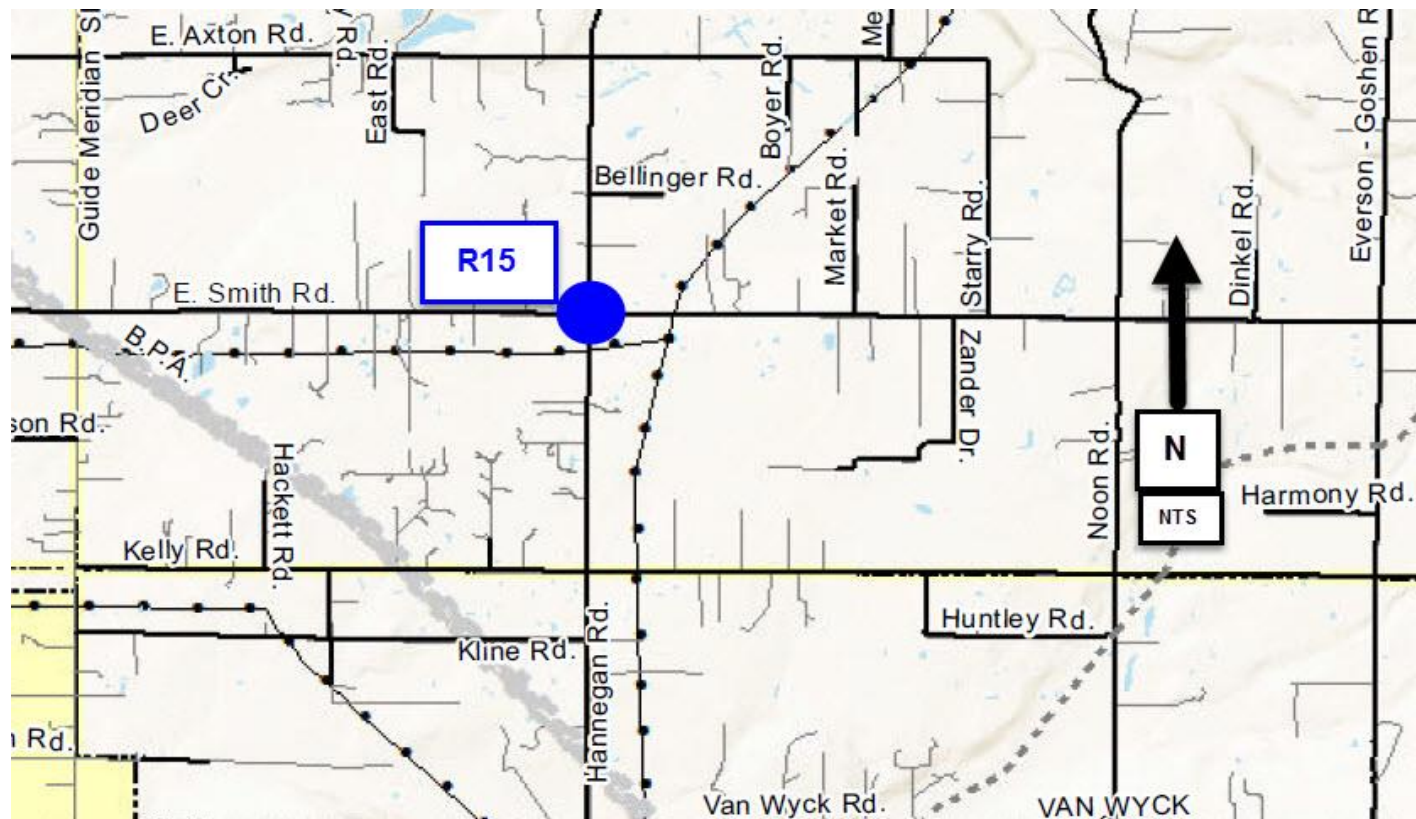


E. Smith/Hannegan Intersection – Council Presentation

Project Scope / Status – Provide improvements to the E. Smith / Hannegan Intersection to address Level of Service, Vehicle Safety, and Pedestrian Safety. Alternatives Analysis is complete and the preferred option is a 2-Lane Roundabout. Final design underway, and is at the 20% level. Secured \$1million in federal STBG funds, and submitted for an additional \$1 million in federal HSIP funds. Approximate total cost of project is \$4.25 million. Construction is scheduled for 2021.

This project is listed as number R15 on the 2019-2024 Six-Year Transportation Improvement Program



Issue – we are at a decision point in the project, with two alignment options for the 2-Lane Roundabout under consideration. Both alignment options involve property acquisitions and environmental factors of a significant nature, and we are here to brief the Council on these options.

Background:

- Project Goal is to improve LOS and safety at the intersection during peak periods (AM & PM) – currently Smith Road experiences delays due to lack of left-turn channelization.
- Reviewed potential interim solutions – modify signal timing; modify signal heads to add protected left turns w/associated channelization on Smith. None feasible due to dated equipment technology.
- Prioritized project and secured \$1M in federal STBG funds available in 2021.

- Hired a consultant via RFQ in 2018 to perform an Alternatives Analysis, Design & CE.
- Conducted Open House on May 10th, 2018 @ Northside Comm Church.
- A 2-lane Roundabout (RAB) is the preferred alternative.
- Consultant began working on design of 2-lane RAB.
- Currently applied for additional \$1M in federal HSIP funds – will know by late Fall 2019.

Discussion of the two alignment options for the 2-Lane Roundabout (RAB)

1. Center the RAB in the middle of the intersection – requires removal of Victor Community Club Building
 - a. **Pros**
 - i. Less ROW needed;
 - ii. Less construction costs due to better utilizing existing roadway prism;
 - iii. Best location in southwest quadrant for storm water quality and quantity treatment;
 - iv. Less storm water costs due to less added impervious area.
 - b. **Cons**
 - i. More wetlands affected– additional costs;
 - ii. The issue of a potential historic building – additional costs;
 - iii. The Victor Community Club – mtg of 4/18/19 & vote of 5/16/19;
 - iv. Time delays due to additional permitting;
2. Shift the RAB towards the Northeast quadrant.
 - a. **Pros**
 - i. No costs associated with mitigation of potential historic building;
 - ii. Less potential ROW costs due to not taking a building;
 - iii. Less wetlands affected than centered option;
 - iv. Storm water treatment still works in Northeast quadrant;
 - b. **Cons**
 - i. Storm water will be more expensive;
 - ii. Additional costs for new roadway prism;

In Summary, both options will produce a safe and effective project. At a 15-20% design level, we know:

- **costs are approximate;**
- **permitting will involve federal and local agencies;**
- **storm water quantity and quality treatment will be extensive;**
- **R/W will involve acquisition from all 4 quadrants;**
- **This is a good project that needs to move forward and stay on schedule.**