



Steelecroft Pkwy. To date, we have not contacted CMC to discuss this request and determined the responsible party to physically construct the geometric improvements at this location. The petitioner may be requested to construct the NC 49 and Steelecroft Pkwy geometric improvements (funded by others) at the same time roadway work is being done at the volunteer fire station intersection.

2. The existing NC 49 / Rivergate Pkwy intersection experiences queuing problems in the southbound direction, we understand the petitioner will design and construct geometric and traffic signal improvements to add an additional SB NC 49 left turn lane to provide dual lefts with a total 700 feet of storage, including an appropriate EB receiving lane into the existing development. The petitioner needs to add a conditional note describing the above traffic improvement commitments at this location.
3. At our December 20<sup>th</sup> meeting, we agreed upon the traffic mitigation at Steel Creek Rd. and Steelecroft Pkwy/Walker Branch to implement a westbound approach lane configuration consisting of dual left turn lanes (with as much storage as possible +/- 300 feet) and a shared through-right lane. CDOT expressed concerns with the distance between private street "A" aligning with an existing private street only 350 feet from Steele Creek Road. CDOT believes as the overall retail development matures this intersection will become congested and exiting traffic turning left to access the traffic signal at Steel Creek will experience increased vehicle delays. To that end, CDOT recommends mitigating this traffic concern by implementing a southbound Steel Creek at Steelecroft Pkwy curb bulb-out to provide sufficient pavement width for northbound site development traffic to u-turn easily onto southbound Steel Creek. Please add a conditional note describing the petitioner's actions at this location.
4. We agreed at our December 20<sup>th</sup> meeting to increase the storage for the southbound NC 49 left-turn lanes at Steele Creek from 275' to 350' as per the TIA, please add a conditional note.
5. The petitioner needs to supply CDOT a scaled schematic drawing on Steel Creek Rd. between NC 49 and the Petition 2011-083's southern property line (existing culvert crossing) indicating Steel Creek's future curblines and necessary pavement widening, including 5 feet bike lanes. This schematic drawing needs to correspond with the petitioner's engineering cost estimate to determine funding responsibilities between the petitioner and CDOT along Steel Creek.
6. The petitioner needs to make the following revisions to both site plans (petition nos. 2011-082 & 083) in the Transportation Improvements and Phasing Section:

- a) Item a., 1st paragraph – Where is Sheet R-4?
- b) Item b., 3rd paragraph –Replace....\$65,000 with “ \$75,000 traffic signal contribution shall be submitted to CDOT before the first building permit is issued in Petition 2011-082 Building Envelops B, C, D or Petition 2011-083 Building Envelops.”  
Remove..... “upon evidence of project funding by CDOT/NCDOT (with or without the support of third parties).
- c) Item e., Remove.....by way of private/public partnership effort or other public sector project support.
- d) Item f., Replace...first space with “first building”. CDOT is currently reviewing the pervious \$150,000 rezoning contribution towards a future creek crossing. As of this date, CDOT could return the pervious contribution only if the petitioner provided a \$150,000 construction bond to fund the future creek crossing.

Based on our November 22<sup>nd</sup> and December 20<sup>th</sup> meetings, we are reasonably confident CDOT will support these recommendations. As you may be aware, we need to mutually agreed upon a final traffic mitigation proposal prior to the January 17, 2012 Rezoning Public Hearing. There are numerous right-turn lanes recommended by the TIA to the development driveways. CDOT supports omitting these lanes from the conditional zoning; however they may be required by NCDOT as condition of access to the state-maintained roads.

If we can be of further assistance, please advise.

c: R. Grochoske  
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