

TOWN OF GARNER



TOWN COUNCIL WORK SESSION

April 24, 2018
6:00 P.M.

Garner Town Hall
900 7th Avenue
Garner, NC 27529

**Town of Garner
Work Session Agenda
April 24, 2018**

Dinner will be served for town officials in the Conference Room at 5:15 p.m.

The Council will meet in a Work Session at 6:00 p.m. in the Council Chambers located at 900 7th Avenue.

A. CALL MEETING TO ORDER/ROLL CALL

B. ADOPTION OF AGENDA

C. REPORTS/DISCUSSION

1. White Oak, Hebron Church, and Ackerman – Intersection Improvements Page 2
Presenter: Het Patel, Senior Planner-Transportation and Land Use

Update of work completed to date for the White Oak, Hebron Church, Ackerman Intersection Improvements project and shortlisted alternatives.

2. Garner Fire – Update on Fire Service Accreditation Page 23
Presenter: Chief Matt Poole, Garner Fire-Rescue

Chief Poole will provide an update on the work that Garner Fire-Rescue is doing to prepare for accreditation. In addition to providing an overview of the accreditation process, Chief Poole will walk through some examples that highlight the operational analysis that accreditation requires.

3. US 70/NC 50 and Hammond Road/Timber Drive – Intersection Improvements
Public Comment Page 35
Presenter: Het Patel, Senior Planner-Transportation and Land Use

Discussion to obtain Council consensus for a preferred alternative to provide feedback to NCDOT for the US 70 and Hammond Road/Timber Drive Intersection Improvements.

4. Time and Attendance software Page 48
Presenter: Pam Wortham, Finance Director

Review of selection process and recommendation for a Town-wide time and attendance system.

D. MANAGER REPORTS

E. COUNCIL REPORTS

F. ADJOURNMENT

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: April 24, 2018		
Subject: White Oak, Hebron Church, Ackerman - Intersection Improvements (Shortlisted Alternatives Review)		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, AICP; Senior Planner - Transportation and Land Use		
Presenter: Het Patel & Jonathan Reid (ARCADIS Project Manager)		
Brief Summary: To provide update on work completed to date for the White Oak, Hebron Church, Ackerman Intersection Improvements project and to present shortlisted alternatives to Town Council for their feedback.		
Recommended Motion and/or Requested Action: Direction to move forward on analysis of shortlisted alternatives to reach preferred alternative(s)		
Detailed Notes: The project team has completed a review of wide range of alternatives and shortlisted four (4) alternatives. These alternatives were presented at a stakeholder meeting to gather feedback.		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: N/A		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Planning Department Memorandum

TO: Mayor and Members of the Town Council

FROM: Het Patel, AICP, Senior Planner – Transportation and Land Use

SUBJECT: *White Oak, Hebron Church, Ackerman – Intersection Improvements Update*

DATE: April 24, 2018

INTRODUCTION

The purpose of this memorandum is to provide a summary of activities and work completed to date for White Oak Road, Hebron Church Road, and Ackerman Road Intersection Improvements project. Below is an outline of activities completed to date:

- Data Collection: March 8, 2018
- Development of Alternatives: March 22-27, 2018
- Shortlist of Alternatives: April 12, 2018
- Stakeholder Meeting: April 16, 2018

DEVELOPMENT OF ALTERNATIVES

The project team completed a preliminary review of a wide range of alternatives with town staff. Based on feedback from staff, alternatives were further refined and analyzed based on operational analysis, cost estimates, ROW impacts, and other comparative factors including accommodating school traffic, maintenance of traffic, and local and regional plans for the area. After review, four alternatives were shortlisted to present to stakeholders to gather feedback.

SHORTLIST OF ALTERNATIVES

The shortlist of alternatives includes improvements that needed additional analysis and considerations from project team, stakeholders, and Town Council. The four (4) shortlisted alternatives include (provided in the attached presentation):

- Alternative 2: Single-lane Roundabout
- Alternative 3: Partial Dual-lane Roundabout
- Alternative 5: Mini Roundabout with Signalized Intersection
- Alternative 7: Realignment of Intersections

The table below summarizes strengths and weaknesses of shortlisted alternatives (was presented during the stakeholder meeting on April 16, 2018).

ALTERNATIVE	STRENGTHS	WEAKNESSES
Alternative 2 (Single-Lane Roundabout)	<ul style="list-style-type: none"> • Geometry understood by motorists • Limited ROW, no utility impacts • Lowest cost 	<ul style="list-style-type: none"> • Future operations poor • Dependent on Timber Drive extension to take traffic off White Oak
Alternative 3 (Partial Dual Roundabout)	<ul style="list-style-type: none"> • Excellent traffic operations in opening year and beyond • Limited ROW impacts 	<ul style="list-style-type: none"> • Eliminates future Ackerman extension • Geometry less intuitive to motorists • Major utility impacts; greater costs
Alternative 5 (Mini Roundabout)	<ul style="list-style-type: none"> • Least disruptive to traffic / ROW • Accommodates future Ackerman extension, widening of White Oak 	<ul style="list-style-type: none"> • Decent traffic operations but queues on Hebron Church will extend into roundabout • School busses must navigate mini-roundabout
Alternative 7 (Intersection Realignment)	<ul style="list-style-type: none"> • Fixes location of future Timber Drive intersection with White Oak • Decent traffic operations that will improve with future Timber Drive 	<ul style="list-style-type: none"> • Most expensive alternative and has greatest property impacts • Adds additional traffic signal on White Oak

STAKEHOLDER MEETING | APRIL 16, 2018

A Stakeholder Meeting was held in the second floor Training Room at Town Hall on April 16, 2017 from 5:00-7:00 pm. The stakeholder meeting included participants from Garner Police Department, Garner Fire Department, Capital Area MPO, Wake County Public Schools, property owners and developers within the study area. The feedback from the stakeholder meeting included:

- Overall positive feedback for Alternatives 3 and 7 (best operational improvements);
- Concerns about H.S. students navigating roundabouts, especially dual-lane alternative;
- Plans should consider potential for White Oak 4-lane widening (limit throw-away costs);
- Concerns about project timeframe & committed traffic improvements as area development continues to grow; and,
- CAMPO raised concern over request for LAPP funding that spans multiple years (ROW/construction) – may decrease chances of award.



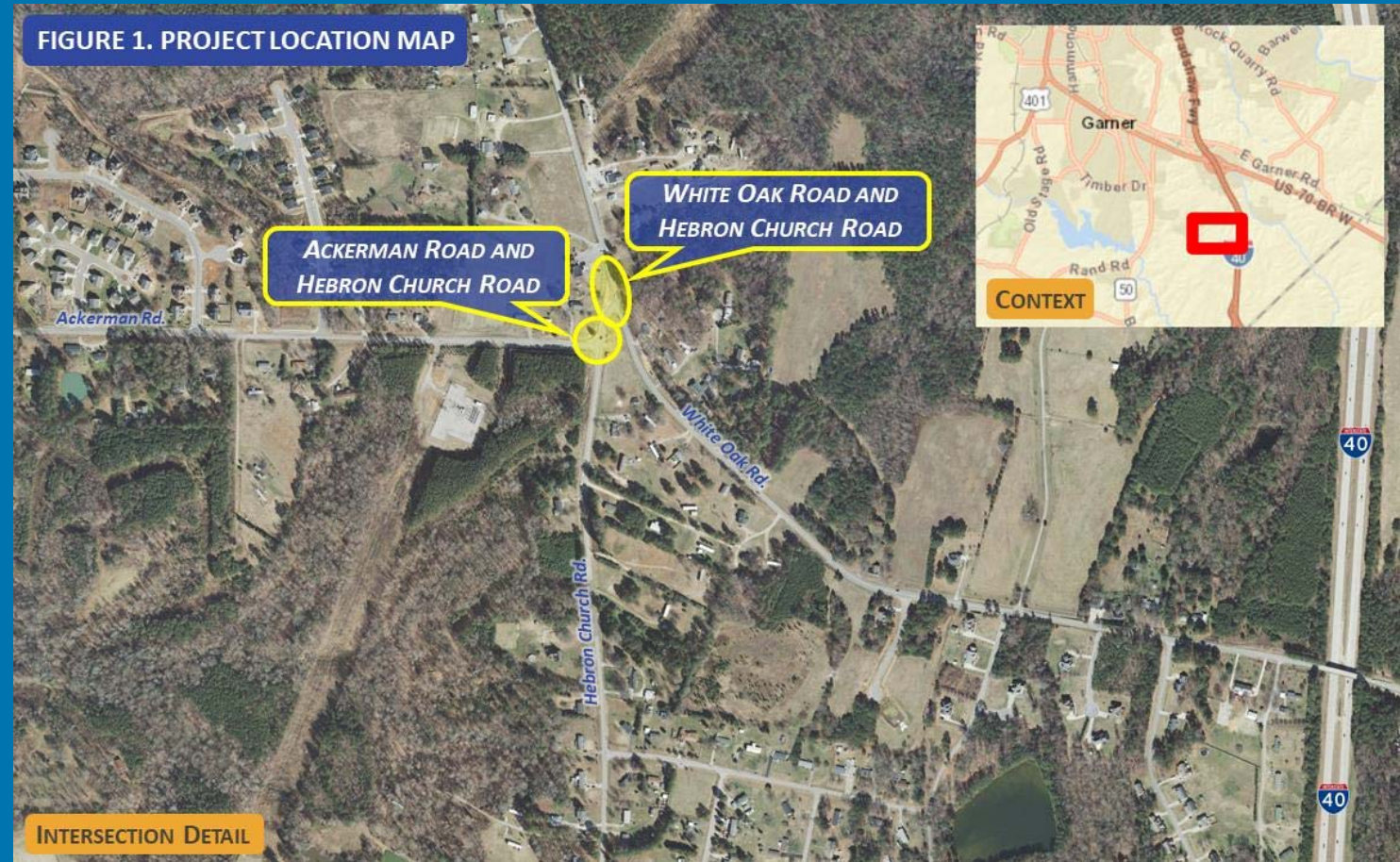
WHITE OAK | HEBRON CHURCH | ACKERMAN

INTERSECTION IMPROVEMENTS

STAKEHOLDER MEETING
APRIL 16, 2018

AGENDA

- Project Overview
- Project Schedule
- Alternatives Development
- Shortlisted Alternatives
- Next Steps



