

ATTACHMENT J

**COMMENTS RECEIVED BY NCDOT
AND TOWN OF CARRBORO STAFF**

COMMENT SHEET

Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: Blair Pollock
ADDRESS: 5 Ellen Place Chapel Hill NC 27514

COMMENTS AND/OR QUESTIONS:

- 1) Widen bridge over Morgan Creek for pedestrians & cyclists or make alt bridge for peds & cyclists to access FPG elementary school. Improve ped & bike access on N side of bridge to town (I know it's outside project limit)
- 2) Use more recycled materials for guardrails, posts, mulch, etc & fly ash for all concrete

Comments may be mailed to:

Leigh B. Lane

Public Involvement and Community Studies Unit

Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1583 Phone: (919) 250-4092 Fax: (919) 250-4208

E-mail: llane@dot.state.nc.us

- 3) Make sure good ped & bike access for school & edu-center

COMMENT SHEET

*Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek*

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: H. Coleman Day (W) 933-6609 (H) 929-4135ADDRESS: 151 Dogwood Acres Dr, Chapel Hill 27576

COMMENTS AND/OR QUESTIONS:

- Pedestrian crosswalks are needed @ 54/Smith Level, FPG Elementary + Smith Level, BPW + Smith Level, Culberty + Smith Level. Sidewalk needed on south side of Culberty @ Smith Level. sound barriers should be considered on west side of Smith Level Road near Power Lines
- Improve Pedestrian crossing @ Bridge on Smith Level Rd.
-

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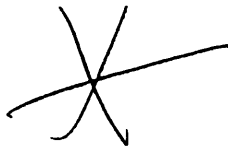
Orange County

October 25, 2001

NAME: Augustus Neville
ADDRESS: 100 B Calbreth Rd, Chapel Hill, N.C. 27576
COMMENTS AND/OR QUESTIONS: (Teal Place Apts)

I am concerned about the addition of curb & gutter & a sidewalk on the south side of Calbreth Rd. The grade between the road & the Teal place parking lot is very steep and I don't believe that it will be possible to build a sidewalk without relocating the Calbreth Rd to the north.

Comments may be mailed to:*Leigh B. Lane**Public Involvement and Community Studies Unit**Office of Human Environment**1583 Mail Service Center**Raleigh, NC 27699-1583 Phone: (919) 250-4092 Fax: (919) 250-4208**E-mail: llane@dot.state.nc.us*



J-4

COMMENT SHEET

*Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek*

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: Jane Schobel
ADDRESS: 602 Manor Ridge Dr.
Carroll NC 27510
COMMENTS AND/OR QUESTIONS:

*Please send list of attendees
at hearing.*

*Possible additional meeting
required due to school holiday.*

Comments may be mailed to:

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COMMENT SHEET

Smith Level Road
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U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: Donald S. DoodyADDRESS: 605 Manor Ridge Drive**COMMENTS AND/OR QUESTIONS:**

- ① please provide all engineering details regarding necessity, timing & design of project; Be specific (ie. # cars/hour today, 1yr projection 5yr & 10yr)
- ② Closing of any part of Willow Oak Lane is unacceptable. It will cause increased traffic & reduce safety for families with children living along Manor Ridge Drive South of Willow Oak Lane. This is critical. Perhaps a light needs to be installed at Willow Oak & Smith Level.
- ③ If Capacity of road is an issue, please provide specific detail on Road size (ie. 4 lane w/median vs. 2 lane w/turn lane, etc.)
- 5) 4 LANES PLUS A FULL MEDIAN SEEMS WAYYYYYY! TO WIDE TO BE REASONABLE.

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E-mail: llane@dot.state.nc.us

(over)

Subject: [Fwd: Fwd: FW: Smith Level Road Project]

Date: Fri, 09 Nov 2001 15:09:38 -0500

From: "Mike Cowan" <mcowan@dot.state.nc.us>

Organization: North Carolina Department of Transportation

To: Leigh Lane <llane@dot.state.nc.us> , Art McMillan <amcmillan@dot.state.nc.us>

CC: klincoln@co.orange.nc.us, PTHAMES@co.orange.nc.us

Leigh and Art,

Attached is an email from a couple who have issues with U-2803. As you can see this correspondence has traveled to several people seeking a response. Please prepare a response and direct it to Representative Insko so that she may respond to her constituents. If you have questions, please feel free to contact me.

Mike Cowan

Subject: Fwd: FW: Smith Level Road Project

Date: Fri, 09 Nov 2001 12:38:50 -0500

From: "Karen Lincoln" <klincoln@co.orange.nc.us>

To: <mcowan@dot.state.nc.us>

Thanks, Mike!

Karen

Subject: Fwd: FW: Smith Level Road Project

Date: Fri, 09 Nov 2001 11:21:37 -0500

From: "Paul Thames" <PTHAMES@co.orange.nc.us>

To: "Karen Lincoln" <klincoln@co.orange.nc.us>

Karen,

I received the attached email from Verla Insko's office. I have no clue as to what this lady is talking about as I know nothing about the widening of Smith Level Road, any of the traffic projections for the project, or the design rationale behind any component of the project. Do you have any information here and can you enlighten me?

Thanks,
Paul Thames

Subject: FW: Smith Level Road Project

Date: Thu, 8 Nov 2001 10:35:08 -0500

From: "Linda McCrodden (Rep. Insko)" <Inskola@ncleg.net>

To: "pthames@co.orange.nc.us" <pthames@co.orange.nc.us>

Paul, Representative Insko received the following e-mail from one of her constituents. Could you please clarify some of the issues they raised for us. Thank you. Linda McCrodden (Legislative Asst for Rep Insko)

Representative Verla Insko
24th House District
Chatham and Orange Counties

2121 Legislative Building
Raleigh, NC 27601
Ph: 919-733-7208
Fx: 919-754-3185

-----Original Message-----

From: Thomas McCown [mailto:thomas.mccown@css.unc.edu]
Sent: Wednesday, November 07, 2001 10:09 AM
To: Verlai@ncleg.net
Subject: Smith Level Road Project

Dear Representative Insko:

I was quite disconcerted when I attended the DOT meeting regarding the proposed widening of Smith Level Road. I believe that anyone with common sense would have the same reaction. The basis of the proposed widening is to alleviate present and future traffic problems, but as presented this plan will not achieve this goal. First, the major source of traffic backup revolves around the entrance to Frank Porter Graham elementary school, yet the road widening will be distal to this point. Thus, in the morning, the same traffic delays will be encountered, but now there will be a larger 0.6 mile "parking lot" to contain these vehicles. Secondly, the DOT projected an increase in traffic volume, but this projection did not appear to account for the ongoing widening of 15-501. If as they believe that most of the cars will come from Chatam county, the widening of 15-501 should significantly reduce these estimates. Moreover, how can a 0.6 mile road widening alter the flow of cars over a several mile stretch of Smith Level Road? Finally, if implemented as proposed, this plan will cause a phenomenal traffic jam on a road that enters Smith Level, BPW road. The plan proposes a concrete median, so residents from one Berryhill exit and residents from one exit of the Villages apartments cannot turn left onto Smith Level road. This means that an enormous number of vehicles will need to gain access to Smith Level road via BPW road. Clearly, this traffic jam will far exceed the present minor inconvenience of Smith Level Road. It is inconceivable that a traffic engineer would miss such an obvious problem, but apparently, DOT did. In fact, at the meeting, the engineer's response to this comment was that the residents of the Villages could turn right and then make a U-turn on Smith Level Road!

