



# WIDENING OF OLD TAR ROAD/EVANS STREET

TIP Project No. U-2817

## WELCOME!

NCDOT would like to welcome you to tonight's Open House Public Meeting!

## WE INVITE YOU TO:

- Take a handout
- View project displays
- View project alternatives and simulations
- Ask questions
- Speak with the project team
- Share your comments

## NEPA PROCESS

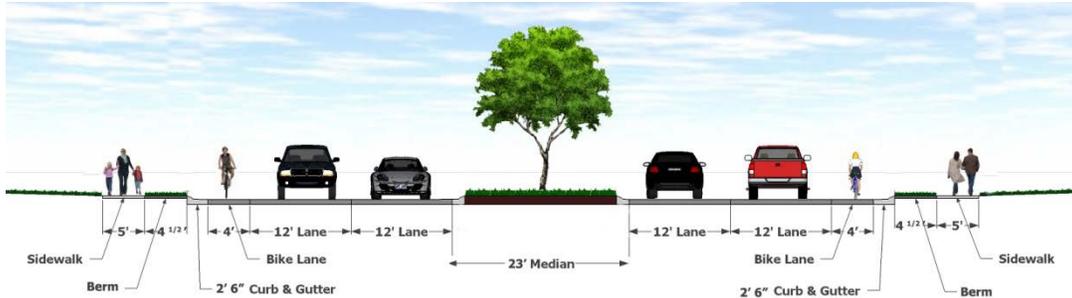
Any project that proposes to use federal funds is subject to the National Environmental Policy Act of 1969, as amended (NEPA). NEPA requires agencies seeking to use federal funds to identify a purpose and need for the project, review and disclose the human and environmental effects of proposed project alternatives, allow the public an opportunity to comment throughout, and prepare an environmental document.

## PROJECT PURPOSE

The purpose of the proposed project is to increase capacity and improve traffic flow along Evans Street/Old Tar Road.

# PROJECT DESCRIPTION

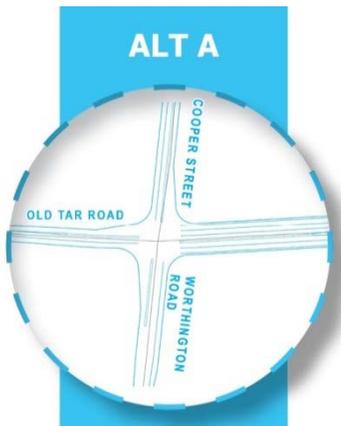
A range of alternatives meeting the purpose and need have been developed. Along the length of Evans Street/Old Tar Road, a best-fit widening including four 12-foot travel lanes, a 23-foot median, curb and gutter, sidewalks, and bicycle lanes are proposed. The project also proposes to realign Vernon White Road with Tabard Road. The proposed typical section is shown below.



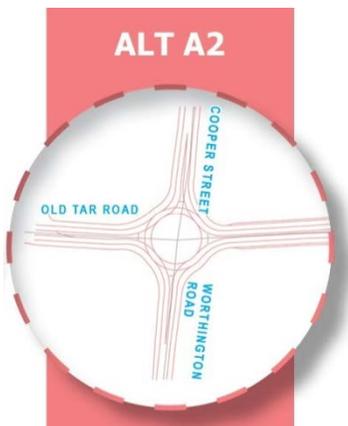
Because of the projected high traffic volumes, conventional intersection designs do not reduce traffic delays to acceptable levels at the Evans Street/Old Tar Road intersections with Fire Tower Road and Greenville Boulevard. As a result, several design options are being studied for these intersections. These will be compared to a conventional widening design. The modern options include quadrant roadways and signalized median U-turn options, which restrict left turns at the key intersection. A roundabout option is also being considered at Cooper Street/Worthington Road.