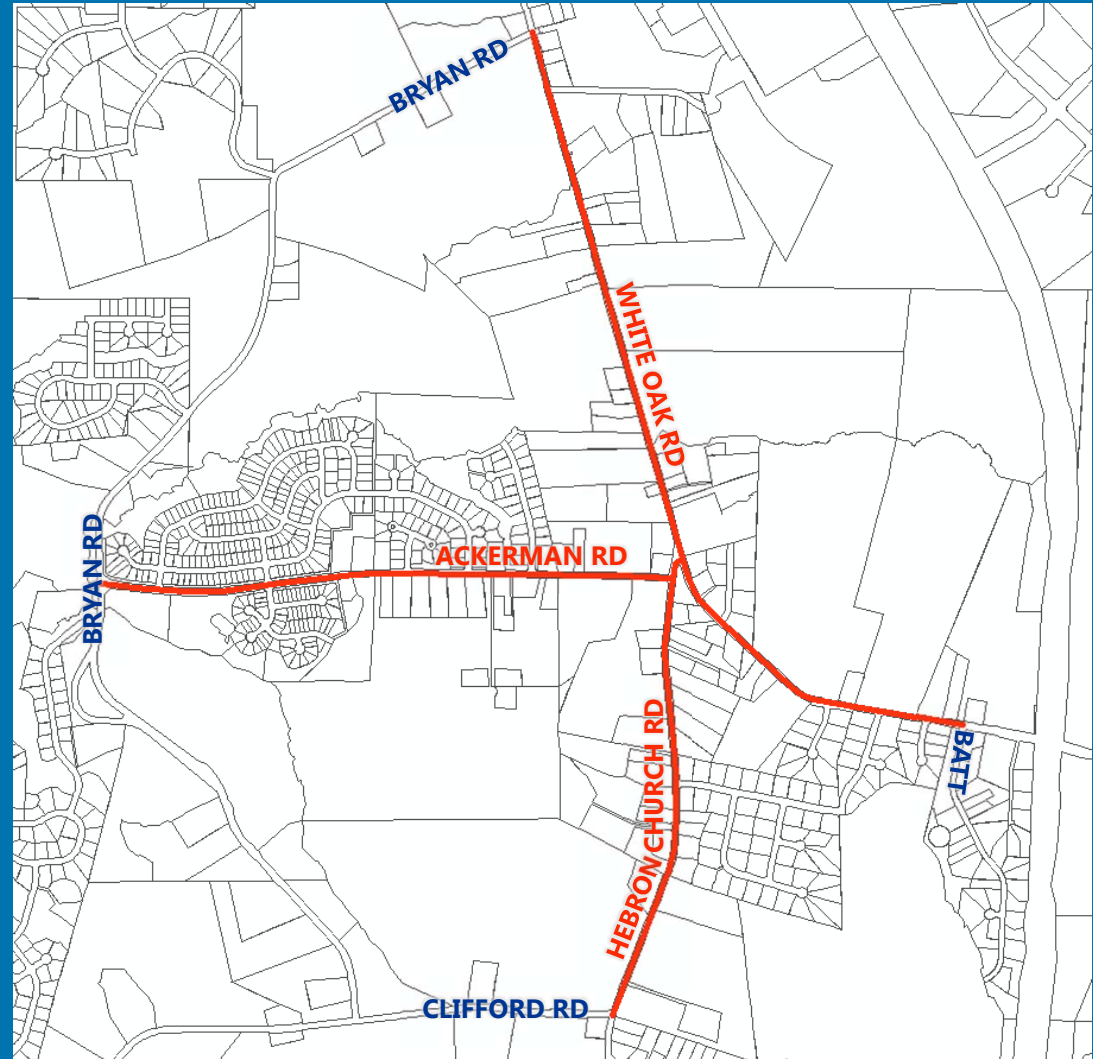
OVERVIEW

- Project limits

- White Oak Road from Bryan Road to Battle Field Drive
- Hebron Church Road from White Oak Road to Clifford Road
- Ackerman Road from Hebron Church Road to Bryan Road

- Study background

- Increased congestion at intersections of White Oak Road and Hebron Church Road and Ackerman Road
- Additional residential development along Ackerman Road
- Bryan Road Elementary School and South Garner High School



SCHEDULE

- Project phasing

- Phase I

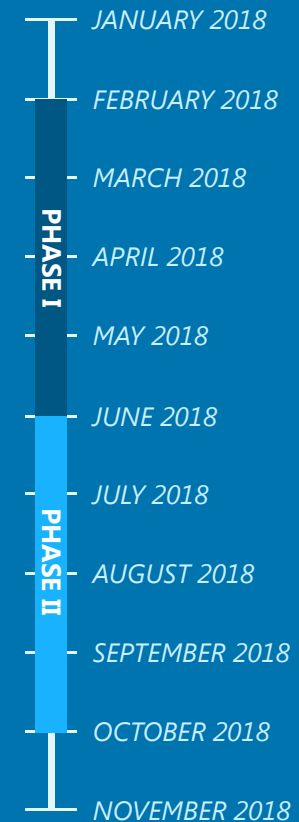
- Data Collection & Survey
 - Alternatives Development & Analysis
 - Public Involvement
 - Selection of Preferred Alternative
 - Environmental Documentation

- Phase II

- Preliminary and Final Design for Preferred Alternative
 - Public Involvement

- Capital Area MPO Locally Administered Project Program (LAPP)

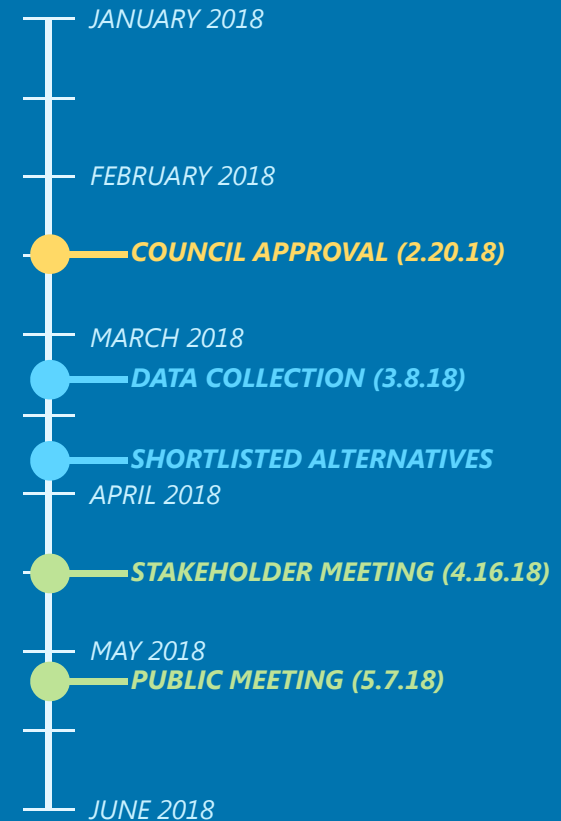
- Application for funding for ROW and construction (Fall 2018)



SCHEDULE

• Phase I

- Data Collection & Survey
 - February 2018 – March 2018
- Alternatives Development & Analysis
 - March 2018
- Stakeholder Meetings and Public Involvement
 - April 2018 – May 2018
- Selection of Preferred Alternative
 - End of May 2018
- Environmental Documentation
 - May 2018 – June 2018



INTERSECTION ISSUES

- Intersection congestion in AM / school peak hours making turns from Ackerman Road difficult
- Significant traffic growth expected:
 - Major housing developments on Hebron Church/Ackerman
 - Future White Oak interchange with I-540
- Skewed intersection creates tight-radius turns
- Overhead utilities crossing intersection including major power/communications lines (costly to relocate)
- Major drainage ditch running on west side of White Oak and cross-drain running under intersection



ALTERNATIVES CONSIDERED

Development of alternatives

- Wide range of alternatives from short-term, less expensive to long term solutions
- Total of eight (8) alternatives were reviewed by project team
 - Alternative 1 and 1A – Turn lane improvements
 - Alternative 2 – Single lane roundabout
 - Alternative 3 - Multi-lane roundabout
 - Alternative 4 – Right-in and right-out with u-turn
 - Alternative 5 – Mini-roundabout with a signal
 - Alternative 6 – Mini-roundabout with Ackerman Extension
 - Alternative 7 – Realignment of intersections
- Four (4) alternatives were shortlisted for detailed analysis
- Seeking Stakeholder feedback on shortlisted alternatives


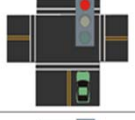
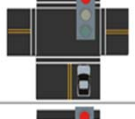

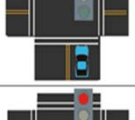

ALTERNATIVE SKETCH	NAME / DESCRIPTION	POTENTIAL BENEFITS	CONCERNS / POTENTIAL IMPACTS	COSTS	RECOMMENDATION
	Alternative 1: Turn lane improvements: Add RT lane on SB White Oak and RT on SB Hebron Church at Ackerman	- Low cost improvements that are required and/or could be built by developers - Does not add new signal that would need coordination	- Limited short-term benefits, and provides no long-term benefits (likely no significant operational benefits) - Does not address awkward current intersection geometry - Potential ROW impact to gas station - Does not advance concept for Ackerman Road extension	\$	Do not advance
	Alternative 1B: Dual LT lanes on NB Hebron Ch. add turning lane on NB White Oak Road. (All includes 1A RT lane improvements)	- Provides needed capacity/storage for NB Hebron Ch approach - Added pavement could be used for future widening of White Oak - Does not add new signal that would need coordination	- ROW/property/access impacts along east side of White Oak for ~1000' - Does not address awkward current intersection geometry - Additional improvements needed to accommodate Ackerman Rd Ext	\$\$	Do not advance
	Alternative 2: Single lane roundabout: Open w/ 4-legs, expandable to 5 w/Ackerman Rd Ext. Design to be expandable to multi-lane roundabout for when/if warranted	- Could be built largely outside of existing level lanes, benefiting MOT during construction - Eliminates signal, improved operations and safety - Flexible geometry to serve 5 legs at one intersection	- On cusp of capacity for some movements in peak hours(s) in opening year - Large impact to single land owner - Requires property impact(s) for future Ackerman Road Ext	\$\$\$	Advance to further study
	Alternative 3: Multi-lane roundabout, open w/ 4 legs expandable to 5 w/Ackerman Rd Ext. - Provide NB slip lane that would provide 21' leg (Ackerman Ext elsewhere)	- Would satisfy long-term capacity needs and accommodate any future White Oak widening - Eliminates signal, improved operations and safety - Flexible geometry to serve 5 legs at one intersection	- Material acceptance/experience with dual-lane roundabouts still developing - Lane assignments (signing and marking) complicated by 21' leg - Larger diameter would have greater impacts and MOT during construction - Requires property impact(s) for future Ackerman Road Ext	\$\$\$\$	Advance to further study
	Alternative 4: R/R/O on Ackerman Road at Hebron Church with downstream U-turn	- Low cost improvements that could be built by developers - Addresses capacity/storage needs (if combined with alt 1B) - Addresses conflicts at Ackerman / Hebron Ch intersection - Does not add new signal that would need coordination	- Buses/larger vehicles would have to navigate U-turn movement - Potential impacts to residential driveway(s) - Does not address awkward current intersection geometry - Additional improvements needed to accommodate Ackerman Rd Ext	\$	Do not advance
	Alternative 5: Extend Ackerman to White Oak w/ LIRO intersection: Mini-roundabout (70' dia) at Hebron Ch / Ackerman	- Could be built largely outside of existing level lanes - Addresses capacity/storage needs on Hebron Church - Improves intersection skew - Does not add new signal that would need coordination	- Need evaluation of mini-roundabout operations w/ buses / large vehicles - ROW/property/access impacts along east side of White Oak north for 1000' - Additional improvements needed to accommodate Ackerman Rd Ext - Adds unsignalized LT movement on NB White Oak (safety concern)	\$\$	Advance to further study
	Alternative 6: Extend Ackerman to White Oak w/ LIRO intersection: Mini-roundabout at Hebron Ch / Ackerman intersection	- Could be built largely outside of existing level lanes - Does not add new signal that would need coordination - Provides logical extension of Ackerman Road	- Short approach on Ackerman Road approaching White Oak (100') could result in storage / queuing issues extending back into mini-roundabout (each impact 3 structures) - ROW/property/access impacts along east side of White Oak north for 1000' - ROW and property impacts (1 structure) to accommodate future Ackerman Rd Ext	\$\$\$	Do not advance
	Alternative 7: SW Area Plan to separate Ackerman and Hebron Ch intersections with White Oak Road	- Separates turning movements to two intersections that would need needed long-term capacity - Hebron Church Road aligns with Timber Ridge Road Ext. - Ackerman Rd Ext to Timber Ch. - Improves intersection skew - Could be built in 2 phases and largely developer driven - May reduce eliminate or delay need to widen White Oak Road	- Significant ROW and property impact on north side of Ackerman Road and along new Hebron Church alignment (each impact 3 structures) - ROW/property/access impacts along east side of White Oak north for 1000' - Adds new signal on White Oak that would need coordination (intersections separated by ~350')	\$\$\$\$	Advance to further study