With tight budgets, one would assume that major expenditures would be carefully conceived, designed and implemented to best alleviate both present and future traffic problems. Even to a novice in these matters, the proposed plan to widen Smith Level Road fails to achieve any of these obvious goals. The plan is both expensive and creates more problems than it alleviates. This stretch of road does need improvements but a three lane road with the present accesses would seem more rational.

Thank you for your consideration of this matter, and if in agreement, I hope you can bring some modicum of sanity back to the DOT.

Thomas and Kim McCown
603 Manor Ridge Road
Carrboro, NC 27510

Subject: Opposition to Project 9.8070219

Date: Fri, 09 Nov 2001 13:51:26 -0500

From: "Roger E. Mitchell" <Roger_Mitchell@ncsu.edu>

To: Llane@dot.state.nc.us

Dear Leigh Lane,

As a resident of Carrboro, I am sending this email in lieu of the paper comment sheet distributed for the public hearing about the Smith Level Road project in Carrboro (listed as project 9.8070219 on the comment sheet).

I am strongly opposed to this project for a variety of reasons:

- the level of traffic does not warrant a four lane road with median strip; it is not clear what problem this proposed project would solve
- the widening of the road would encourage more traffic through Berryhill to the apartments behind this development; the increased traffic through the neighborhood is a hazard to the many young children in that neighborhood; There would also be a significant increase in traffic within the development, since residents of the lower end of Manor Ridge Rd (and its associated cul-de-sacs) would have to travel the length of the development in order to exit the development at BPW Club Road;
- the project would require taking so much land from Berryhill home owners that it would seriously reduce the value of properties in that development, increase noise level and reduce quality of life in the neighborhood
- water run off from the increased amount of paving may cause flooding to homes in Berryhill
- there would be significant tie-ups on BPW Club Road, as residents of Berryhill and the Villages converged on this one exit route.
- the project is very expensive, and the project is not sufficiently beneficial to warrant that expense

I would like to go on record as opposing this project. If there is anything else I need to do to make this an official statement, please let me know.

Roger Mitchell
102 Juniper Ct.
Carrboro, NC 27510
919-960-0064

Roger Mitchell, Ph.D.
Depart of Psychology, Box 7801
North Carolina State University
Raleigh, NC 27695-7801
Ph: 919-513-2546
Fax: 919-515-1716
e-mail: Roger_Mitchell@ncsu.edu
Web:
<http://www.ncsu.edu/psychology/faculty/mitch.txt.htm>

Subject: re;public hearing U-2803

Date: Fri, 09 Nov 2001 10:09:35 -0500

From: Muge Calikoglu <muge_calikoglu@med.unc.edu>

To: llane@dot.state.nc.us

Leigh B. Lane

> Public Involvement and Community Studies Unit
> Office of Human Environment
> 1583 Mail Service Center
> Raleigh, NC 27699-1583
> phone- 919-250-4092
> fax- 919-250-4208
> e-mail- llane@dot.state.nc.us

Please find below my concerns in regards to the SMITH LEVEL ROAD
WIDENING project.

Plan

A- Widen Smith Level Road to 4 lane Highway with central median of 15
ft, sidewalks , bike lanes

Concerns:

1. speed of highway - 45 is not safe for either pedestrians or bikers
2. extent of median - too large, blocks traffic flow of current
apartments and neighborhood
- 3- sidewalks- the bridge at the end of the road has sidewalk on only
one side, why are we having sidewalks on both sides
also , since the sidewalk do not continue under the bypass into North
Greensboro street or on North Greensboro street into downtown Carrboro,
where indeed are folks in the neighborhoods going to walk to? Certainly
not the fireplace store at the corner, or the Carrboro Public works
facility!

Also since the speed is not safe and the Frank Porter Graham elementary
School is not a walking zone, why are we having sidewalks in the
current plan?

Solution: I want sidewalks, I believe the future of Carrboro and Chapel
Hill should be a pedestrian friendly community. Therefore, coordination
is essential with the school system to make the area a SAFE WALK TO
SCHOOL ZONE. The board of education should be involved as well as the
principal of FPG elementary, Dr. Greene, who is currently even unaware
of these extensive project that will affect his school and buss system
for the next years. The speed limit should be reduced.

B- No left turns at Willow Oak, No left turns at the exit of the
Villages

There will be a central median extending from the bridge to
beyond Rockhaven entrance. Thus you can enter from Willow oak but you
cannot leave !. Over 100 homes in Phase 3 and 4 will lose their main
exit.

The only way they can get out of the neighborhood is to drive
close to a mile through Manor Ridge, stop at the stop light, get on
Orchard and exit the neighborhood through BPW Club Road.

The older homes in Phase 1 and 2 will be affected. The streets
in front of their homes has turned into the main thoroughfare out of
the neighborhood.

100 homes in the new areas X 2 cars per home X 4 visits per day=
800 car trips

30 homes in the old phase X 2 cars per home X 4 visits per
day=120

thus 920 trips coming out of the Orchard lane exit onto Smith
Level.

Result: UNSAFE FOR OUR KIDS WHO PLAY IN THOSE STREETS

UNSAFE FOR US WHO WALK, RUN OR BIKE

DELAYS REACHING THE HOSPITAL IN CASE OF EMERGENCY, or
FIRE or EVACUATION

Solution: do not have a median , continue to allow left turns at Willow

Oak

C:Impact on BPW Club Road traffic

Since the median extends over the exit of the Villages Apartments, these folks can not make a left turn to get on Smith Level while going to the university. They will be forced to either turn right and make a U turn further away around Dogwood acres or they have to go through their parking lots and end up on the alternate Villages entry on BPW Club Road.

There are about 600 apartments, mostly with roommates, thus 1200 cars X 4 visits per day that will be trickling down, back and forth daily onto BPW club road as well. They will all join at the red light and wait to turn left to get on Smith Level towards the University. So we have taken the traffic jam from Smith Level Road and have moved it to BPW Club Road !

Solution: same as above

D;Where is the Traffic Jam on Smith Level Road?

The Traffic jam is at 7.30 to 8.00 while everyone is trying to get their kids to FPG Elementary School.

FPG serves a wide area, extending from Jones Ferry Road neighborhoods to Cobbleridge to Beryhill. The entry in and out of the school is grossly inefficient. This is where the bottleneck is.

Unless the traffic entry / exit problem of the elementary school is solved, the widening of Smith Level road will not make any difference in the traffic flow.

E;What are the figures of future need based on?

Discussion: Who uses Smith Level Road and Why?

The folks who use Smith Level are the residents of Heritage Hills, Dogwood acres, folks on Damascus Church and the group of apartment complexes (Rockhaven, Villages, University Commons) and Southbridge, Cobbleridge and Berryhill. They flow through the bypass towards 54E and I40 or they flow through North Greenboro into downtown Carrboro to Harris Teeter, CVS.

Since 15-501S has been widened at the bridge towards Southern Village and further into Pitsboro, traffic on Smith Level has decreased. The proposed increases in car traffic is not realistic. The currently available land is under watershed regulations and development is limited.

So the extensive widening is not necessary at this time.

