

**A RESOLUTION SPECIFYING DESIRED FOLLOW-UP ASSOCIATED
WITH THE REVISED PLAN FOR TRANSPORTATION IMPROVEMENTS
FOR SMITH LEVEL ROAD
Resolution No. 188/2006-07**

WHEREAS, the Town of Carrboro is an active participant in the review of regional transportation policy, and;

WHEREAS, the Town has been seeking transportation improvements, consistent with watershed protection, housing diversity and transportation choices in relation to Smith Level Road for many years, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT), has prepared a revised plan for improvements along Smith Level Road from the Morgan Creek bridge to Rock Haven Road.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen specify any desired actions regarding the proposed improvements:

BE IT FURTHER RESOLVED by the Board of Aldermen these comments are forwarded for consideration by the TAB in preparation for the Board of Aldermen's formulation of comments regarding the Smith Level Road project on June 19th.

SMITH LEVEL ROAD (PROJECT U-2803)
CHRONOLOGY
1985 – 2007

DATE	ACTION
1985	NCDOT's Chapel Hill-Carrboro Thoroughfare Plan lists Smith Level Road as a primary arterial in need of widening. The Plan recommends widening the road to a four-lane cross section with a median.
March 13, 1990	Carrboro Board of Aldermen held a public hearing, and adopted the 1990-1991 Municipal TIP as recommended by the TAB. The second priority among "urban" projects that were requested was to "widen Smith Level Road to five lanes from NC 54 to Rock Haven Road with bikelanes and grade for sidewalks."
Winter 1990	Durham-Chapel Hill-Carrboro MPO listed the project as one of regional significance in the regional 1990-1992 TIP.
April 2, 1991	Carrboro Board of Aldermen held a public hearing, and adopted the 1991-1992 Municipal TIP as recommended by the TAB and continued to include the Smith Level widening as a second priority.
March 3, 1992	The Carrboro Board of Aldermen held a public hearing, and adopted the 1992-1993 Municipal TIP with Smith Level Road listed as the number two priority.
June 1992	North Carolina Board of Transportation included the project in the 1993-1999 TIP, and designated the project U-2803.
October 27, 1992	The Carrboro Board of Aldermen held a public hearing, and adopted the 1993-1994 Carrboro Transportation Improvement Program as recommended by the TAB, with Smith Level Road listed as the number two priority. The widening would be done in accordance with the previously stated requests.
December 11, 1992	NCDOT presented the results of a feasibility study for the Smith Level Road project (U-2803). The study looked at widening the road from the county line to the Morgan Creek Bridge.
April 8, 1993	Town officials met with NCDOT to discuss feasibility study and to reject the proposal that widening should extend to county line/intersection with US 15-501.
April 23, 1993	NCDOT presented an addendum to the feasibility study that clarified that the project, as studied, did not match the town's request. NCDOT,

in evaluating projected traffic volumes, had recommended expanding the scope to the county line.

- November 23, 1993 The Board of Aldermen held a public hearing, and adopted the 1994-1995 Municipal TIP as recommended by the TAB. The 1994-1995 TIP lists widening Smith Level Road as the number two priority.
- December 14, 1993 Mayor Eleanor G. Kinnaird wrote a letter to Mr. Whitmel Webb of NCDOT requesting that the agency combine the project proposal for Hillsborough Road to include the widening of Old Fayetteville Road from NC 54 northwards to Hillsborough Road.
- June 26, 1995 Governing boards of Chapel Hill and Carrboro jointly adopted a resolution for protecting entranceways, Smith Level among them, and requires each community to exercise plans and policies that will protect the visual character of the road.
- December 4, 1995 NCDOT submitted a letter to the town that presented its finding regarding existing right-of-way along Smith Level Road. The letter also stated that surveys for U-2803 would not be authorized until October 1997 and that completed plans for right-of-way acquisition would be expected in 1999.
- July 7, 1997 A scoping meeting was held on U-2803, which called for widening Smith Level Road to a multi-lane facility between the Morgan Creek Bridge and Rock Haven Road. NCDOT proposed a five-lane section with curb and gutter, accommodations for bicycles and grading for sidewalks. With the exception of Kenneth Withrow, Carrboro Transportation Planner, all attendees supported extending the project to Damascus Church Road and relocating that road's intersection with Smith Level Road in order to allow for better transition.
- January 30, 1998 Representatives of Chapel Hill and Carrboro met with NCDOT representatives to discuss the status of TIP projects. The town representatives noted that the proposal to extend the project beyond Rock Haven Road was incompatible with the rural buffer and joint planning plan/agreement.
- February 2, 1998 Alderman Alex Zaffron submitted a letter to NCDOT Traffic Engineer, J.W. Watkins, reiterating the outcome of the January 30th meeting. Agreement was reached between Orange County officials and NCDOT staff that "(1) Smith Level Road would be designed as a five-lane facility from the Morgan Creek bridge to its intersection with Rock Haven Road, and (2) south of Rock Haven Road intersection, Smith Level Road would be reduced to no more than three lanes and tapered down to two lanes prior to its entrance into the University Lake

watershed area (i.e. the intersection of Smith Level Road and Ray Road).