SHORTLISTED ALTERNATIVES

- Shortlist of alternatives
 - Alternative 2 – Single Lane Roundabout
 - Alternative 3 – Partial Dual Lane Roundabout
 - Alternative 5 – Mini-Roundabout at Ackerman and Hebron Church with Dual Left Turn Signal at Hebron Church and White Oak
 - Alternative 7 – Realignment of Ackerman and White Oak Intersection and Realignment of Hebron Church to White Oak

EVALUATION OF SHORTLISTED ALTERNATIVES

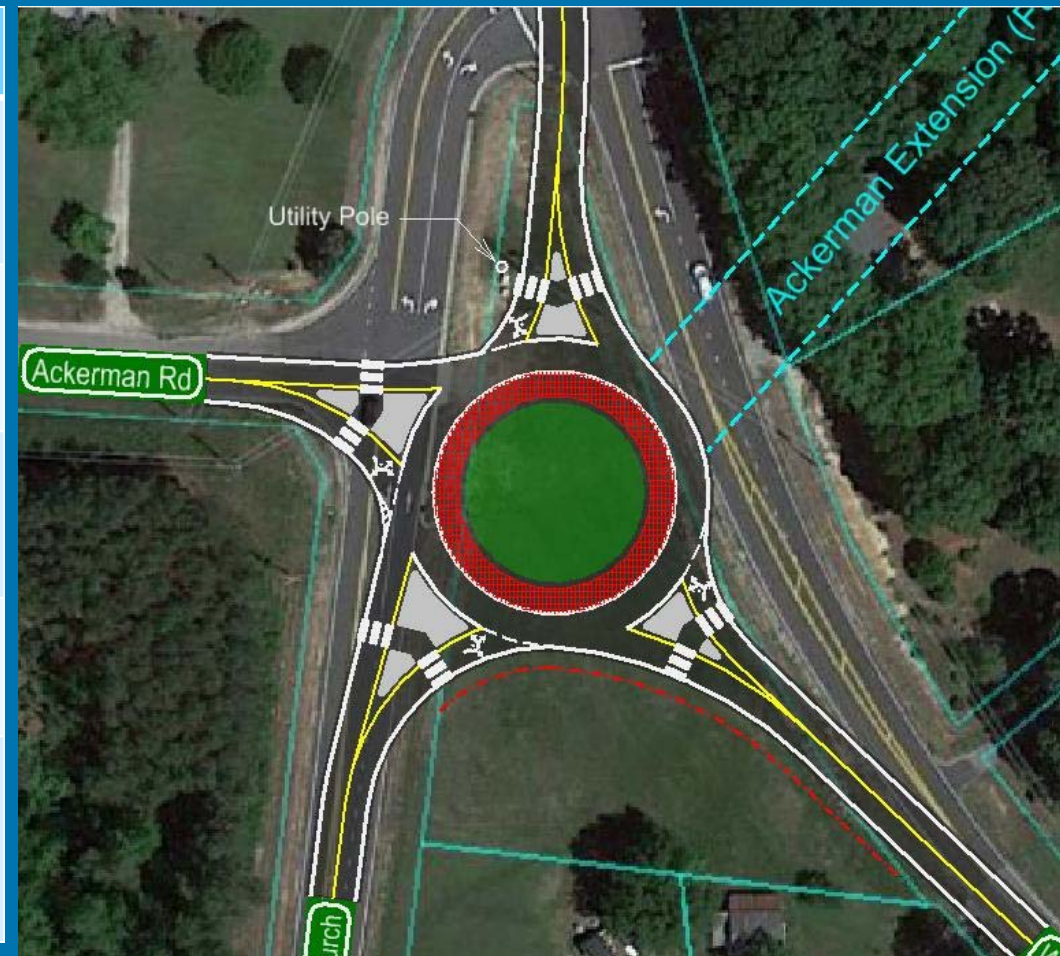
- Operations
 - Opening Year Level of Service
 - Including known development and background growth
- Costs
 - Present year costs to construct alternative (excluding ROW)
- Other comparative factors
 - Accommodate school traffic, maintenance of traffic, etc.

LEVELS OF SERVICE for Intersections with Traffic Signals		
Level of Service	Delay per Vehicle (seconds)	
A	 ≤10	Factors Affecting LOS of Signalized Intersections Traffic Signal Conditions: <ul style="list-style-type: none"> • Signal Coordination • Cycle Length • Protected left turn • Timing • Pre-timed or traffic activated signal • Etc. Geometric Conditions: <ul style="list-style-type: none"> • Left- and right-turn lanes • Number of lanes • Etc. Traffic Conditions: <ul style="list-style-type: none"> • Percent of truck traffic • Number of pedestrians • Etc.
B	 11-20	
C	 21-35	
D	 36-55	
E	 56-80	
F	 >80	

Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

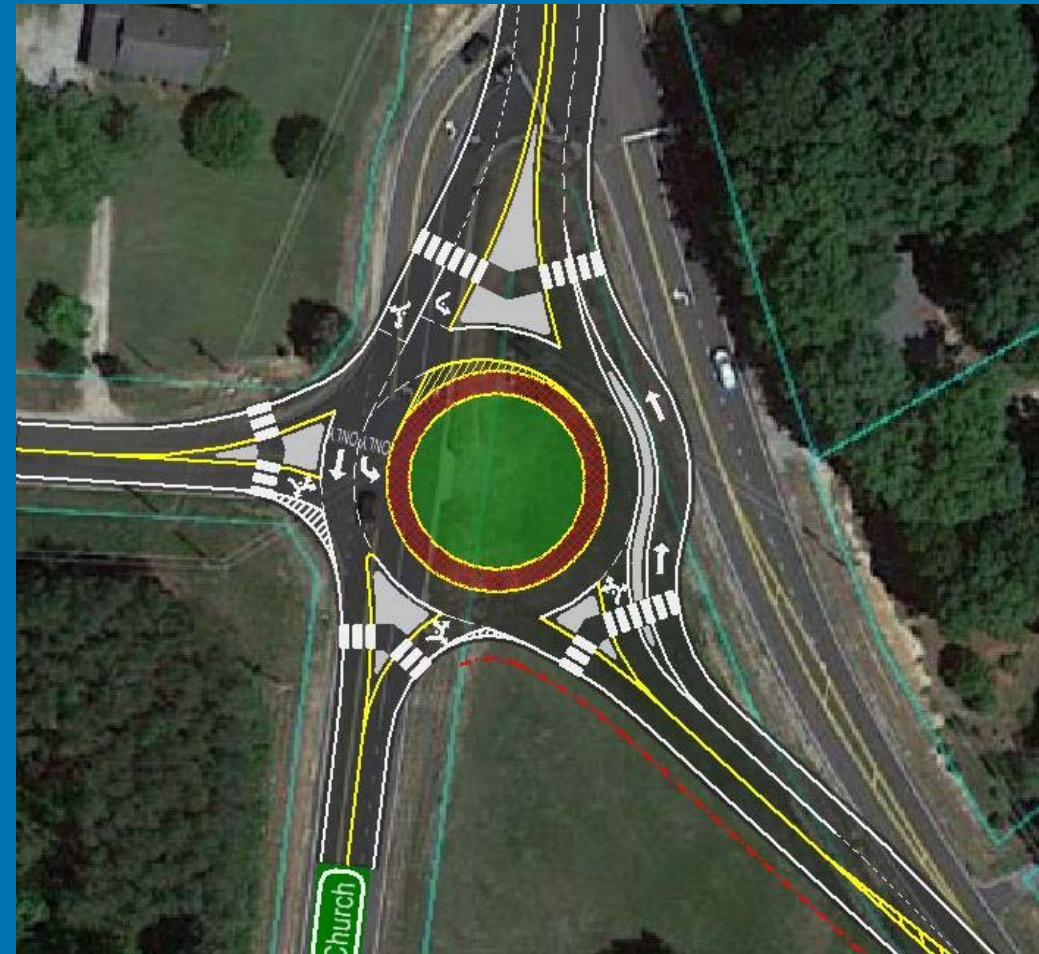
ALTERNATIVE 2 – SINGLE LANE ROUNDABOUT

Measure	Results
Description	Construct single lane roundabout at White Oak/Hebron Church/Ackerman intersection; eliminates existing signal
Design	150-foot diameter roundabout; four approaches with provisions for future leg (Ackerman Road Extension)
Operations	2022 Intersection Level of Service: AM – F (NB Approach); PM – F (SB Approach); longest queues: 2,500 ft
Cost Estimate (2018 Dollars)	\$750,000 + ROW (0.65 ac)
Other Issues	Can be build under traffic with minimal disruptions; avoids major utility impacts; Future 5-leg RND presents signing and marking challenges