Thank you

MUGE and ALI CALIKOGLU, MD
203 Orchard Lane
mcalikog@med.unc.edu

Subject: Opposed Project 9.8070219

Date: Thu, 8 Nov 2001 12:49:39 -0500

From: "Lynne O'Brien" <lynne.obrien@duke.edu>

To: Llane@dot.state.nc.us

Dear Leigh Lane,

I am send this email in lieu of the paper comment sheet distributed for the public hearing about the Smith Level Road project in Carrboro (listed as project 9.8070219 on the comment sheet). I am strongly opposed to this project for these reasons:

- the level of traffic does not warrant a four lane road with median strip
- the project would require taking so much land from Berryhill home owners that it would seriously reduce the value of properties in that development, increase noise level and reduce quality of life in the neighborhood
- the widening of the road would encourage more traffic through Berryhill to the apartments behind this development; the increased traffic through the neighborhood is a hazard to the many young children in that neighborhood
- water run off from the increased amount of paving may cause flooding to homes in Berryhill
- the project is very expensive, and the project is not sufficiently beneficial to warrant that expense

I would like to go on record as opposing this project. If there is anything else I need to do to make this an official statement, please let me know.

Lynne O'Brien
102 Juniper Ct.
Carrboro, NC 27510
919-960-0064

As citizens who have used Smith Level Road everyday for over six years, we have only seen one automobile accident on this road (it appeared to be a rear-end fender bender half way up the hill). It is our opinion that the road is safely traveled as it is.

Since residents of Berryhill are the only ones inconvenienced by any wait leaving the Willow Oak exit of the subdivision, and if we do not mind the wait (again, if any), then there is no need to prevent us from making the turn if we so choose. Re-routing approximately 540 cars (as your map appears to indicate) through the subdivision to the BPW Club Road exit will not only be more inconvenient for our residents, but will greatly increase the risks to our children who live in the neighborhood. Also, this proposed median will block one exit for the Village Apartments up the street causing them to exit from BPW Club Road. The line of traffic at the BPW Club Road traffic light will become horrendous as residents from the Villages, the Berryhill subdivision, and the apartments down BPW Club Road try to use this exit. This new traffic flow (or rather, jam) will not only impact us, but also public transportation riders who use the J bus.

Very few individuals turn left from Smith Level into Berryhill. But, when it does happen, the small turn lane that exists is sufficient to allow the vehicles to get out of the way of continuing traffic. If it was necessary to prevent this type of left turn, then perhaps a sign restricting the turn during peak hours would be appropriate...but not a 17 foot median.

Finally, a well landscaped thoroughfare is always pleasing to see, but not at the expense of cutting down many mature trees that line the west side (Berryhill) of Smith Level. (The town already allowed for the destruction of many trees on the east side with the approval of the (NOT affordable, poorly constructed, aesthetically DISpleasing) condominiums (that serve students and not permanent residents of Carrboro) that were recently built.)

Issue: Creating Bike Lanes and Sidewalks on Both Sides of Smith Level Road

We agree that a bike lane on both sides of Smith Level Road is much needed. Given that Carrboro is one of the "bike lane capitals" of the country, it makes sense to encourage this means of transportation in this area, especially since many students live on or past BPW Club Road. A sidewalk would have similar benefits. It is not clear, however, why a sidewalk would be necessary on the west side of the road. One way to preserve the property of homeowners (permanent residents of Carrboro) whose backyards meet Smith Level Road (and who risk losing a lot of land and privacy if this project goes through as proposed) is to put a sidewalk on the east side of Smith Level only. Residents of the surrounding apartments, condominiums, the nursing home, and homes on Culbreth Road can access this sidewalk at the BPW Club Road/Smith Level Road intersection. Also, the sidewalk on the west side of the bridge could be extended to the Willow Oak Lane entrance of the Berryhill subdivision. A sidewalk in back of the homes in the Berryhill subdivision between Willow Oak Lane and BPW Club Road would serve no one.

We would like to express our opinion that the proposed changes to Smith Level Road be reconsidered. If changes are inevitable, we suggest two traffic lanes, no median, turn lanes where necessary, bike lanes on both sides of the street, a sidewalk on the east side from the bridge to Culbreth Road and on the west side from the bridge to Willow Oak Lane, and curbs and gutters. This would be a much more economical project and would better serve current and future residents of Carrboro and Chapel Hill.

Sincerely,

Gary and Donna Gilleskie

Gary and Donna Gilleskie
105 Juniper Court
Carrboro, NC 27510
(919) 932-6304

COMMENT SHEET

Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME:

Carol F. Baker

ADDRESS:

702 Manor Ridge Dr. Carrboro, NC, 2

COMMENTS AND/OR QUESTIONS:

I have lived in Berry Hill since 1975.

I object to the proposal as it is and am making the following see. The only times Smith Level Road (between the 54 Bypass and C Rd.) is at 8:00 AM and 5-6 PM. The other times there is more traffic. I exit from Willow onto Smith Level Rd. everyday. A median would greatly increase traffic inside the subdivision, unsafe for residents walking children playing.

1. Instead of a median, I would see adding a third lane which could be a right turn into Berry Hill or a left onto Smith Level Willow.

Comments may be mailed to:

Leigh B. Lane

Public Involvement and Community Studies Unit

Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1583 Phone: (919) 250-4092 Fax: (919) 250-4208

E-mail: llane@dot.state.nc.us

I am submitting this via
November 9, 2001, and will
a copy to the above address.
Carol F. Baker

2. I object to a 4-lane road. A one-third lane will be su to accommodate right and left lanes and ease traffic flow. Adding 4 lanes encroaches property and will significantly lower property value of
3. One sidewalk on one side of road (Smith level) is su
4. One bike lane on the other of Smith level Road is su
- I object to there being both on ea
5. I absolutely object to erid of BPW Road except to crea left turn lane. This wi ruin the property of the homeowners near Smith and BPW Roads.

THE UNIVERSITY OF NORTH CAROLINA
GREENSBORO

UNCG SCHOOL OF NURSING

FAX (336) 334-3628

FAX

Date: 11-9-01

To: Leigh Lane, Office of Human Resources

From: Carol F. Baker

Number of Pages (including cover sheet): 3

Comments: Comments on

Public Hearing Project 9.8070

Bronge Co., October 25, 2001

If you have difficulty with this FAX transmission,
call (336) 334- _____

Subject: Smith Level Road Project - 9.8070219

Date: Wed, 7 Nov 2001 10:18:08 EST

From: "Thomas McCown" <thomas.mccown@css.unc.edu>

To: <llane@dot.state.nc.us>

Dear Ms Lane:

The following are my comments to the public meeting (U-2803) on the proposed widening of Smith Level Road.

I was quite disconcerted when I attended the DOT meeting regarding the proposed widening of Smith Level Road. I believe that anyone with common sense would have the same reaction. The basis of the proposed widening is to alleviate present and future traffic problems, but as presented this plan will not achieve this goal. First, the major source of traffic backup revolves around the entrance to Frank Porter Graham elementary school, yet the road widening will be distal to this point. Thus, in the morning, the same traffic delays will be encountered, but now there will be a larger 0.6 mile "parking lot" to contain these vehicles.

Secondly, the DOT projected an increase in traffic volume, but this projection did not appear to account for the ongoing widening of 15-501. If as they believe that most of the cars will come from Chatam county, the widening of 15-501 should significantly reduce these estimates. Moreover, how can a 0.6 mile road widening alter the flow of cars over a several mile stretch of Smith Level Road?

Finally, if implemented as proposed, this plan will cause a phenomenal traffic jam on a road that enters Smith Level, BPW road. The plan proposes a concrete median, so residents from one Berryhill exit and residents from one exit of the Villages apartments cannot turn left onto Smith Level road. This means that an enormous number of vehicles will need to gain access to Smith Level road via BPW road. Clearly, this traffic jam will far exceed the present minor inconvenience of Smith Level Road. It is inconceivable that a traffic engineer would miss such an obvious problem, but apparently, DOT did. In fact, at the meeting, the engineer's response to this comment was that the residents of the Villages could turn right and then make a U-turn on Smith Level Road!

