



November 1, 2022

## COMMITTEE AGENDA ITEM 5B

### STADIUM DRIVE AT LAKE BRADFORD ROAD INTERSECTION

TYPE OF ITEM: Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

Capital Region Transportation Planning Agency (CRTPA) staff and RS&H staff (the Project Team) will be presenting the preferred alternative for the Stadium Drive at Lake Bradford Road Intersection project.

#### **RECOMMENDED ACTION**

Option 1: Recommend approval of Alternative 8B - Eppes Extension and Quadrant Reduced Build.

#### **INTRODUCTION**

At the [March 15, 2022 CRTPA Board meeting](#) the Lake Bradford Road/Stadium Drive intersection alternatives were presented to Board members. These alternatives are outlined in [Attachment 1](#) for reference (this includes a brief description and links for visualization purposes).

Other materials that were presented at the March meeting include:

- [Existing Conditions Report](#)
- [Future Year Traffic Analysis – Level of Service](#)
- Alternatives [Comparison Matrix](#), and
- Alternatives [Matrix Results](#)

With these materials as background information, the three highly viable alternatives included:

- Alternative 3 - Quadrant System (16 points)
- Alternative 8A - Eppes Extension and Quadrant “Full Build-out” (16 points)
- Alternative 8B - Eppes Extension and Quadrant Reduced Build (16 points)

## **COMPARING ALTERNATIVES**

There are a number of factors from the operational analysis to consider when comparing various alternatives. Typically, level-of-service is one of the top considerations and while it's an important indicator of how the vehicular traffic flows, it is not the sole determinant of evaluating various alternatives. Other factors for the Stadium Drive at Lake Bradford Road intersection included:

- Bike and Pedestrian System Improvement
- Vehicle Safety
- Bike and Pedestrian Safety
- Timeline for Implementation
- Construction Complexity
- Driver Perceived Complexity

In addition to the above information, the cost of each alternative was developed for presentation purposes based on [October 2022 estimates](#). As with all projects, these estimates are “planning level” costs and will change as the project progresses.

- Alternative 3 - Quadrant System - \$1,600,000

[Overhead Image](#)

[Zoomed in configuration](#)

[Stadium Drive at Lake Bradford Road Rendition](#)

- Alternative 8A - Eppes Extension and Quadrant “Full Build-out” - \$3,900,000

[Alternative 8A Overhead](#)

[Alternative 8A Zoomed in Configuration](#)

- Alternative 8B - Eppes Extension and Quadrant Reduced Build - \$3,600,000

[Alternative 8B Overhead](#)

[Alternative 8B Zoomed in Configuration](#)

Based on the evaluation of the three alternatives for consideration the Project Team is recommending approval of the hybrid alternative 8B – Eppes Drive Extension and Quadrant Reduced Build. This recommendation is based on the alternative addressing vehicle, bike and pedestrian safety and improving the overall transportation system in the area while minimizing the impacts to the intersection of Jackson Bluff Road at Lake Bradford Road (as compared to Alternative 8A).

## **NEXT STEPS**

CRTPA staff will forward incorporate the recommendations of the Committees into the agenda item for the CRTPA Board.

**OPTIONS**

Option 1: Recommend approval of Alternative 8B - Eppes Extension and Quadrant Reduced Build.  
(Recommended)

**ATTACHMENTS**

[Attachment 1 – Stadium Drive at Lake Bradford Road Alternatives](#)