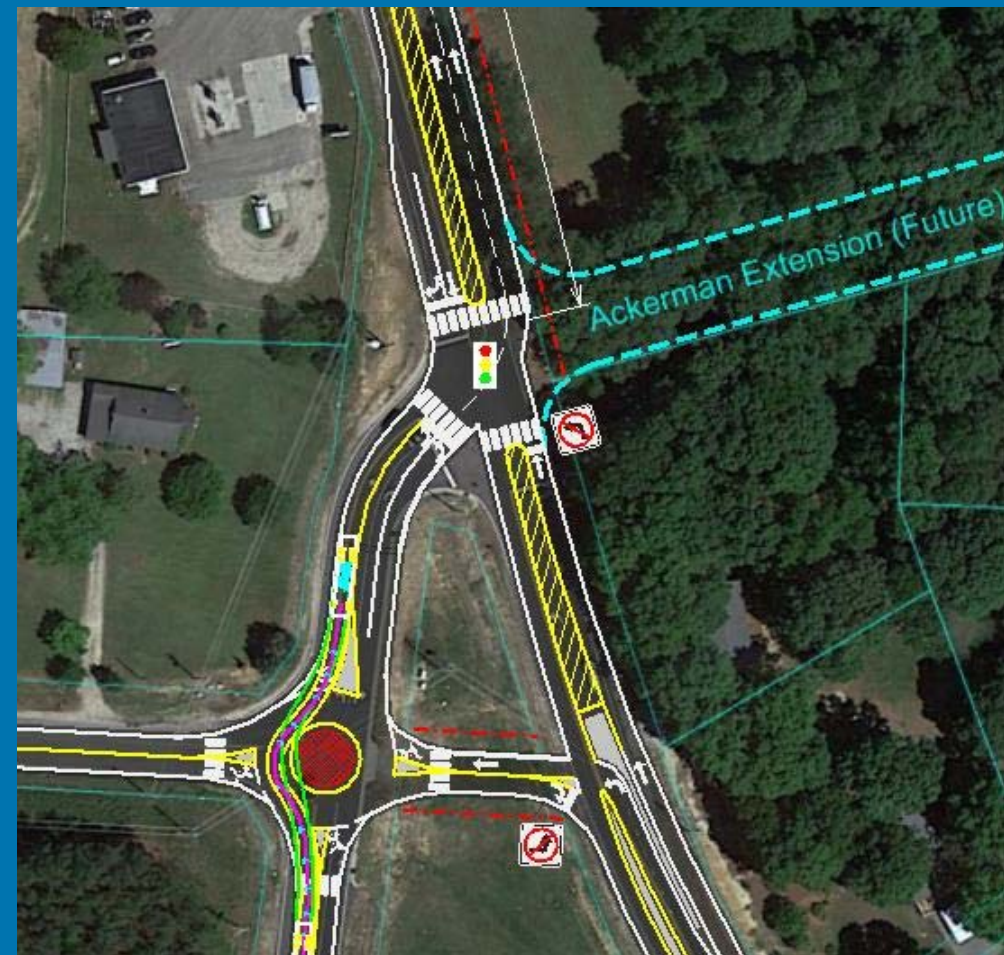
ALTERNATIVE 3 – PARTIAL DUAL ROUNDABOUT

Measure	Results
Description	Construct partial dual-lane roundabout at White Oak/Hebron Church/Ackerman intersection; eliminates existing signal
Design	170-foot diameter roundabout; four approaches with <u>no provision for future leg (Ackerman Road Extension)</u>
Operations	2022 Intersection Level of Service: AM – A; PM – B; longest queues: 150'
Cost Estimate (2018 Dollars)	\$950,000 + ROW (0.6 ac)
Other Issues	Significant utility relocation required; would be first roundabout with dual-lane entries in area; attentiveness in design / motorist expectancy necessary



ALTERNATIVE 5 – MINI ROUNDABOUT

Measure	Results
Description	Construct mini-roundabout at Hebron Church/Ackerman; Signal at White Oak includes dual lefts from Hebron Church; Can accommodate future Ackerman
Design	80-foot mini-RND can accommodate through busses; acceleration lane on White Oak to receive dual left lanes
Operations	2022 Intersection Level of Service: AM – C ; PM – B (NB Hebron Church 95% queue exceeds link capacity (backs into roundabout))
Cost Estimate (2018 Dollars)	\$1,000,000 + ROW (0.2 ac)
Other Issues	Least construction, utility and property impacts; Improved but limited left turn capacity on Hebron Church



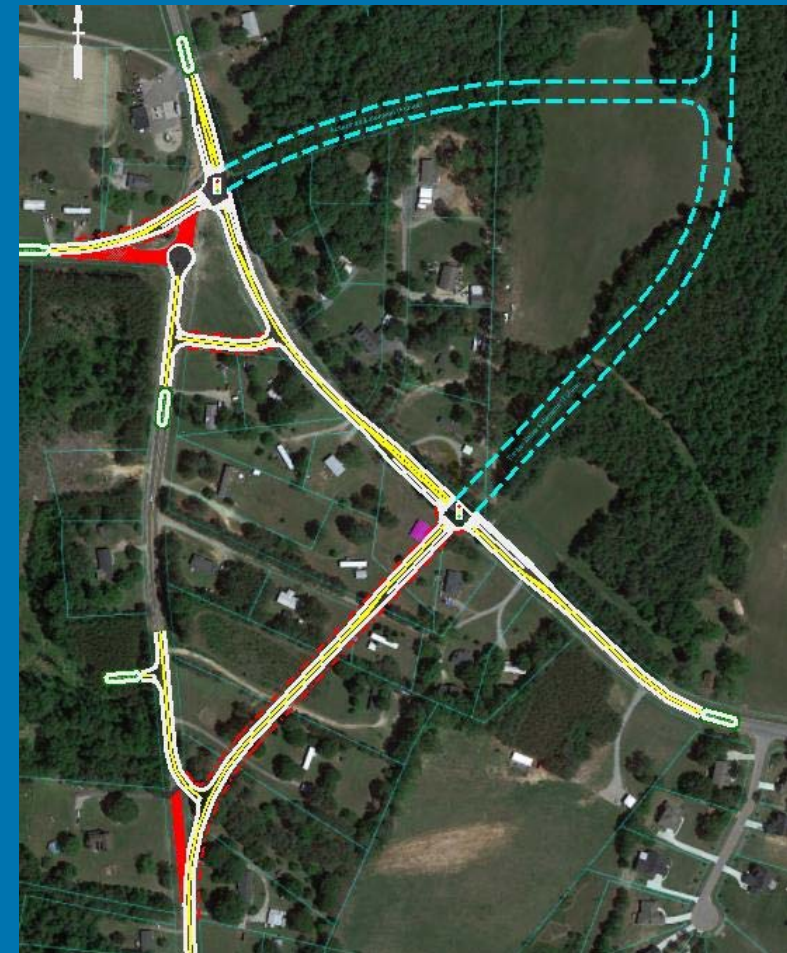
MINI ROUNDABOUTS

- Also known as “Compact Roundabouts”
- Smaller diameter (70-90’) compared to single lane roundabouts (110-130’)
- Vandora/Buffaloe roundabout diameter: 115’
- Center island is painted/hardscaped and traversable for larger vehicle turns
- Lower costs / impacts
- Less deflection = higher entering speeds
- Alt 5 design can accommodate thru busses



ALTERNATIVE 7 – INTERSECTION REALIGN

Measure	Results
Description	Realign Hebron Church to intersect White Oak at new signalized intersection opposite future Timber Drive
Design	New 2-lane alignment (50' ROW) thru existing residential properties with new connections to Ackerman/Hebron; Ackerman improvements could be later phase (development-driven project)
Operations	2022 Intersection Level of Service: White Oak / Hebron: AM – D ; PM – C White Oak / Akerman: AM – C ; PM – B
Cost Estimate (2018 Dollars)	\$2,900,000 + ROW (min 1.7 ac) & structure take (\$2.0M if only Phase I is built)
Other Issues	Fixes location of future Timber Drive opposite Hebron Church at good location on White Oak; Two signals on White Oak spaced at 1,100 feet



SUMMARY OF SHORTLISTED ALTERNATIVES

Alternative	Pros	Cons
Alternative 2 (Single-Lane Roundabout)	<ul style="list-style-type: none"> • Geometry understood by motorists • Limited ROW, no utility impacts • Lowest cost 	<ul style="list-style-type: none"> • Future operations poor • Dependent on Timber Drive extension to take traffic off White Oak
Alternative 3 (Partial Dual Roundabout)	<ul style="list-style-type: none"> • Excellent traffic operations in opening year and beyond • Limited ROW impacts 	<ul style="list-style-type: none"> • Eliminates future Ackerman extension • Geometry less intuitive to motorists • Major utility impacts; greater costs
Alternative 5 (Mini Roundabout)	<ul style="list-style-type: none"> • Least disruptive to traffic / ROW • Accommodates future Ackerman extension, widening of White Oak 	<ul style="list-style-type: none"> • Decent traffic operations but queues on Hebron Church will extend into roundabout • School busses must navigate mini-roundabout
Alternative 7 (Intersection Realignment)	<ul style="list-style-type: none"> • Fixes location of future Timber Drive intersection with White Oak • Decent traffic operations that will improve with future Timber Drive 	<ul style="list-style-type: none"> • Most expensive alternative and has greatest property impacts • Adds additional traffic signal on White Oak

NEXT STEPS

- Update shortlisted alternatives based on stakeholder feedback
- Present updated shortlist of alternatives to Town Council Worksession
- Present preferred alternative(s) to public open house meeting
- Meet with NCDOT/CAMPO to review alternative(s)
- Complete environmental documentation for preferred alternative
- Begin preliminary engineering/design for preferred alternative

STAKEHOLDER MEETING – APRIL 16, 2018

- Overall positive feedback for Alternatives 3 and 7 (best operational improvements)
- Concerns about H.S. students navigating roundabouts, especially dual-lane alternative
- Plans should consider potential for White Oak 4-lane widening (limit throw-away costs)
- Concerns about project timeframe & committed traffic improvements as area development continues to grow
- CAMPO raised concern over request for LAPP funding that spans multiple years (ROW/construction) – may decrease chances of award





WHITE OAK | HEBRON CHURCH | ACKERMAN

INTERSECTION IMPROVEMENTS

QUESTIONS OR COMMENTS

THANK YOU!

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: April 24, 2018		
Subject: Update on Fire Service Accreditation		
Location on Agenda: Discussion		
Department: Administration		
Contact: Matt Roylance, Assistant Town Manager - Operations		
Presenter: Chief Poole, Garner Fire-Rescue		
<p>Brief Summary:</p> <p>Chief Poole will provide an update on the work that Garner Fire-Rescue is doing to prepare for accreditation. In addition to providing an overview of the accreditation process, Chief Poole will walk through some examples that highlight the operational analysis that accreditation requires.</p>		
<p>Recommended Motion and/or Requested Action:</p> <p>None - information only</p>		
Detailed Notes:		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations:		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	RD	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



GARNER FIRE-RESCUE

TOWN OF GARNER UPDATE ON FIRE SERVICE ACCREDITATION



Elements that the Garner Fire has evaluated since starting the Accreditation process

- Customer Service
- Time measures of performance
- Reliability
- Risk Assessment



Customer Service

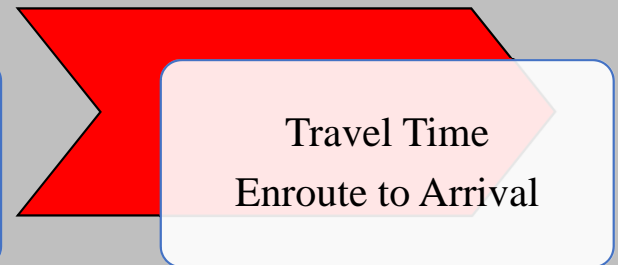
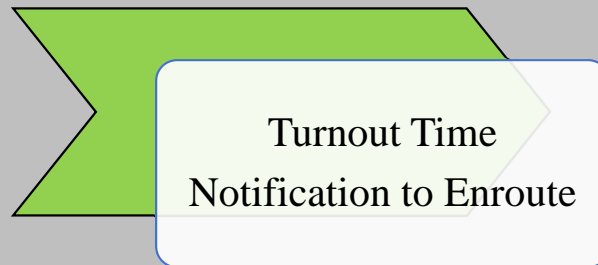
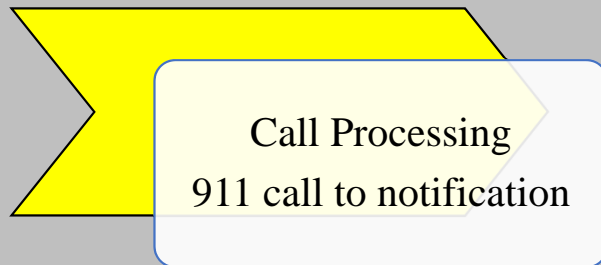
Expectations

- What kind of service does the customer want?
- How fast do they expect us there?
- What are their priorities?