With tight budgets, one would assume that major expenditures would be carefully conceived, designed and implemented to best alleviate both present and future traffic problems. Even to a novice in these matters, the proposed plan to widen Smith Level Road fails to achieve any of these obvious goals. The plan is both expensive and creates more problems than it alleviates. This stretch of road does need improvements but a three lane road with the present accesses would seem more rational.

Thomas and Kim McCown
603 Manor Ridge Road
Carrboro, NC 27510

NOV 07 2001

COMMENT SHEET

*Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek*

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: VIRGINIA McKNIGHT CARRADDRESS: 100 Hunter Place, Carrboro, N.C. 27510

COMMENTS AND/OR QUESTIONS: I own the McKingth residence on Smith Level Road.

I am against this exceptional and elaborate six tenths of a mile bandaid proposed to be "one step toward implementation of long range transportation plans for the area".

This project will cause immediately the gridlock travel conditions projected for the design year 2024. Larger quantities of larger vechicles in addition to standard passenger cars will be encouraged to use this section right now!

There are designed bottlenecks in the design of this project. Four lanes and a 17.5-foot median plus 4-foot bike lanes with no means of egress onto Smith Level Road except in one direction will in itself cause gridlock conditions.

The present design places a bus stop directly in front of the residence that I own. There is no one on this side of the 83.5-foot no mans land for pedestrian traffic coming from the opposite side of Smith Level Road where the bus patrons reside. These pedestrians will be most at risk during their peak usage of the transit system (7-9am&4-6pm). I would think that it would be a safety precausion to place the bus stop across Smith Level Road on the adjoining entry/exit road where it is located at present.

Over...

Comments may be mailed to:*Leigh B. Lane**Public Involvement and Community Studies Unit**Office of Human Environment**1583 Mail Service Center**Raleigh, NC 27699-1583 Phone: (919) 250-4092 Fax: (919) 250-4208**E-mail: llane@dot.state.nc.us*

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U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME:

Carol Gugg

ADDRESS:

802 Maroon Ridge Dr27510

COMMENTS AND/OR QUESTIONS:

I am opposed to the changes planned for SL road. Widening to 4 lanes may be needed a 17 ft median is not needed. The amount of traffic in our neighborhood would be increased significantly - endangering the residents especially the children. The opt. on BPW use the neighborhood as a cut through now - this would only increase the number of cars - 15-501 is the main corridor that should be built to carry additional vpd - why do all roads need to be changed. Changing this road will have a detrimental effect on the neighborhood of PB school - providing easier access to Chapel Hill for citizens outside of the community is not in the best interests of those living in the community.

Comments may be mailed to:

Leigh B. Lane

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Fax: (919) 250-4208

E-mail: llane@dot.state.nc.us

I hope a ~~good~~ compromise agreement can be found without affecting property values and a neighborhood - where children are free to play and not have to dodge cars

CITIZEN

RECEIVED

NOV 6 2001

COMMENT SHEET

Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001

NAME: Linda and Ken KastlemanADDRESS: 107 Oak Spring Court, Carrboro NC 27510
ph 933 0610

COMMENTS AND/OR QUESTIONS:

As residents of Berryhill (and residents of Chapel Hill area for 25 years), we are adamantly opposed to this proposal. Although bike paths and sidewalks would make this stretch of Smith Level more neighborhood-friendly, the widening -- and particularly, the installation of a median, will cause possibly unforeseen problems for the now 100+ houses in Berryhill. The rerouting of considerable traffic onto BPW Club Rd, in a family-centered subdivision that only has 2 exits (Willow Oak + BPW Club) will cause major safety issues. Setting the traffic lights to a more appropriate pattern will ~~also~~ ease the bottleneck that occurs at 8 am and 5 pm in downtown Carrboro (Main/Greensboro) and around Frank Porter Graham

Comments may be mailed to: Elementary. We encourage the state
Leigh B. Lane not to destroy the
Public Involvement and Community Studies Unit charm + safety of
Office of Human Environment this stretch of
1583 Mail Service Center road by
Raleigh, NC 27699-1583 Phone: (919) 250-4092 Fax: (919) 250-4208 inviting
E-mail: llane@dot.state.nc.us even more
traffic.

Carrboro or DOT -- whomever has the final determination regarding this: Please listen to

Thank you.

Subject: Traffic Counts for U-2803

Date: Thu, 1 Nov 2001 11:53:37 -0500

From: "Dale McKeel" <DMcKeel@ci.carrboro.nc.us>

To: <llane@dot.state.nc.us>

Hi Leigh:

Thank you for taking the time to speak with me yesterday.

I'm not sure who I should direct this request to. I'd appreciate it if you could read the question and suggest who I should contact.

If it would be better to wait and ask this at the post-hearing meeting, please let me know.

Here's the question:

A citizen has requested information on the traffic counts for U-2803, as follows:

1. When were the counts done?
2. Did the counts coincide with construction on US 15-501 (R-942), particularly the construction in Orange County?

The citizen is asking this because he is concerned that the counts on Smith Level Rd might be artificially high due to the 15-501 construction and citizens temporarily taking Smith Level Road to avoid the construction zone.

Thank you.

Dale McKeel
 Transportation Planner
 Town of Carrboro
 301 W. Main Street
 Carrboro, NC 27510
 (919) 918-7329
 dmckeel@ci.carrboro.nc.us

Subject: Public Hearing U-2803 Comments**Date:** Wed, 31 Oct 2001 09:33:38 -0500**From:** "Alan Waibel" <waibel@us.ibm.com>**To:** llane@dot.state.nc.us**CC:** Mayrnelson@aol.com, Becky Waibel <Becky.Waibel@sas.com>, dmckeel@ci.carrboro.nc.us

When will you respond to my attached note?

Regards,

Alan

PCD IPD Business Management

IBM Senior Project Manager / PMP

D-H8HA, Blding 205, RTP

Office: 8-441-6071 or (919) 543-6071

WAIBEL@US.IBM.COM

----- Forwarded by Alan Waibel/Raleigh/IBM on 10/31/01 09:32 AM -----

Alan Waibel

10/29/01 03:55

<Becky.Waibel@sas.com>,

PM

To: llane@dot.state.nc.us**cc:** Mayrnelson@aol.com, Becky Waibel

dmckeel@ci.carrboro.nc.us

From: Alan Waibel/Raleigh/IBM@IBMUS**Subject:** Public Hearing U-2803 Comments**E-MAIL COMMENT SHEET**

Smith Level Road

From Rock Haven Road to Bridge No. 88 over Morgan Creek

PUBLIC HEARING

U-2803

Project 9.8070219

Orange County

NAME: Alan Waibel**ADDRESS:** 302 Orchard Lane, Carrboro, NC 27510**COMMENTS AND/OR QUESTIONS:**

1) We have 2 roadway exits out of our neighborhood (Berryhill) and both have common areas maintained by all residents in Berryhill. A public hearing was held to ask for input to change one of the common areas with no official notification sent to all of the residents who maintain the roadway exit and would also be effected by the change. Also, the public hearing was scheduled while school was out of session (4 day weekend). We took the 4 day opportunity to take a short vacation. Public hearings should not be held during extended school weekends and notice should be given to all effected citizens.

2) Taking the Willow Oak to Smith Level Road left turn lane away will cause all traffic from Berryhill and the extensive BPW apartments to merge into one intersection to travel north onto Smith Level Road.. Carrboro tries very hard to increase access routes in and out of neighborhoods and to my knowledge has never supported reducing access as you are proposing. I do not support eliminating the left turn lane.