February 13, 1998	J. W. Watkins replied to Alderman Zaffron's correspondence and stated that "it is our understanding that the plan for improvements...will be a five lane, curb and gutter section from Morgan Creek Bridge to Rock Haven Road. South of Rock Haven Road, a three lane section will taper into the existing two lane road in the shortest distance possible for a safe transition."
February 13, 1998	Mayor Mike Nelson submitted a letter to Governor Jim Hunt requesting his support for Orange County's request, as expressed in Alderman Zaffron's letter of February 3 rd . A copy of that letter was attached.
March 17, 1998	NCDOT submitted a request for information as part of its research on the proposed improvements. The memo also noted that the project was included in the 1998-2004 TIP and that it was scheduled for r/w acquisition in 2000 and construction in 2002.
July 2, 1998	Town staff met with NCDOT staff to discuss the project scope and to recommend that a four-lane, median divided highway was preferable to a five lane section.
August 11, 1998	Town staff submitted a letter to NCDOT providing justification for the four-lane request. NCDOT staff informed the town that until the town adopts a design and defines the width of the road project, NCDOT would not proceed.
November 3, 1998	Transportation Advisory Board met to review possible road designs.
February 25, 1999	Robert W. Morgan, Town Manager, presented a status report to the Board of Aldermen on U-2803.
April 25, 1999	The Board of Aldermen, during their April 20, 1999 meeting directed staff to, "in cooperation with NCDOT staff, schedule a public meeting to create and present three design alternatives for Smith Level Road's widening. The three design alternatives proposed for Smith Level Road are: (1) a two-lane curb and gutter facility with bikelanes and a sidewalk on both sides, (2) a five-lane curb and gutter facility with bikelanes and a sidewalk on both sides, and (3) a four-lane, median divided facility with curb and gutter, bikelanes, and a sidewalk on both sides." A request to schedule this public meeting was forwarded to NCDOT.

January 6, 2000	Meeting between town officials and NCDOT staff to decide on typical sections that would be presented during a Citizens Informational Workshop. Due to projected traffic volumes, NCDOT did not consider the two-lane option reasonable. The four-lane and five-lane options would be presented at the citizens workshop.
April 19, 2000	NCDOT presented a Citizens Information Workshop in Room 110 at the Carrboro Town Hall from 4:00 p.m. to 7:00 p.m. Fifteen citizens attended the workshop. Most of the attendees preferred the four-lane section, appreciated the bike/ped facilities and were pleased that the project limits did not continue south of Rock Haven Road.
May 19, 2000	NCDOT sent a letter to the Town requesting any additional comments on the proposed sections.
October 25, 2001	The N.C. Department of Transportation held a Pre-Hearing Open House and Formal Public Hearing from 5:00 p.m. to 9:00 p.m. Approximately 50 persons attended the meeting. Most speakers expressed support for the bike/ped facilities, but many speakers questioned the need for the project, expressed concern about impacts of the proposed four-lane roadway, and stated that the project did not address existing problems on Smith Level Road.
November 13, 2001	The Board of Aldermen during their meeting heard from citizens regarding concerns about the proposed road design. The Board of Aldermen authorized Mayor Nelson to forward a letter to NCDOT and the Town's legislative delegation requesting additional information and reconsideration of the widening project.
December 4, 2001	Town officials met with State officials in Raleigh to discuss the project. Those in attendance included Mayor Mike Nelson, Senator Eleanor Kinnaird, Board of Transportation member Doug Galyon, Town Manager Robert Morgan, Deputy State Highway Administrator Len Hill, and Division Engineer Mike Mills. At the close of the meeting, Mr. Galyon said that the State recognizes that Orange County is different and unique and would try to accommodate local desires in every way possible as long as good, safe transportation practices will continue.
January 7, 2002	Meeting between town officials and NCDOT staff to discuss the comments from the October 25 public hearing and to determine additional actions to be taken by NCDOT staff. Attendees included Mayor Mike Nelson, Alderman Alex Zaffron, Town Manager Robert Morgan, Deputy State Highway Administrator Len Hill, and Division Engineer Mike Mills. It was determined that additional information was needed to address many of the issues and an interim plan of action