Performance

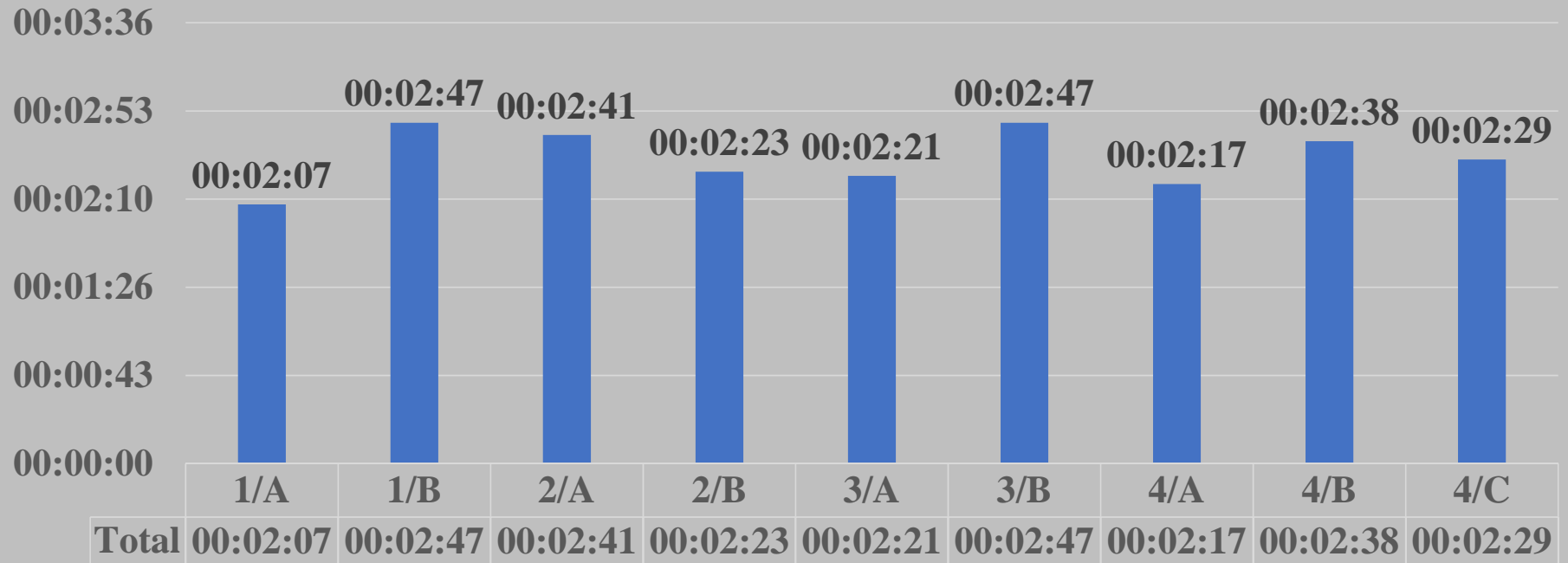
- How are we performing? Do we actually do what we say we are doing?
- Are we meeting the customer needs?
- Are we meeting the customer expectations?

Time Measures of Performance



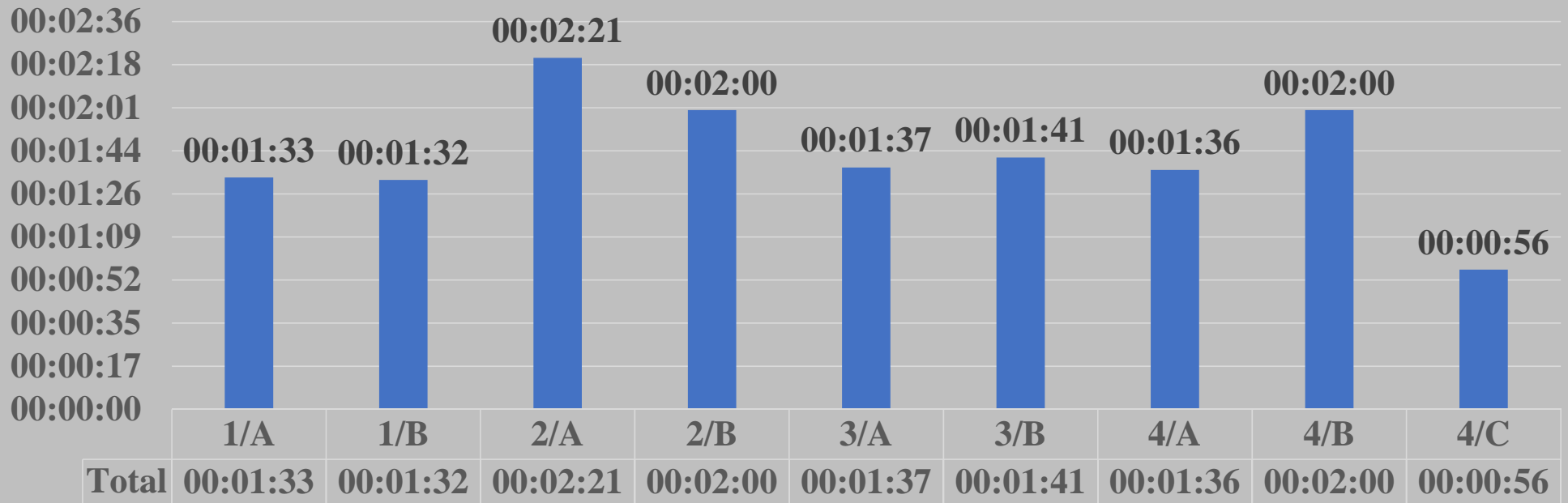
Call Processing

Call Processing by District



Turnout Time

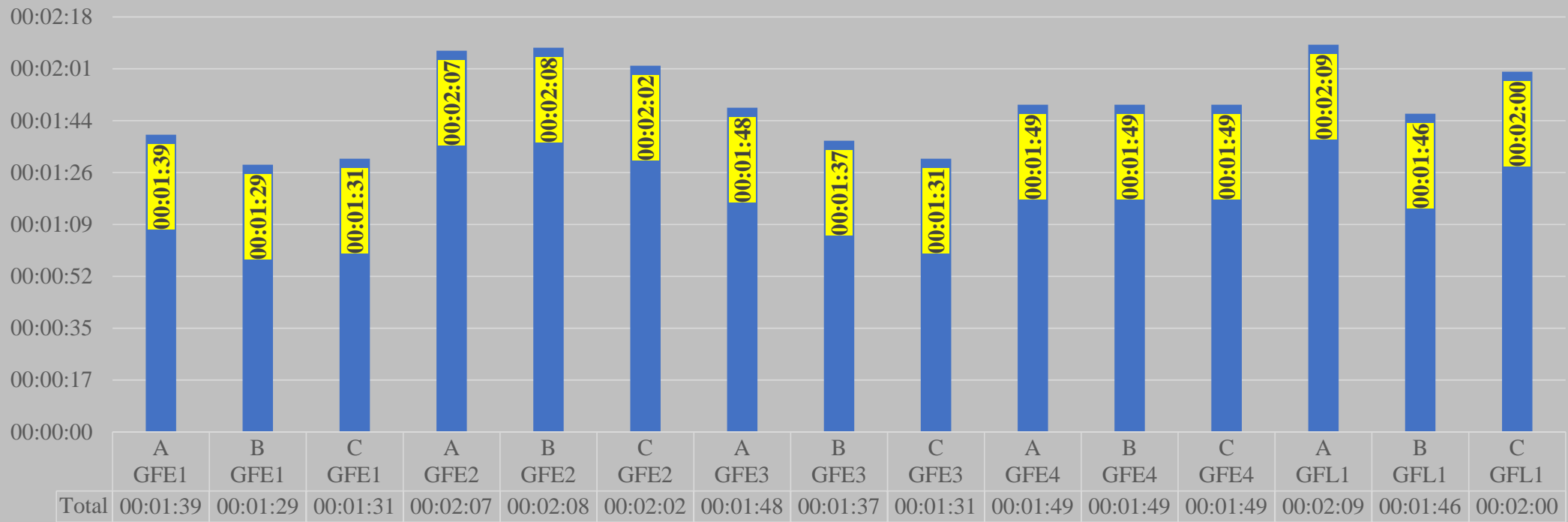
90th Percentile Turnout by District Only Emergency Responses



Turnout by unit/shift

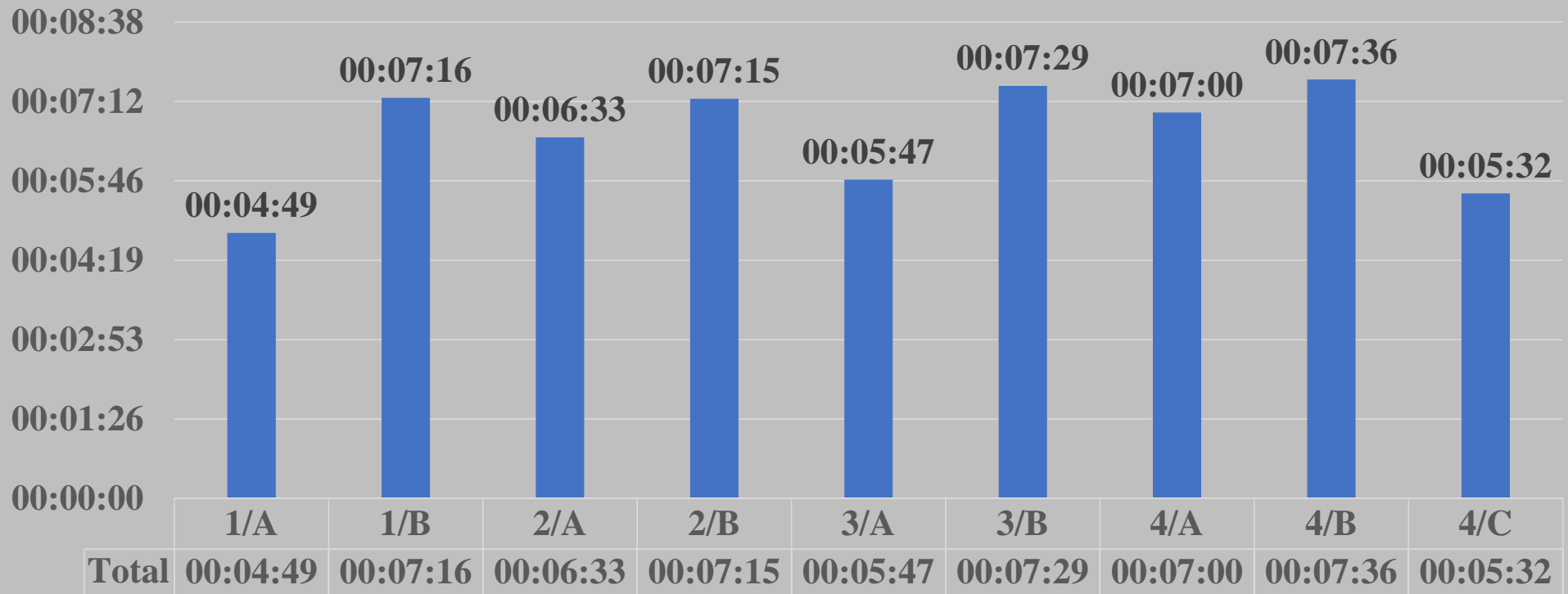
90th Percentile Turnout by Unit

Only Emergency Responses



Travel Time

90th Percentile Travel Time of First in Staffed Unit by District
Only Emergency Responses



Risk Assessment (in progress)

- There are many different types and levels of risk within the Garner Fire Rescue jurisdiction
 - Building/Occupancy
 - Natural
 - Human
 - Economical



Versus



RELIABILITY

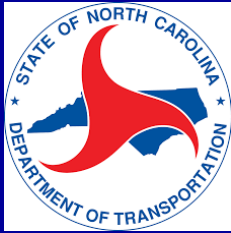
- The evaluation of a station's assigned unit arriving first within its response area.