3) Smith Level Road could be widened to 2 lanes each way without placing a massive parkway next to Berryhill but I'd like to know what is causing the project in the first place (other roadway changes?). We certainly don't want Southern Village traffic flowing into Smith Level Road (massive poorly planned Chapel Hill neighborhood flowing into Carrboro). We do not need a 17 foot median and a sidewalk on each side of the street. We take pride in all the trees in Carrboro and to remove so many would detract from the beauty of our area. I support a sidewalk on one side only and bike lanes on both sides. If you would look at Bridge No. 88 you would see it was

upgraded a few years ago to add only a sidewalk only on one side. If Smith Level Road has a sidewalk on both sides, people will still have to cross Smith Level Road in order to cross the bridge on the sidewalk side and if they don't cross the road, they would walk across the bridge inched away from traffic (very dangerous) . For this reason as well as preventing the removal of so many trees, I only support a sidewalk on one side, a much narrower median, bike lanes, and question why Smith Level Road needs to be widened in the first place. New traffic won't stop at Berryhill, it would flow right into downtown Carrboro.

Please let me know when a public hearing can be held so all effected parties can speak.

Regards,
Alan Waibel
Office: (919) 543-6071
WAIBEL@US.IBM.COM

Subject: Berryhill Homeowner

Date: Wed, 31 Oct 2001 08:47:29 EST

From: Saffix5@aol.com

To: <llane@dot.state.nc.us>

Dear Ms. Lane let me introduce myself .I am Mitch Saffie I reside at 108 Juniper Court.How is this Street widening of Smith-Level Road going to impact me.Please respond.

COMMENT SHEET

Smith Level Road
From Rock Haven Road to Bridge No. 88 over Morgan Creek

Public Hearing

U-2803

Project 9.8070219

Orange County

October 25, 2001 9:19-

Dr. Bert: Mrs.

NAME:

Lauren O'Neil (928-0558)

ADDRESS:

208 Mower Ridge Dr. Carrboro, NC 27510

COMMENTS AND/OR QUESTIONS:

I was present at the public hearing, but wanted to reiterate my views on this project. I am opposed to the project as it is currently laid out. I do feel Smith Level Road ~~needs~~ sidewalks, bike lanes and definitely cross walks to get students to school safely. Perhaps we could add turn lanes and put a light at Willow Oak Lane to alleviate your concerns for traffic and accidents. The traffic accident rate is well below the

Comments may be mailed to:

Leigh B. Lane

Public Involvement and Community Studies Unit

Office of Human Environment

1583 Mail Service Center

Raleigh, NC 27699-1583 Phone: (919) 250-4092

Fax: (919) 250-4208

E-mail: llane@dot.state.nc.us

CITIZEN PARTICIPATION
RECEIVED

OCT 30 2001

Subject: FW: forward concerning Smith Level Road widening...

Date: Thu, 25 Oct 2001 12:42:06 -0400

From: "Patricia J. McGuire" <PMcGuire@ci.carrboro.nc.us>

To: "Dale McKeel:" <llane@dot.state.nc.us>, <llane@dot.state.nc.us>

Dear Dale and Leigh,

Please make note of the following regarding tonight's hearing.

Thanks.

Trish McGuire

-----Original Message-----

From: Robert Morgan

Sent: Thursday, October 25, 2001 10:13 AM

To: Patricia J. McGuire

Subject: FW: forward concerning Smith Level Road widening...

Trish, Would you please see that NCDOT receives the enclosed comments received by the Mayor. Thanks. RWM

-----Original Message-----

From: Jackrube@aol.com [mailto:Jackrube@aol.com]

Sent: Wednesday, October 24, 2001 10:40 PM

To: Mayrnelson@aol.com

Subject: forward concerning Smith Level Road widening...

Hi Mike. I'm forwarding this message to you since you more than likely know where it should go. Congrats on Sierra Club & Indy endorsements!

Jackie

Subj: planning committee for widening of Smith Level Road: please pass on to them

Date: 10/24/01 10:28:34 PM Eastern Daylight Time

From: kmkastle@intrex.net (Linda)

To: jackie@carrboro.com

I hope I am not writing into the void, but I'm not sure at this late hour how to contact anyone else.

I have just learned about the apparent proposal for the widening of Smith Level Road as it runs along Berryhill Community and the proposed insertion of a median down the middle of the five lanes of traffic. I understand there is a planning meeting tomorrow night regarding this. However, I am leaving town early in the morning and will be gone for the weekend. I would greatly appreciate your forwarding these comments to the appropriate members of the committee.

As a resident of Berryhill, I am adamantly against the widening of this road. Such a plan would cause all the residents at the new end of the development (on the downtown Carrboro side of Willow Oak)--more than 60 homes--to use the BPW Club Rd. exit out of the development if they wanted to make a left turn and head toward the bypass or into Carrboro. As there are only the two exits for more than 100 homes, and only one of them with a traffic light, it would be ridiculous to have impatient traffic backed up in an area where schoolbuses must come in and out and where children regularly play in the culdesacs. It is poor planning that has caused there to be such a bottleneck on this road anyway. Students from University Commons and from too many developments on Culbreth Road, as well as traffic from farther south, already make it difficult to make a left turn out of Berryhill in the mornings and at end-of-day. I hope Carrboro will attend to the voices of permanent, tax-paying residents who value their neighborhoods and not to more temporary residents who do not participate in supporting the town.

By the way, I have called Department of Transportation on at least three occasions to ask for the light at BPW Club

: forward concerning Smith Level Road widening...

Rd/University Commons Condos to be reset, but nothing has been done. It is apparently on some kind of time-of-day setting. Sometimes U Commons residents have a red light when the light is green for BPW Clubbers turning left onto Smith Level. At other times, the light is green in both directions (as would normally be the case unless there was a green left turn arrow). The confusion of not knowing who has the right-of-way makes that light troublesome when there's traffic coming both out of U Commons and BPW—not the least reason for which is that the cars coming out of U Commons will take the right-of-way whether it is theirs or not. The timing on that light, and more importantly, on the ones in front of Frank Porter Graham Elementary, will do a lot to ease the traffic flow along Smith Level.

Thanks for listening. Sorry for such a rushed set of comments.
I will be available next week if I can provide more information.

Linda Kastleman
kmkastle@intrex.net
933-0610



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 26, 2001

MEMORANDUM TO: Mr. Joel Cranford
Congestion Management Section

FROM: J. M. Mills, P.E. *J. M. Mills*

SUBJECT: Request for Review of Traffic Circulation at the Frank Porter
Graham Elementary School in Carrboro, North Carolina

At a recent Public Hearing for TIP U-2803, several speakers complained about the congestion on SR 1919 (Smith Level Road) due to the traffic entering and exiting the Frank Porter Graham Elementary School off SR 1919 (Smith Level Road) in Carrboro.

Project U-2803, Widening of SR 1919 (Smith Level Road), does not extend to the drive of Frank Porter Graham Elementary School.

This is to request that you review this site, along with Mr. Vance Barham, Division Traffic Engineer, to determine if any recommendations could be made to improve the congestion and circulation problem on Smith Level Road and the school.

I have attached a map showing the location of the school.

Please direct your comments to Mr. Dale McKeel, Planning Director, Town of Carrboro, 301 West Main Street, Carrboro, NC 27510, with a copy to this office.

Thank you for your assistance in this matter.

