming treatments to reduce traffic volumes on public streets.*
- *Streets prioritized for traffic calming are prioritized based on the severity of a demonstrated problem so there would not be consideration given for traffic calming devices until all streets are in place and a speeding problem is evident.*
- *We recommend citizens to petition for traffic calming once the Marvino Lane extension is complete and operational.*

Public Meeting Input – Comments/Responses

2. Please consider leaving the Marvino Lane intersection at Glenwood Avenue (US 70) a right-in/right-out intersection and eliminate the proposed left turn movement into Marvino Lane.

- *The proposed left-turn lane into Marvino is part of the adopted US 70 Corridor Plan, which was developed in the early 1990's with NCDOT.*
- *This plan includes a series of paired left-turn openings and the closure of other median openings along the corridor.*

3. Please consider noise and ambient light reduction landscaping along Marvino Lane & Glenwood Avenue.

- *The City does not typically include noise abatement on City street projects.*
- *Consideration for noise abatement may be considered when NCDOT eventually widens US 70 in this area.*
- *Landscaping is a requirement of the development plan and includes street trees along both sides of Marvino Lane and screening of parking areas within 50' of Marvino Lane using evergreen plantings.*

Public Meeting Input – Comments/Responses

4. Can the median opening on Glenwood Avenue southeast of Marvino Lane be eliminated as part of this project?

- *Not at this time, however, it is proposed for closure as part of the US 70 Corridor Plan.*

5. Please provide street lighting along Marvino Lane that matches the existing lighting in Long Lake subdivision.

- *Street lighting is not proposed as part of this project, but the City would work with Progress Energy to install lighting following roadway construction. Lighting would be standard wood pole & cobrahead type fixtures.*
- *Decorative lighting can be installed if DHIC or adjacent subdivision make such a request and pay the additional costs above and beyond the standard style poles/fixtures.*

Benefits

Pedestrian/Bicycle Safety

- Add sidewalk on north side of Glenwood and west side of Marvino Lane
- Marvino Lane to be constructed with extra wide “shared” travel lanes for bicycles

Vehicular Safety

- Better control of access management from Glenwood Avenue to collector road system

Roadway Improvements

- Extend Marvino Lane approximately 350 feet from its terminus at Billingsworth Lane to Glenwood Avenue
- Additional lane on Glenwood Avenue from Marvino Lane to Country Trail
- Extend waterline in Marvino Lane
- Construct sanitary sewer in Marvino Lane

Next Steps

- Obtain encroachment agreement from NCDOT, secure environmental permits, and dedicate right of way and easements for project
- Advertise project – December 2011
- Award construction contract - February 2012
- Begin construction - Spring 2012
- Complete construction - Fall 2012

Questions?