RELIABILITY- 2017-2018 CASE STUDY EXAMPLE

- STATION ONE IN THE LAST QUARTER OF 2017 WAS THE MOST UNRELIABLE STATION OF THE DEPARTMENT
- IT WAS AN OUTLIER BY 12% OF ALL OTHER STATIONS AVERAGES
- THE GFR ADJUSTED L-1 CAPABILITIES TO ENGINE ELIGIBLE RESPONSES TO ASSIST WITH OVERLAPPING CALLS IN 1ST QUARTER OF 2018
- THE RESULT HAS BEEN A 6% IMPROVEMENT IN THE RELIABILITY OF THAT STATION

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: April 24, 2018		
Subject: US 70 and Hammond Road/Timber Drive Intersection Improvements		
Location on Agenda: Discussion		
Department: Planning		
Contact: Het Patel, AICP; Senior Planner - Transportation and Land Use		
Presenter: Het Patel		
Brief Summary: To provide feedback to NCDOT on preferred alternative for US 70 and Hammond Road/Timber Drive Intersection Improvements.		
Recommended Motion and/or Requested Action: Direction to provide comments to NCDOT		
Detailed Notes: A public meeting was held on 3/27/18 to present alternatives for this intersection. Council Members in attendance gave positive feedback on the continuous flow option but not all Council Members were present.		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: If Council reaches a consensus recommendation, staff can provide that to NCDOT. If consensus is not reached, Council Members can submit individual comments with the attached form or on-line by April 27th.		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



Intersection Improvements at U.S. 70/N.C. 50 and Hammond Road (S.R. 2026)/Timber Drive (S.R. 2812) Public Meeting – March 27, 2018 State Transportation Improvement Program (STIP) Project No. U-5744

Public Meeting Overview

This public meeting is one of the first steps to present project related information and concepts to the public for input. This input will help identify and minimize environmental impacts. Comments received at this public meeting will aid the project team in developing project alternatives to study in detail.

Project Description

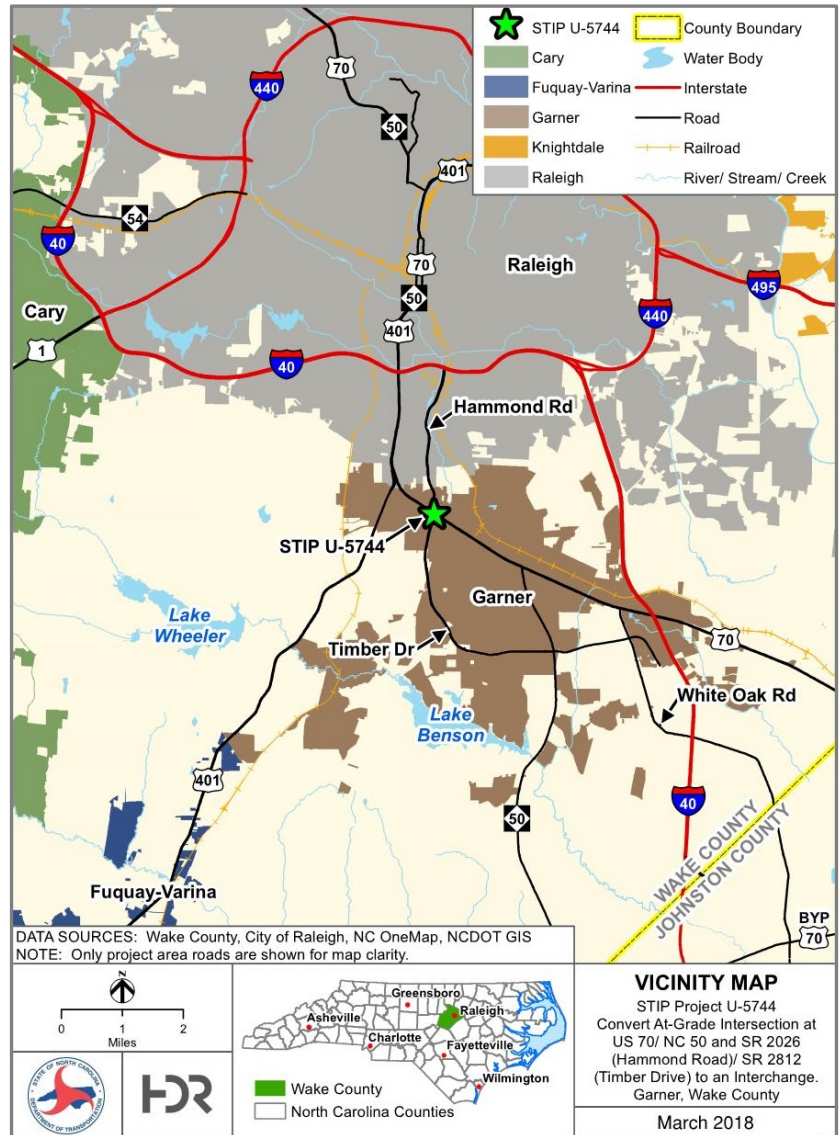
The N.C. Department of Transportation proposes to upgrade the U.S. 70/N.C. 50 at-grade intersection with Hammond Road (S.R. 2026)/Timber Drive (S.R. 2812) in Garner. Possible improvements include conversion to an interchange or a reconfiguration of the existing at-grade intersection. The proposed intersection upgrade is located in northwest Garner (Wake County), near the southern edge of Raleigh. This project is included in the State Transportation Improvement Program (STIP) as Project No. U-5744. Right-of-way acquisition is scheduled for summer of 2019 and construction is scheduled to begin in winter of 2020.

Purpose and Need

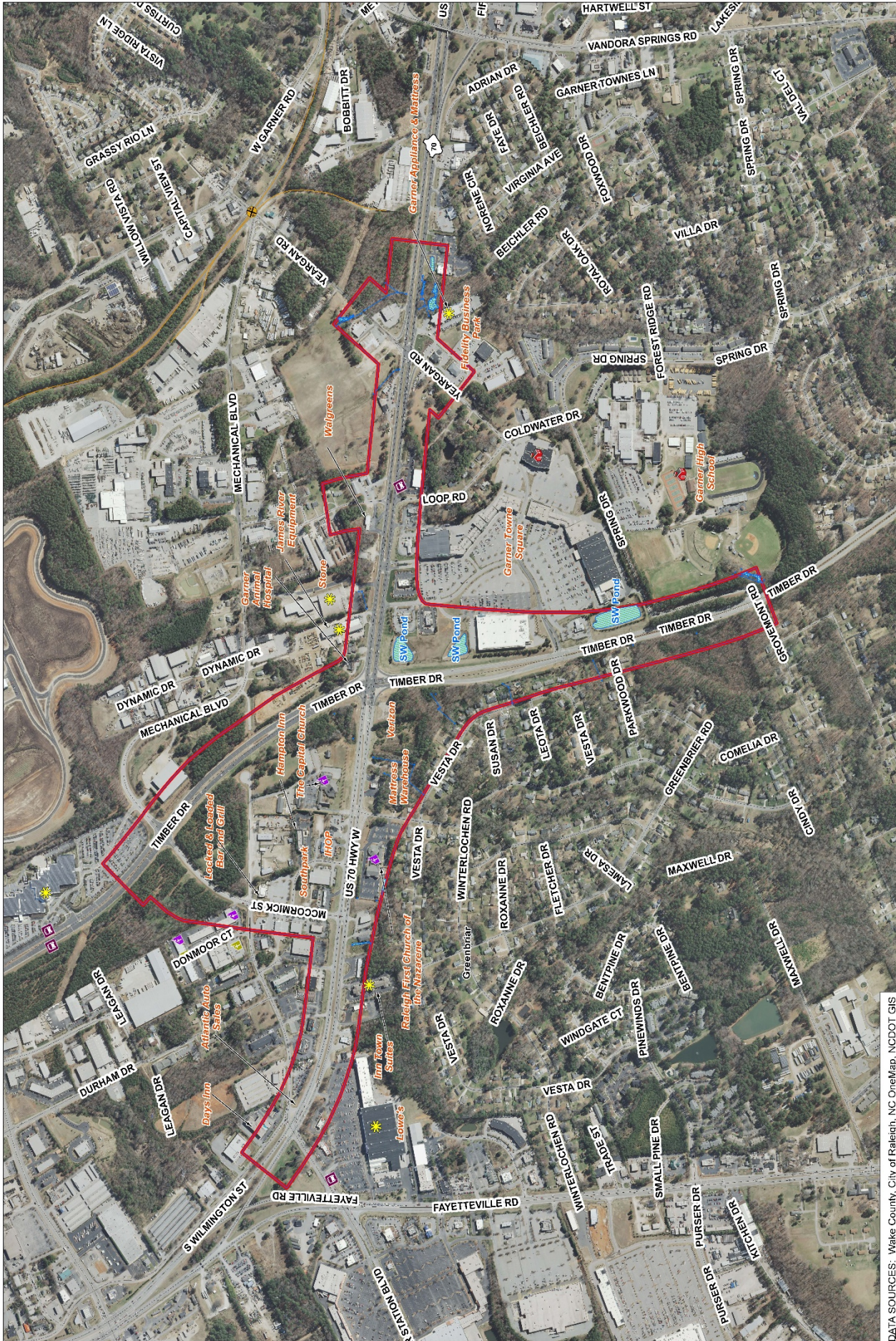
The purpose of the project is to relieve congestion and improve traffic operations. The project is needed to improve congestion as traffic volumes increase in the future.

The Capital Area Metropolitan Planning Organization's (CAMPO's) *2040 Metropolitan Transportation Plan* proposes a new interchange at U.S. 70/N.C. 50/Timber Drive and widening U.S. 70/N.C. 50 to a six-lane facility from U.S. 401 to I-40. CAMPO'S draft *Southeast Area Study* also recommends widening U.S. 70/N.C. 50 from U.S. 401 to I-40.