JMM/gm

cc: Ms. Leigh Lane, Unit Head, Public Involvement & Community Studies
Mr. Vance Barham, Division Traffic Engineer
Ms. Patricia McGuire, Planning Administrator, Town of Carrboro
Mr. Dale McKeel, Transportation Planner, Town of Carrboro

CITIZEN
RECEIVED
OCT 30 2001

Berry Hill Home Owners

On October 25, 2001 the N.C. Department of Transportation held an open house and public hearing on TIP project U-2803. The subject of this meeting was the proposed widening of Smith Level Road from Rock Haven Road to the Morgan Creek Bridge.

This letter is to serve as notice of protest by the homeowners in the Berry Hill subdivision. We believe that the widening in its present form does not reflect the wishes of the residents of Berry Hill or the community of Carrboro. A review of the Vision20-20 plan clearly exemplifies the difference in philosophy between what is proposed and what the Town of Carrboro is willing to accept.

We request and strongly urge that this matter be reconsidered and reevaluated. The basis of this request are the following issues:

- The stated Vision20-20 plan from the Town of Carrboro would indicate opposition to the proposed widening in its present form.
- The impact of the alterations and widening made to 15-501 do not appear to be incorporated in the proposed plan. These modifications are significant to overall traffic pattern in this general area, however do not appear to be prominent in the traffic study and impact analysis study on file.
- There has been no origination and destination study done for this project. It is not enough to state that traffic will increase significantly. Where will the traffic be going? What is the purpose of the increased traffic?
- The objections of Berry Hill Home Owners have not been taken into account. A majority of the Homeowners in Berry Hill have been here for less than 30 months. Very few residents were aware of the proposed modifications prior to the purchase of their homes, including those who purchased homes within the last few months. The consequences to the vast majority that reside in Berry Hill will be immoderate, reckless and simply unfair.
- Has consideration been given to the impact of a major thoroughfare in a school zone? At a minimum, it seems imprudent.
- The loss and removal of the trees along Smith Level Road is unacceptable. The Berry Hill community and the citizens of Carrboro have emphatically stated their desire to have a well-beautified arbor preserving community. Additionally, these trees act as a barrier between Smith Level Road and the Berry Hill community.

The Vision20-20 plan is a policy-making document for the Town of Carrboro to be used for the planning of its future. This document states "that Carrboro should plan and encourage the growth of trees canopies over roads to mitigate the heat and smog effect caused by superheated pavement." Additionally it states that "established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles." Clearly the present widening plan does not incorporate these stated issues.

A cursory review of the impact analysis study seems to expose key omissions. The widening of 15-501 should be prominent as it impacts the ancillary access and importance of Smith Level Road. It is not prominent in the submitted study. Secondly, the omission of an origination and destination study is glaring. Whose interests are the residents of Carrboro being asked to accommodate? What is the purpose of their visit through Carrboro? Are we pandering or catering access to Route 40? The highway portion of 15-501 and 54 can not handle the traffic that presently exists during morning and afternoon rush hour. How will the widening of Smith Level Road alleviate that stress? If that is the case then perhaps access to Route 40 from the Cole Park area may have merit. Has an extension from Stagecoach Road been considered? Without an origination and destination study commitments are being contemplated that impact our community without a logical examination of the root problem.

We think recent actions by the University of North Carolina also deserve conversation. They have taken steps via park and ride to alleviate the projected growth. That would seem to indicate that the University is concerned about influx of motor vehicle access based in its present traffic capacity.

The Berry Hill community is a family oriented community. The proposed changes affect the vast majority by changing the traffic pattern of this community. It is our contention that the quiet enjoyment of the residents of Berry Hill will be greatly diminished. Additionally, many individual families have raised concerns that the changes significantly increase safety factors for children. These important concerns are not addressed in the present plan.

Berry Hill homeowners whose property is contiguous to Smith Level Road will be exceedingly affected. It will significantly affect their property and the value of their home. The plan, as presently proposed, would take a sizeable portions of their property. These residents are insistent that no notice was provided of this plan prior to the purchase of their homes.

Nationwide communities are, for good reason, hesitant of having a major thoroughfare through a school zone. There are obvious safety and social issues that are eminently relevant to this argument that have been ignored.

We believe that Smith Level Road should have some of the proposed improvements. The Berry Hill Community is strongly in favor of the sidewalks, crosswalks and bike lanes and would consider them a welcome and a desired improvement. These modifications would also conform to the Vision20-20 plan.

There are many residents of this community that are very passionate about this issue. As part of this document please accept the petition of the Homeowners of the Berry Hill community who endorse this position. We look forward to the opportunity to discuss and review the issues that we have raised.

In conclusion I would like to leave with a well phrase quote from Supreme Court Chief Justice William Rehnquist. "An examination entails inquiry into such factors as the character of the governmental action, its economic impact, and its interference with reasonable investment backed expectations. When regulation goes too far it will be recognized as a taking."

We appreciate your consideration.

A handwritten signature in black ink, appearing to read 'Daniel Markscheid', with a large, stylized loop at the end.

Daniel Markscheid
302 Manor Ridge Drive
Carrboro, NC 27510
(919) 933 8374

PETITION AGAINST THE PROPOSED WIDENING OF SMITH LEVEL ROAD (FROM ROCK HAVEN ROAD TO THE MORGAN CREEK BRIDGE)

The undersigned residents of the Berryhill Subdivision oppose the current DOT plan to widen Smith Level Road to include four (4) traffic lanes, and a 17 foot wide median. This would require taking an additional 50 feet of right-of-way and would destroy the tree barrier along Smith Level as well as take a significant portion of the backyards of those homes backing onto the road. We are also opposed to the loss of direct north-bound access onto Smith Level for the residents of both Berryhill and The Villages apartments. This loss of access will force all the residents (115 homes) of Berryhill to travel through the entire length of the subdivision and exit onto BPW Club Road before making a left turn onto Smith Level, as well as forcing all residents of the Villages to also exit onto BPW Club Road.

Name	Address	Phone	email
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Roger Mitchell 102 Juniper Court 960-0064 roger.mitchell@ncsu.edu

ALAN & WANDA BANDY 104 Juniper Court 929-8812

ALAN & WANDA DANDY 104 Juniper Court 9421-8812
Doug & Kathy Crawford-Brown 106 Juniper Ct 9420419 douglas-crawford-brown@unc.edu

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Name	Address	Phone	email
Rebecca Ann Christensen	507 Manor Ridge	932-3867	rechristenberry@mindspring.com
John E. Fox	506 Manor Ridge	960-4087	
Debra Adams	503 Manor Ridge	968-3741	Almaguyle.sc@aol.co
Norris Phillips	500 Manor Ridge	932-5534	norrisphillips@workatt.net
Stephen Kins	406 Manor Ridge	960-2675	joncalvin@aol
Bruce Kils	406 MANOR RIDGE	960-2675	
Penny Padgett	404 Manor Rd.	932-7453	ppadgett@nc.rr.com
* Ellen Pautler	403 Manor Ridge Dr	933-0347	pautscott@msn
Steve Scott	403 Manor Ridge Dr.	933-0347	pautscott@msn.com
Patricia Thompson	306 Manor Ridge Dr	932-9274	pthompson@nc.rr.com
Larry Kobesky	508 Manor Ridge	929-3926	
Manor K. Orsady	400 Manor Ridge	960-6192	
Carole S. Clements	402 Manor Ridge	942-2060	noah@waquiti.
Kristi Doodley	605 Manor Ridge Dr	967-4424	
Julia Sonnenwald	704 Manor Ridge Dr.	969-7581	
Jay Waterbury	703 Manor Ridge	929-4141	
Margaret Hanks	804 Manor Ridge Dr	Carlin NC	919-703
Ann Hall	1002 Manor Ridge	Carlin NC	919-703
Angela Owens	608 Manor Ridge	933-6508	

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Name	Address	Phone	email
Matt Marzito	100 Misty Pines Pkwy	942-0375	Bmarz07@MSN.COM
Larry Powell	102 Misty Pines Pl	960-7720	LPowell173@AOL
Sandra Camacho	105 Misty Pines Pl	966-6288	—
Tom Cole	105 Misty Pines Pl	960-7743	TCole@bell.net
Larry Atkins	103 " " "	" "	latkins@windson
Michael Walsh	102 Orchard Lane	918-3880	Rae-UNC@yal
John Gunt	201 Orchard Lane	968-6101	GUNT@US.IBn.