## INTERSECTION ALTERNATIVES

### OLD TAR ROAD AND COOPER STREET/WORTHINGTON ROAD INTERSECTION

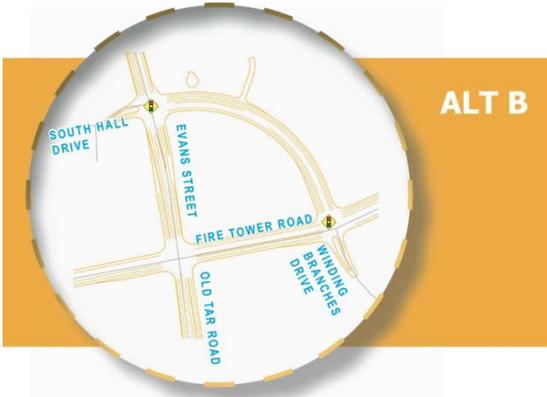


Alternative A proposes conventional widening at all intersections.

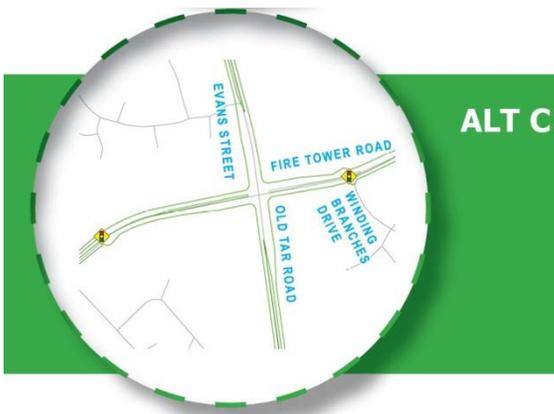


Alternative A2 includes a roundabout at Cooper Street/Worthington Road. A2 could be included with any of the other alternatives.

# EVANS STREET/OLD TAR ROAD AND FIRE TOWER ROAD INTERSECTION



A new quadrant roadway between South Hall Drive and Winding Branches Drive would be built. All left turns at the Evans Street/Old Tar Road and Fire Tower Road intersection would be prohibited. Drivers heading west on Fire Tower Road who want to turn left onto Old Tar Road would first turn right onto the new quadrant road and then left onto Evans Street. Drivers heading east on Fire Tower Road who want to turn left onto Evans Street would proceed through the intersection, turn left onto the new road, and then right onto Evans Street. Drivers turning left onto Fire Tower Road from Old Tar Road would travel through the intersection, turn right on the new road, and then turn right again onto Fire Tower Road. Drivers turning left onto Fire Tower Road from Evans Street would turn left onto the new road and then left again onto Fire Tower Road.



Signalized median U-turns on Fire Tower Road would be constructed. Left turns from Fire Tower Road onto Evans Street/Old Tar Road would be prohibited. New signals would be installed on Fire Tower Road at Winding Branches Drive and approximately 0.25 mile west of Evans Street/Old Tar Road.

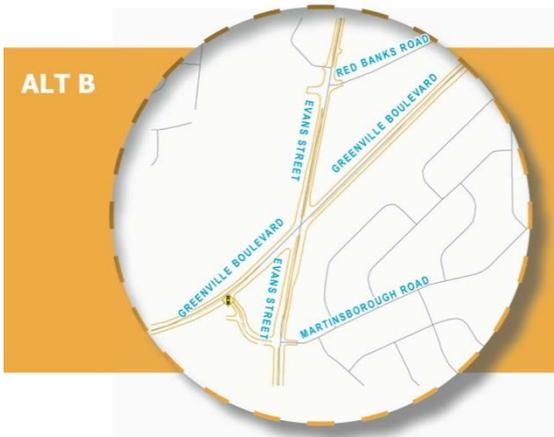
Drivers turning left from Fire Tower Road (eastbound and westbound) to Evans Street would proceed through the intersection, make a U-turn at the signalized median breaks on Fire Tower Road, and then turn right onto Evans Street/Old Tar Road.