U.S. 70 is the main thoroughfare through Garner and provides access to regional routes near the project that include U.S. 401 and I-40. N.C. 50 is a north-south minor arterial that cuts through the middle of Wake County and also provides access to numerous regional routes. Timber Drive is a minor arterial that provides network connectivity throughout Garner. According to the most recent Project Traffic Forecast (August 2017), 33,900 to 37,000 vehicles per day (vpd) travel on U.S. 70/N.C. 50 and 20,000 to 23,000 vpd travel on Timber Drive within the project area.



Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.



ENVIRONMENTAL FEATURES MAP
STIP U-5744
PROPOSED INTERCHANGE AT US 70/NC 50
AND HAMMOND ROAD/TIMBER DRIVE
WAKE COUNTY

MARCH 2018

Legend:

- Jurisdictional Feature
- Study Area
- Rail Crossing
- Railroad
- Bus Stop
- Nobile Business/Facility
- Place of Worship
- Place of Worship (Hispanic)
- School
- Jurisdictional Feature
- Local Street



Scale: 1,000 Feet, 2,000 Feet

Logo: H2R

Logo: Wake County Seal

Page: 37

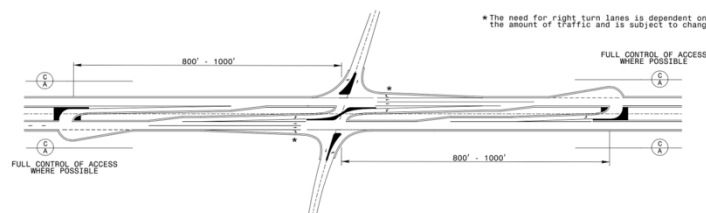
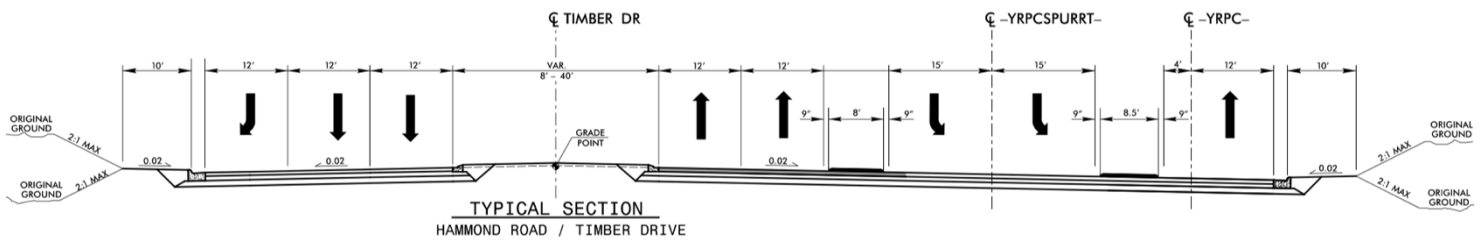
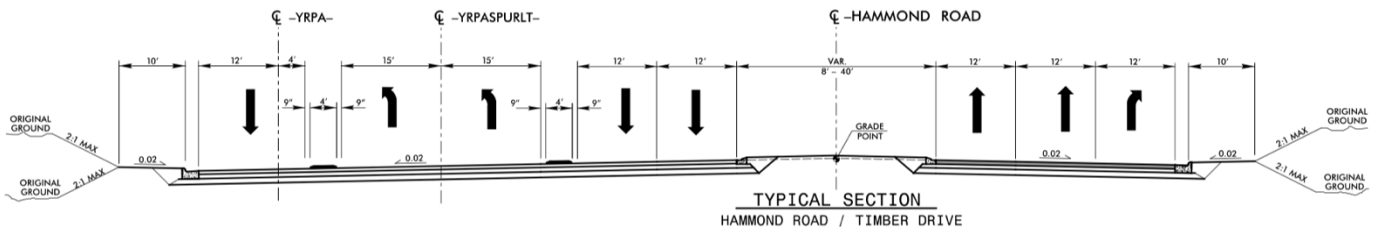
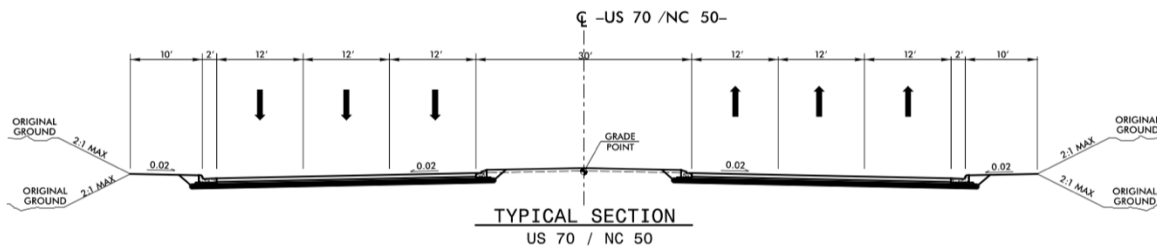
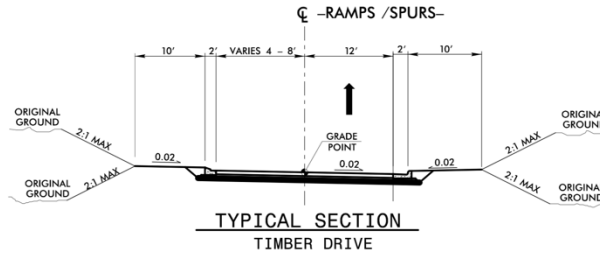
DATA SOURCES: Wake County, City of Raleigh, NC OneMap, NCDOT GIS

Project Alternative Design Concepts

These two concepts are currently being considered by the NCDOT project team for the proposed improvements. The illustrations represent high level concepts.

Alternative 1: Continuous Flow Intersection

Typical Sections



DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS
POTENTIALLY TO BE USED AT ALL INTERSECTIONS
U-TURN KNUCKLES NOT TO BE PLACED IN WETLANDS OR RIGHT OF WAY SENSITIVE AREAS

Alternative 1: Continuous Flow Intersection (CFI)

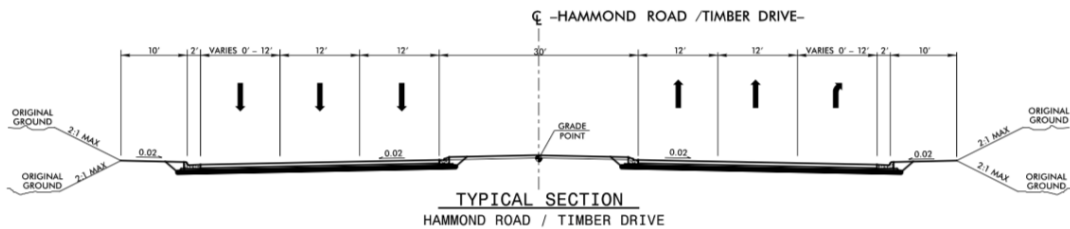
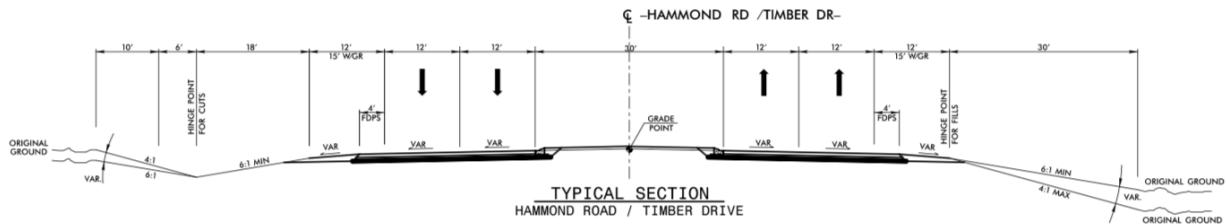
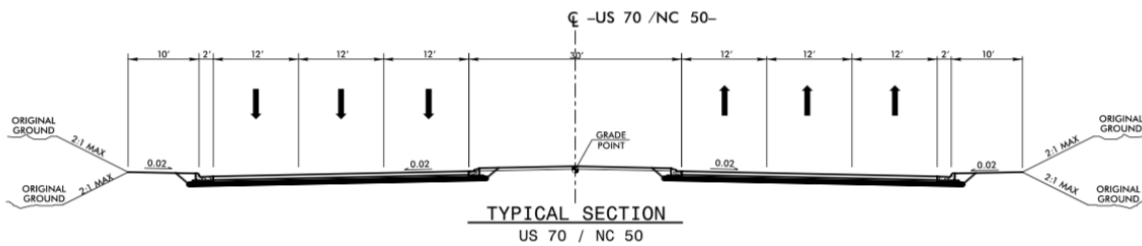
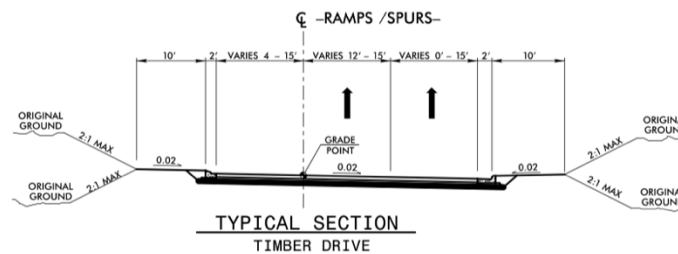


Project Alternative Design Concepts

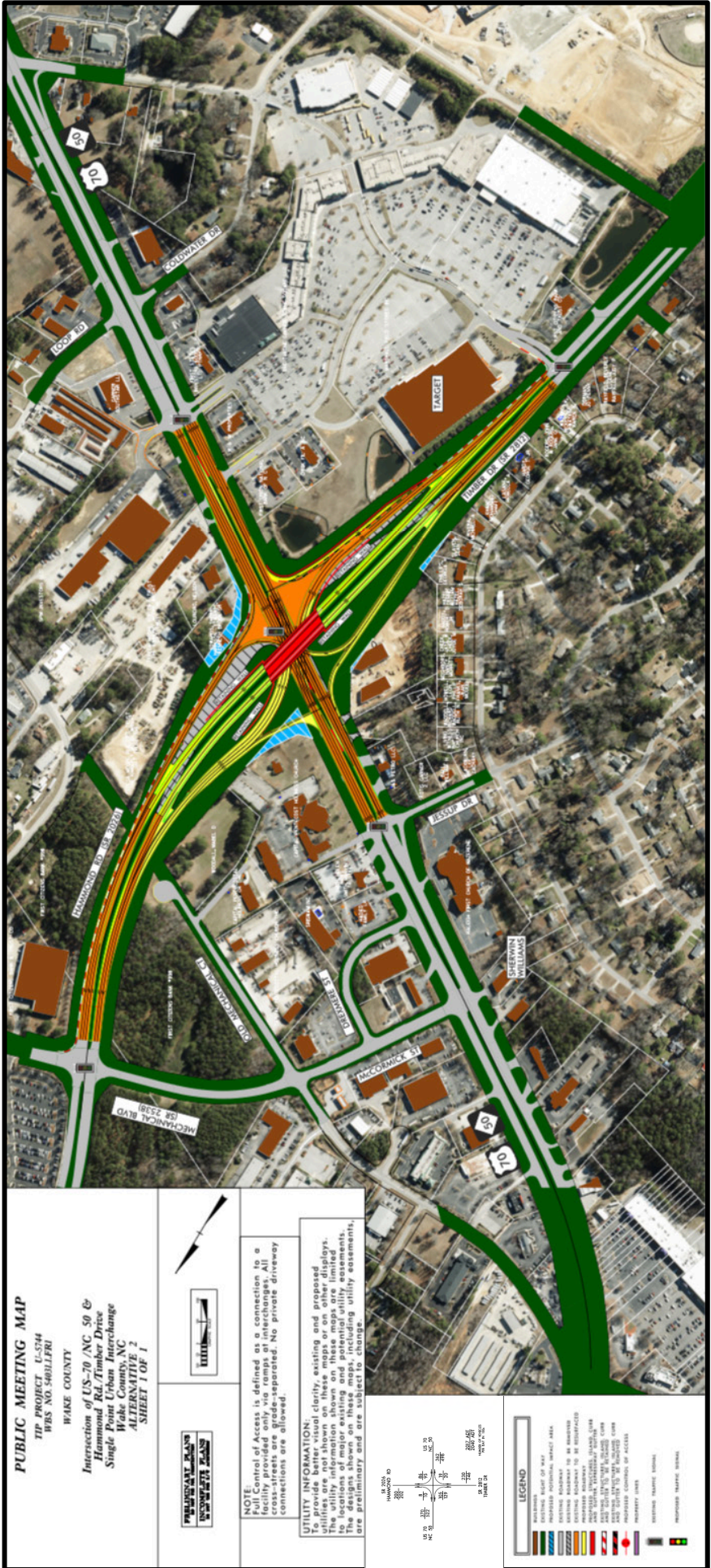
These two concepts are currently being considered by the NCDOT project team for the proposed improvements. The illustrations represent high level concepts.