PETITION AGAINST THE PROPOSED WIDENING OF SMITH LEVEL ROAD (FROM ROCK HAVEN ROAD TO THE MORGAN CREEK BRIDGE)

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Name	Address	Phone	email
Sumin/John Peables	300 Orchard Ln. Carrboro, NC 27510	967-4959	peables7@bellsouth.net
Seog-hung OH	306 Orchard Lane	942-2246	
KEVIN MOORE	303 ORCHARD LANE	932-3651	KMOORE24@NC.NC.COM
BETH MOORE	303 ORCHARD LANE	932-3651	bmoore@bextek.com
MARY RAITANO	301 Orchard Lane	968-2586	KRaitano@aol.com
Yin-FU CHANG	304 Orchard Lane	967-1678	novachangy@yahoo.com
BERRY NAWEL	302 ORCHARD LANE	933-0225	WAIBEL@US.IBM.COM
Carolyn Inselmann	307 Orchard Lane	933-0644	Cinselma@unch.unc.edu
Jared Inselmann	307 Orchard Lane	933-0644	
Jordan Inselmann	307 Orchard Lane	933-0644	
Markie Davis	305 Orchard Lane	910-8069	justmarkie@nc.rr.com
Muge Calikoglu	203 Orchard Lane	929-3829	mcalikog
Ali Calikoglu	203 Orchard Lane	929-3829	Omeh.unc.edu

PETITION AGAINST THE PROPOSED WIDENING OF SMITH LEVEL ROAD (FROM ROCK HAVEN ROAD TO THE MORGAN CREEK BRIDGE)

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Name	Address	Phone	email
Mary Patricia Peres-da-Silva	303 Manor Ridge	933-6793	Anil-Peresda Silva@prodigy.net
Dan + Leah Markschel	302 Manor Ridge Dr	933-8374	dmarksch@markschel.com
Jeff Ottman	505 Manor Ridge Dr	933-1707	jottman@eychoo.com
Linda C Faletto	205 Manor Ridge Dr Morgan Hill Ct		jealinda@ms
James Schobel	602 Manor Ridge Dr	968-2151	jaschobel@aol.com
Arrel's Kathy Toles	202 Orchard Lane	967-5423	
Sharon Carlson + John Giusto	405 Manor Ridge Dr	960-7989	JG-JC@mindspring.com
Elmira Mangum	102 River Creek Place	968-1379	emangum@unc.edu
Jason + Linda Henning	107 Juniper Ct	967-16106	lhenning@hotmail.com
Jim + Kim Dawson	701 Manor Ridge	967-3871	coolman@mindspring.com
Philip + Tamara Atkins	103 Misty Pines Pl	960-8533	atkins@mindspring.com
Lynne O'Brien + Roger Michael	102 Juniper Ct, Carrboro, NC 27510	960-2064	lynne.obrien@duke.edu
Phil + Corrie	105 Oak Spring Ct, Carrboro, NC 27510	922-2301	
Richard + Patricia Huxford	102 OAK SPRING CRT		phatnc@aol.com
Edin Allerser	101 Downing Ct, Chapel Hill, NC	735-1616	link
Carol Baker	702 Manor Ridge Dr, Carrboro, NC 27510		cbaker1@uncg.edu hl@mindspring.com

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Name	Address	Phone	email
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Linda Levitch	100 Orchard Ln.	932-9971	levitch@med.unc.edu
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Carolyn Heinrich	106 Oak Spring Ct	942-5849	cheinric@email.unc.edu
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GREGORY DITO	103 RIVER CREEK PL	932-9561	g.dito@worldnet.att.net
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RENÉE DITO	103 RIVER CREEK PL	932-9561	g.dito@worldnet.att.net
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LYNN SAFFIE	108 JUNIPER Ct.	942-5505	saffie5@aol.com
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Donna Mary Gilleskie	105 Juniper Ct.	932-6204	gilleskie@aol.com
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DICK AND JOYCE SHEPHERD	101, MISTY PINES PLACE	969-6865	TheDocShepherd@aol.com
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BRIAN NORRIS	103 MORGAN HILL Ct.	968-3849	MICHIGANMAN@NC.RR.COM
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CAROLIN BALTAZAR	" " " " " "		
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Ronna & William Nickamin	104 Oak Spring Court Carrboro, NC	933-9382	nichamin@psdigg.com
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KEN & LINDA KASTLEMAN	107 OAK SPRING CT. CARRBORO, NC	933-0610	ken.kastle@ntrex.com
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Whitehead	302 ORCHARD LANE	CARRBORO, NC	933-0225
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Bert & Lauren O'Leary	208 Manor Ridge Dr.	Carrboro, NC	928-055
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Sam & Jill O'Kane	202 Manor Ridge Dr	928-9302	Sam.okane@BGS.com
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Robert & Pat Farlow	300 Manor Ridge	967-7387	
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MING LIN & D. MANOCHA	104 ORCHARD LANE	942-0356	dm@cs.unc.edu
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Dale McKeel

From: Alan Waibel [waibel@us.ibm.com]
Sent: Monday, October 29, 2001 3:56 PM
To: llane@dot.state.nc.us
Cc: Mayrnelson@aol.com; Becky Waibel; Carolyn Heinrich; Dale McKeel
Subject: Public Hearing U-2803 Comments

E-MAIL COMMENT SHEET

Smith Level Road

From Rock Haven Road to Bridge No. 88 over Morgan Creek

PUBLIC HEARING

U-2803 Project 9.8070219 Orange County

NAME: Alan Waibel

ADDRESS: 302 Orchard Lane, Carrboro, NC 27510

COMMENTS AND/OR QUESTIONS:

1) We have 2 roadway exits out of our neighborhood (Berryhill) and both have common areas maintained by all residents in Berryhill. A public hearing was held to ask for input to change one of the common areas with no official notification sent to all of the residents who maintain the roadway exit and would also be effected by the change. Also, the public hearing was scheduled while school was out of session (4 day weekend). We took the 4 day opportunity to take a short vacation. Public hearings should not be held during extended school weekends and notice should be given to all effected citizens.

2) Taking the Willow Oak to Smith Level Road left turn lane away will cause all traffic from Berryhill and the extensive BPW apartments to merge into one intersection to travel north onto Smith Level Road.. Carrboro tries very hard to increase access routes in and out of neighborhoods and to my knowledge has never supported reducing access as you are proposing. I do not support eliminating the left turn lane.