Signalized median U-turns on Fire Tower Road would be constructed. New signals would be added on Fire Tower Road at Winding Branches Drive and approximately 0.25 mile west of Evans Street/Old Tar Road. All left turns would be prohibited.

Drivers turning left from Evans Street/Old Tar Road (north and southbound) to Fire Tower Road would turn right onto Fire Tower Road, then U-turn at the signal and drive back through the intersection. To turn left from Fire Tower Road (eastbound and westbound) to Evans Street/Old Tar Road, drivers would go through the intersection, make a U-turn at the signalized median break and then turn right onto Evans Street/Old Tar Road.

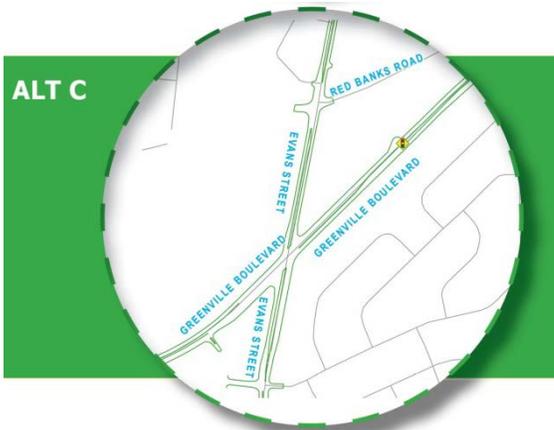
# EVANS STREET AND GREENVILLE BOULEVARD INTERSECTION



Left turns from Evans Street to Greenville Boulevard would be prohibited. A new quadrant road would be built from Martinsborough Road to Greenville Boulevard in the southwest quadrant of the Evans Street and Greenville Boulevard intersection. Red Banks Road would be used as a quadrant roadway in the northeast quadrant. Drivers headed north on Evans Street who wish to turn left at Greenville Boulevard would turn left onto the new quadrant roadway and then turn left onto Greenville Boulevard. Southbound drivers wanting to turn left onto Greenville Boulevard would turn left at Red Banks Road and then turn left onto Greenville Boulevard.



Left turns from Evans Street to Greenville Boulevard would be prohibited. A new road would be constructed in the northeast quadrant of the intersection. No road would be built in the southwest quadrant of the intersection. Northbound drivers on Evans Street who wanted to turn left onto Greenville Boulevard would proceed through the intersection, turn right onto the new road and then turn right onto Greenville Boulevard. Southbound drivers who wanted to turn left onto Greenville Boulevard would turn left onto the new road (instead of Red Banks Road) and then left onto Greenville Boulevard.



Left turns from Evans Street to Greenville Boulevard would be prohibited. A new signalized intersection between the intersection of Evans Street/Greenville Boulevard and Red Banks Road would be created. Northbound drivers wanting to turn left onto Greenville Boulevard would turn right onto Greenville Boulevard, make a U-turn at the new signalized intersection and proceed back through the intersection. Southbound drivers on Evans Street wanting to turn left onto Greenville Boulevard would turn left onto Red Banks Road and the turn left onto Greenville Boulevard.

At this intersection, Alternative D would be a conventional intersection widening like Alternative A. However, Alternative D would have additional roadway widening.

## NEXT STEPS

STEP	DATE
Complete Environmental Studies	2014
Prepare Environmental Document (Categorical Exclusion) and Notify Public	Late 2014 / Early 2015
Select Preferred Alternative	Early 2015
Right of Way Acquisition	2018
Construction	2020

## SHARE YOUR COMMENTS!

Please fill out an attached Comment Sheet and return it tonight or by mail or email to one of the project contacts below. All comments must be postmarked or returned no later than December 19, 2013 to be considered part of the project record.

## PROJECT CONTACTS

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Information about this project can also be found on the project website:

<http://www.ncdot.gov/projects/EvansStreetWidening/>