Alternative 2 Single-Point Urban Interchange

Typical Sections



Alternative 2: Single Point Urban Interchange (SPUI)



Study Alternatives Comparison

	Alternative 1 – Continuous Flow Intersection/Superstreet	Alternative 2- Single Point Urban Interchange
Intersection Type	At Grade, Displaced Traffic and Superstreet	Grade Separated (Bridged) Interchange
Major Structures	N/A	250' Bridge, Retaining Walls

Preliminary/Potential Impacts		
Relocations		
Residential	0	0
Business	2	3
Non-Profit*	0	0
Total	2	3
Right of Way		
Area of Potential Impact (Acres)	0.64	0.74
Environmental		
Minority/Low Income Populations Disproportionately Impacted?	None	None
Historic Properties (Adverse Effect)	Survey Pending	Survey Pending
Community Facilities	0	0
Noise Impacts	Study Pending	Study Pending
Forested Areas (acres)	0	0
Wetlands (acres)	0	0
Streams (linear feet)	298	358
Surface Water (acres)***	0	0
Endangered Species	No Effect	No Effect
Costs		
Right of Way	\$1,000,000	\$2,000,000
Construction	\$7,000,000	\$15,000,000
Total	\$8,000,000	\$17,000,000



US 70/NC 50 and Hammond Road/Timber Drive Intersection, Looking West



US 70/NC 50 and Hammond Road/Timber Drive Intersection, Looking North

Project Status and Next Steps

NCDOT has begun design, environmental, and community studies to evaluate the project area and determine any potential positive or negative impacts to the human and natural environment. The project team will thoroughly review all public input resulting from the public meeting as well as comments received throughout the planning and design process. Comments and input will be considered in the detailed design alternative analysis and development of the environmental document.

Once alternatives have been analyzed and the environmental document is complete, a Design Public Hearing will be held to give the opportunity for public comment on the design alternatives for the project. The final design alternative will then be selected and the final environmental document will be prepared by the end of 2018.

Next Steps	Date*
Select Alternative, Conduct Design and Environmental Studies	Ongoing
Approval of Environmental Document	Winter 2018
Preliminary Plans Complete	Winter 2018
Right of Way Acquisition	Summer 2019
Construction Begins	Winter 2020

*Schedules are subject to change.

Project Contact Information

A copy of the public meeting map can be viewed on the NCDOT public meetings website at: <https://www.ncdot.gov/projects/publicmeetings/> Type "U-5744" (without quotes) in the search field to locate the link for this project.

Project information, interactive maps, polls, and online comment submission are available on the project website at <https://publicinput.com/US70timberhammond>

If you need additional information or would like to discuss the project further, please contact the following project representative:

Zahid Baloch, PE
NCDOT Division 5
2612 North Duke Street
Durham, N.C. 27704
Phone: (919) 707-6012
Email: zbaloch@ncdot.gov

NCDOT will provide interpretive services upon request for persons who do not speak English, or have a limited ability to read, speak or understand English. Kindly request it by calling 1-800-481-6494.

Aquellas personas que hablan español y no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan llamando al 1-800-481-6494.

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting		Date: March 27, 2018
Location: The Capital Church, Fellowship Hall, 1308 U.S. 70W, Garner, N.C. 27529		
STIP No: U-5744		
Project Description: Intersection Improvements at U.S. 70/N.C. 50 and Hammond Road/Timber Drive, Garner, Wake County		

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department’s programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the PDEA-Human Environment Section, 1598 Mail Service Center, Raleigh, N.C. 27699-1598. All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Black/African American <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Vietnamese <input type="checkbox"/> Chinese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing)

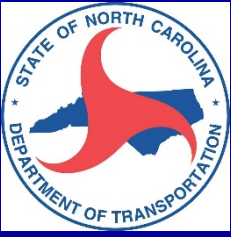
For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1896 or toll free at 1-800-508-1886, or by email at sddickens@ncdot.gov.

Thank you for your participation!



Attn: Jamille Robbins
NCDOT Division of Highways
1598 Mail Service Center
Raleigh, N.C. 27699-1598

**Attn: Jamille Robbins
NCDOT Division of Highways
1598 Mail Service Center
Raleigh, N.C. 27699-1598**



**Intersection Improvements at
US 70/NC 50 and
Hammond Road (SR 2026)/Timber Drive (SR 2812)
Public Meeting – March 27, 2018
State Transportation Improvement Program (STIP) Project No. U-5744**

Please take a few moments to fill out this comment form and share your thoughts about the proposed upgrades to the U.S. 70/N.C. 50 intersection with Hammond Road/Timber Drive. Place your completed form in the comment box tonight, or mail it no than **April 27, 2018**. Please note that providing your contact information will allow us to respond to any questions or concerns you raise. Your information will not be shared for any other purpose. *Please print.*

Your Name: _____

Company/Organization/Neighborhood: _____

Address: _____

City: _____ State: _____ Zip Code: _____

E-mail: _____

How often do you use the U.S. 70/N.C. 50 intersection with Hammond Road/Timber Drive on a weekly basis?

- Less than five times
- Between five and 10 times
- More than 10 times

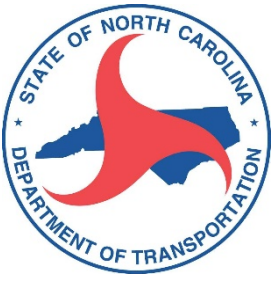
How do you use the U.S. 70/N.C. 50 intersection with Hammond Road/Timber Drive intersection?

- Walking
- Biking
- Driving a car/truck/motorcycle

Please provide your comments on the project presented tonight:

For additional information, contact Jamille Robbins at jarobbins@ncdot.gov , by phone at (919) 707-6085, or by mail at: NCDOT Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, N.C. 27699-1598.

Please return comments by April 27, 2018.



Attn: Jamille Robbins
NCDOT Division of Highways
1598 Mail Service Center
Raleigh, N.C. 27699-1598

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NCDOT Division of Highways
1598 Mail Service Center
Raleigh, N.C. 27699-1598**

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: April 24, 2018		
Subject: Time and Attendance software		
Location on Agenda: Discussion		
Department: Finance		
Contact: Pam Wortham, Finance Director		
Presenter: Pam Wortham, Finance Director		
Brief Summary: Review of selection process and recommendation for a Town-wide time and attendance system.		
Recommended Motion and/or Requested Action: Discussion and possible authorization		
Detailed Notes: One-time cost of \$23,040 plus travel costs Annual cost of \$26,487		
Funding Source:		
Cost:	One Time: <input checked="" type="radio"/>	Annual: <input checked="" type="radio"/> No Cost:
Manager's Comments and Recommendations:		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	PW	
Finance Director:	PW	
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

FINANCE DEPARTMENT MEMORANDUM

TO: TOWN COUNCIL
RODNEY DICKERSON, TOWN MANAGER
FROM: PAM WORTHAM, FINANCE DIRECTOR
SUBJECT: TIME AND ATTENDANCE SYSTEM
DATE: APRIL 17, 2018

Through discussions with the Town Council, I was given the go-ahead to search for and select a vendor that could accommodate the needs of the Town for a Time and Attendance (T&A) system. I assembled a team to assist with the process, with representation from Finance, Police, and HR. I solicited feedback from all departments to know what their requirements were as well.

My staff and I reviewed four vendors, but after some research, we determined that there were only two from which we would seek a bid. The two we selected have some experience with interfacing with our current payroll system, and both were able to provide a scheduling system that we believed to be compatible with the needs of the Police Department. The others either did not have already established interfaces with Munis, or the scheduling system was not integrated.

The two vendors are Executime and TimeClock Plus. Each was asked to provide references so that we could talk to others about their experiences with the companies. The requirements were that the references must all be using Munis as their payroll platform and be a local unit of government, that at least one of the references must be in North Carolina, and that at least one must be currently using the advanced scheduling module.

TimeClock Plus provided references, however, they do not currently have any customers utilizing Munis that have implemented the advanced scheduler. In addition, we contacted all of the references, however, only one ever responded to our request, but we did have a call with them. From the information obtained, it appeared that there would still be quite a bit of manual manipulation with some of the time sheet data. The system does interface with Munis, however, it is not seamless. Overall, they seemed satisfied with the system. We were unable to speak to anyone about using the scheduler.

Executime provided references, and we were able to schedule calls with all of them. They all had similar situations to ours. One is currently using the scheduler and seems satisfied with it. Another one is currently training on the scheduling system. It appears that the interface between Executime and Munis is quite robust, and updates between the two systems work well. Also, please note that Executime is now owned by Tyler Technologies, who also owns Munis.

Our recommendation is to contract with Executime. This is not the lowest cost solution; however, the evaluation team believes this will provide all the features that were listed as requirements by the

various Town departments. This product also appears to be more robust than TimeClock Plus and provides ability to customize for our needs.

The costs associated with this contract are as follows:

	<u>Annual</u>	<u>Implementation</u>
T&A general system	\$12,401	\$15,360
T&A Mobile Access	3,725	0
Advanced Scheduling	7,443	7,680
Advanced Scheduling Mobile Access	<u>2,918</u>	<u>0</u>
Total	\$26,487	\$23,040 + travel cost

We successfully completed an upgrade of our Munis software, which was a requirement to utilize Executime, and are ready to begin the contract and planning for implementation. If Council agrees with this recommendation, I will provide a budget amendment at the May 7, 2018 Council meeting. Once we begin the implementation process, we may need to request some additional assistance in the Finance Department. However, I am not prepared to present that request until we know more about how this will impact our ability to get our regular operations completed.