3) Smith Level Road could be widened to 2 lanes each way without placing a massive parkway next to Berryhill but I'd like to know what is causing the project in the first place (other roadway changes?). We certainly don't want Southern Village traffic flowing into Smith Level Road (massive poorly planned Chapel Hill neighborhood flowing into Carrboro). We do not need a 17 foot median and a sidewalk on each side of the street. We take pride in all the trees in Carrboro and to remove so many would detract from the beauty of our area. I support a sidewalk on one side only and bike lanes on both sides. If you would look at Bridge No. 88 you would see it was upgraded a few years ago to add only a sidewalk only on one side. If Smith Level Road has a sidewalk on both sides, people will still have to cross Smith Level Road in order to cross the bridge on the sidewalk side and if they don't cross the road, they would walk across the bridge inched away from traffic (very dangerous). For this reason as well as preventing the removal of so many trees, I only support a sidewalk on one side, a much narrower median, bike lanes, and question why Smith Level Road needs to be widened in the first place. New traffic won't stop at Berryhill, it would flow right into downtown Carrboro.

Please let me know when a public hearing can be held so all effected parties can speak.

Dale McKeel

From: Thomas McCown [thomas.mccown@css.unc.edu]
Sent: Wednesday, November 07, 2001 10:18 AM
To: llane@dot.state.nc.us
Subject: Smith Level Road Project - 9.8070219

Dear Ms Lane:

The following are my comments to the public meeting (U-2803) on the proposed widening of Smith Level Road.

I was quite disconcerted when I attended the DOT meeting regarding the proposed widening of Smith Level Road. I believe that anyone with common sense would have the same reaction. The basis of the proposed widening is to alleviate present and future traffic problems, but as presented this plan will not achieve this goal. First, the major source of traffic backup revolves around the entrance to Frank Porter Graham elementary school, yet the road widening will be distal to this point. Thus, in the morning, the same traffic delays will be encountered, but now there will be a larger 0.6 mile "parking lot" to contain these vehicles.

Secondly, the DOT projected an increase in traffic volume, but this projection did not appear to account for the ongoing widening of 15-501. If as they believe that most of the cars will come from Chatam county, the widening of 15-501 should significantly reduce these estimates. Moreover, how can a 0.6 mile road widening alter the flow of cars over a several mile stretch of Smith Level Road?

Finally, if implemented as proposed, this plan will cause a phenomenal traffic jam on a road that enters Smith Level, BPW road. The plan proposes a concrete median, so residents from one Berryhill exit and residents from one exit of the Villages apartments cannot turn left onto Smith Level road. This means that an enormous number of vehicles will need to gain access to Smith Level road via BPW road. Clearly, this traffic jam will far exceed the present minor inconvenience of Smith Level Road. It is inconceivable that a traffic engineer would miss such an obvious problem, but apparently, DOT did. In fact, at the meeting, the engineer's response to this comment was that the residents of the Villages could turn right and then make a U-turn on Smith Level Road!

With tight budgets, one would assume that major expenditures would be carefully conceived, designed and implemented to best alleviate both present and future traffic problems. Even to a novice in these matters, the proposed plan to widen Smith Level Road fails to achieve any of these obvious goals. The plan is both expensive and creates more problems than it alleviates. This stretch of road does need improvements but a three lane road with the present accesses would seem more rational.

Thomas and Kim McCown
603 Manor Ridge Road
Carrboro, NC 27510

To: Carrboro Mayor, Alderman and Town Manager
 Re: Smith Level Road widening project
 Nelson, Michael, Mayor Carrboro, NC
 Reich, Norah, Assistant to the Mayor
 Broun, Joal Hall
 Dorosin, Mark
 Gist, Jacquelyn, Mayor Pro Tem
 McDuffee, Diana
 Spalt, Allen
 Zaffron, Alex
 Morgan, Robert, Town Manager
 White, Richard, Assistant to the
 Town Manager

As an engineer, I reviewed the data on this project at the public hearing on 10/25/01. From an engineering standpoint, the current design is not optimal.

As you are most likely aware, NCDOT plans to use a NC standard 4 lane plus full median with bike lanes and a sidewalk/curb.

The widening of the road to 4 lanes plus a median is too big based on current and 20 year future projected traffic volume. In addition, the width of the roadway in its current proposed design has significant negative residential impact.

I support improving the road to a two lane with full grass and tree median with sidewalks and bike lanes.

We have a good chance to make a pleasant and safe roadway that is good for traffic flow and the residences.
 The problem is it this is not NCDOT standard.

What is the Carrboro position on the proposed design of the roadway and how can the community best work with NCDOT to change the design?

Please let me know.

Thanks,
 Don Doody
 VP/GM MCMS-RTP
 phone 919-405-1031
 cell 919-641-3332

Norah -
 As I could not find e-mail addresses for the Mayor and Alderman, please forward or provide them with hard copy.
 Thanks,
 Don

Hard sent for state public record via US mail to:
 Ms. Leigh B. Lane
 Office of Human Environment
 1583 Mail Service Center
 Raleigh, NC 27699-1583

Caramore Community

Caraflora Lawn
Maintenance
(919) 967-3402

CaraClean
Cleaning Service
(919) 967-3402

550 Smith Level Road

Carrboro, NC 27510

Phone (919) 967-3402 Fax (919) 942-9732

Ephesus
Group Home
(919) 942-1964

Fountain Ridge
Group Home
(919) 942-7650

November 13, 2001

Mr. Gary Loverling, PE
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611

Re: Project 9.8070219 U-2803 Orange County

Dear Gary:

This letter will document my concerns that you and I have discussed over the phone regarding subject project. Due to prior commitments, I was unable to attend the public meeting on October 25, 2001 held at the Carrboro Elementary School. My chief concern remains the effect upon our driveway access at 550 Smith Level Road because of the dividing island planned in the project. That driveway also serves 548 Smith Level Road, a North Carolina State public facility.

In addition to public traffic, we operate commercial vehicles from the 550 Smith Level Road location. In one of our businesses, which is a lawn service, we operate 4-door full size crew cab pickups towing sizable trailers with lawn equipment. Under the proposed widening with the dividing island running between Culbreth Road and Rock Haven Road, our lawn service vehicles will need to make U-turns at Rock Haven and Culbreth at certain times daily.

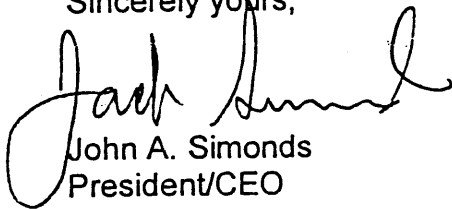
We have measured those U-turns with our vehicles and trailers. It takes a minimum of 48 feet to make a complete U-turn. If the combination of the cutouts provided at Rock Haven and Culbreth in relation to the end of the dividing island do not permit a smooth U-turn, there will be a major safety problem. As you know, a vehicle cannot begin the U-turn at the exact edge of the dividing barrier because the trailer won't clear the barrier.

While I have provided you with the minimum measurement for a smooth U-turn (48 feet), I would highly recommend that you visit us on-site and take your own measurements to insure that your proposed cutouts and dividing island provide for a safe U-turn.

Mr. Gary Loverling, PE
November 13, 2001
Page 2

I have agreed to support this 4-lane divided plan subject to the ability to make a safe U-turn at Rock Haven and Culbreth Road. I would have preferred a break in the median with a turn lane into the driveway that serves 550 Smith Level Road. My complete concerns regarding this project as it pertains to our driveway is detailed in my June 13, 2000 to Mr. William D. Gilmore of D.O.T.

Sincerely yours,



John A. Simonds
President/CEO

JAS:eac

cc: James L. Hodgin, Sheryl-Mar Ltd.
Lenore Guidoni, Vocational Rehabilitation
Robert Morgan, Carrboro City Manager
William D. Gilmore, D.O.T.
Art McMillan, Department of Transportation