Introductions

- City staff
- Wade Trim staff
Project Overview – Meeting Format

• Open House 6:30 – 7:00 PM
• Presentation (40 minutes)
• Audience Feedback (50 minutes)
• Further Engagement Opportunities
• Close at 8:30 PM
Project Overview - Continuation

Continuation of past Nixon/Green/Dhu Varren projects:
• Roundabout
• Corridor Study
Project Overview – Roundabout Corridor

Roundabout Corridor was the preferred alternative
- Best addressed goals of safety, non-motorized facilities and user-delays
Project Overview

May 15, 2017 - City Council direction to design improvements
  • Wade Trim performing data collection and design
  • Initial stages of design

Schedule
  • Design completion – Summer 2019 estimated
  • Construction – to be determined (CIP Process)
Data Collection

- Soil borings
- Survey
- Utility research
- Tree identification
Intersections - Roundabouts

Validation of study
  • Reviewed traffic circulation, user-delays and basic layout
  • Confirmed use of single-lane roundabouts

Locations
  • Sandalwood Circle (north intersection)
  • Meade Court/Bluett Drive
  • Traver Boulevard
  • Argonne Drive
  • Barclay Way
Roundabout Example

Meade / Bluett Drive
Intersections - Stop Sign Controlled

Possible limited turn access
  • Right-in/Right-out; U-turns at roundabouts

Locations
  • Sandalwood Circle/Aurora Street
  • Nadia Court
  • Clague Street
  • Westbury Court
  • Spurway Drive/Haverhill Court
  • Windwood Court
Stop Sign Controlled Example

Westbury Court
(right-in/right-out)
Road Layout Options

Roadway cross-section options
- Boulevard
- 3-Lane
- 2-Lane
Cross-Section - Boulevard

NIXON ROAD
BOULEVARD TYPICAL SECTION
Bluett to Traver - Boulevard
Cross-Section - 3-Lane

NIXON ROAD
3-LANE TYPICAL SECTION
Bluett to Traver - 3-Lane
Cross-Section - 2-Lane
Bluett to Traver - 2-Lane
## Cross-Section Pros/Cons

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<tr>
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<th>Pros</th>
<th>Cons</th>
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<tr>
<td>Boulevard</td>
<td>• Median separates traffic flow</td>
<td>• Higher cost</td>
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<td>• Lower queuing &amp; user-delay</td>
<td>• Restricted turns at some cross streets</td>
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<td>• Peds cross one traffic lane at a time</td>
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<td>• Improved safety</td>
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<td>3-Lane</td>
<td>• Potential for unrestricted turns at some cross streets</td>
<td>• More queueing &amp; user-delays on cross streets</td>
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<td>• Direct access to driveways</td>
<td>• Additional conflict points from left turning vehicles</td>
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<td>• Less greenspace</td>
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<td>2-Lane</td>
<td>• Lower cost</td>
<td>• Higher queueing &amp; user-delays</td>
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<td>• Less environmental impacts</td>
<td>• Additional conflict points from left turning vehicles</td>
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Boulevard at Side Street
Road Layout with Boulevard
Road Layout with Boulevard
Road Layout with Boulevard
Road Layout with Boulevard
Road Layout with Boulevard
Road Layout with Boulevard
Road Layout with Boulevard
Utilities - Stormwater & BMPs

- Improve stormwater management & water quality
- Required as part of reconstruction project
  - Comply with City’s Green Street Policy
Utilities - Watermain
Moving Forward

Design
• Review options & feedback
• Further refinements
• Bring back updates for additional feedback

Future public engagement opportunity
• Additional meetings
• Feedback Form
• Online Survey

Follow-up Information
• Sign-in sheet will be included in email updates
• Meeting and project updates will be posted on the City’s website
Questions

Nick Hutchinson, PE
NHutchinson@a2gov.org
(734) 794-6000 ext. 43633

Chris Wall, PE
CWall@a2gov.org
(734) 794-6410