	was developed. The State prepared a written summary of this meeting, entitled the Interim Post Hearing Response
May 21, 2002,	Town staff sent a follow-up letter to the State, noting several additional issues that were discussed at the Post Public Hearing Meeting but were not referenced in the Interim Post Hearing Response.
August 15, 2002	Meeting between town officials and NCDOT staff to review revised traffic projections and analysis of level of service for intersections and the road corridor.
August 20, 2002	The Carrboro Town Manager, Police Chief, Fire Chief, Deputy Fire Chief and representatives from the Planning Department meet to discuss the emergency response and public safety issues related to Smith Level Road.
October 15, 2002	A joint worksession was held with the Transportation Advisory Board (TAB) to meet with NCDOT staff and review the information that has been compiled. Following the joint worksession, the Board of Aldermen adopted a resolution accepting the report and referring it to Town staff and the TAB for a recommendation within 30 days.
November 21, 2002	The Transportation Advisory Board adopted a resolution which recommends that the Board of Aldermen reject NCDOT's proposal for widening Smith Level Road to four lanes and also provides additional comments on the project.
February 11, 2003	The Board of Aldermen discussed the proposed widening of Smith Level Road and reviewed three options identified by Town staff. The Board adopted a resolution indicating that the Town will propose an alternative to the four-lane design proposed by NCDOT.
March 18, 2003	The Board of Aldermen adopted a resolution requesting that the N.C. Department of Transportation consider an alternative design for the proposed modifications to Smith Level Road between Morgan Creek and Rock Haven Road.
June 28, 2004	Meeting between town and county officials, NCDOT staff, and Board Member Doug Galyon to discuss the project. Mr. Galyon requested that NCDOT staff prepare revised traffic projections and analysis of level of service for intersections and the road corridor.
January 5, 2005	Meeting between town officials, NCDOT staff, and Board Member Doug Galyon to review revised traffic projections and analysis of level of service for intersections and the road corridor. NCDOT proposes an alternative to the four-lane, median divided design.

April 26, 2005	Board of Alderman adopted a resolution: 1) to accept a three-lane cross-section that includes curb and gutter, bike lanes, and sidewalks on both sides, and 2) that NCDOT be requested to use Moving Ahead funds set aside for Smith Level Road for improvements to Homestead Road.
May 3, 2005	Carrboro Town Manager sent a letter to Mr. Douglas Galyon, outlining the above resolution.
June 20, 2006	Residents of south Orange County submit a request to the Board of Aldermen to create a Smith Level Road Task Force.
August 9, 2006	Carrboro Town Manager sent a letter to Ms. Deborah Barbour, NCDOT Dir. of Preconstruction, requesting TIP Project U-2803 to be completed as soon as possible, given the 2007 opening of the new high school.
August 15, 2006	The Board of Alderman passed a resolution to accept Chapel Hill's report on the Morgan Creek Trail conceptual plan, and requested that the Carrboro town staff prepare a report on how to accommodate the Carrboro portion of the plan for Board consideration; this may include some treatment relevant to Smith Level Road.
September 5, 2006	The Board of Aldermen passed a motion to establish the Smith Level Road Task Force.
September 29, 2006	The Smith Level Task Force convened for its first meeting.
December 11, 2006	Mr. Galyon replied to the August 9, 2006 request to move forward with TIP Project U-2803, requesting a date be set for a meeting with Town staff and NCDOT staff to discuss.
February 27, 2007	Town of Carrboro officials and NCDOT staff met to discuss Smith Level road improvements. At the meeting, Mayor Chilton asked NCDOT to investigate a roundabout at the intersection of Smith Level Road and Rock Haven Road.
March 20, 2007	Mr. Gregory Thorpe, from NCDOT, contacted Mayor Chilton (via letter) to inform the Town that NCDOT would be restarting TIP Project U-2803, specifically the development, environmental and engineering studies for the project. The letter also informed the Town that a scoping meeting for the project is set to be scheduled.
April 4, 2007	NCDOT sent an updated preliminary design to Town Staff. The design included 3 cross-sections: A) 3-lane curb and gutter facility with 4-ft. bike lanes from Rock Haven to Culbreth; B) 4-lane curb and gutter facility with 4-ft. bike lanes from Culbreth to BPW; and C) 4-lane divided facility with median and 4 ft. bike lanes from BPW to project

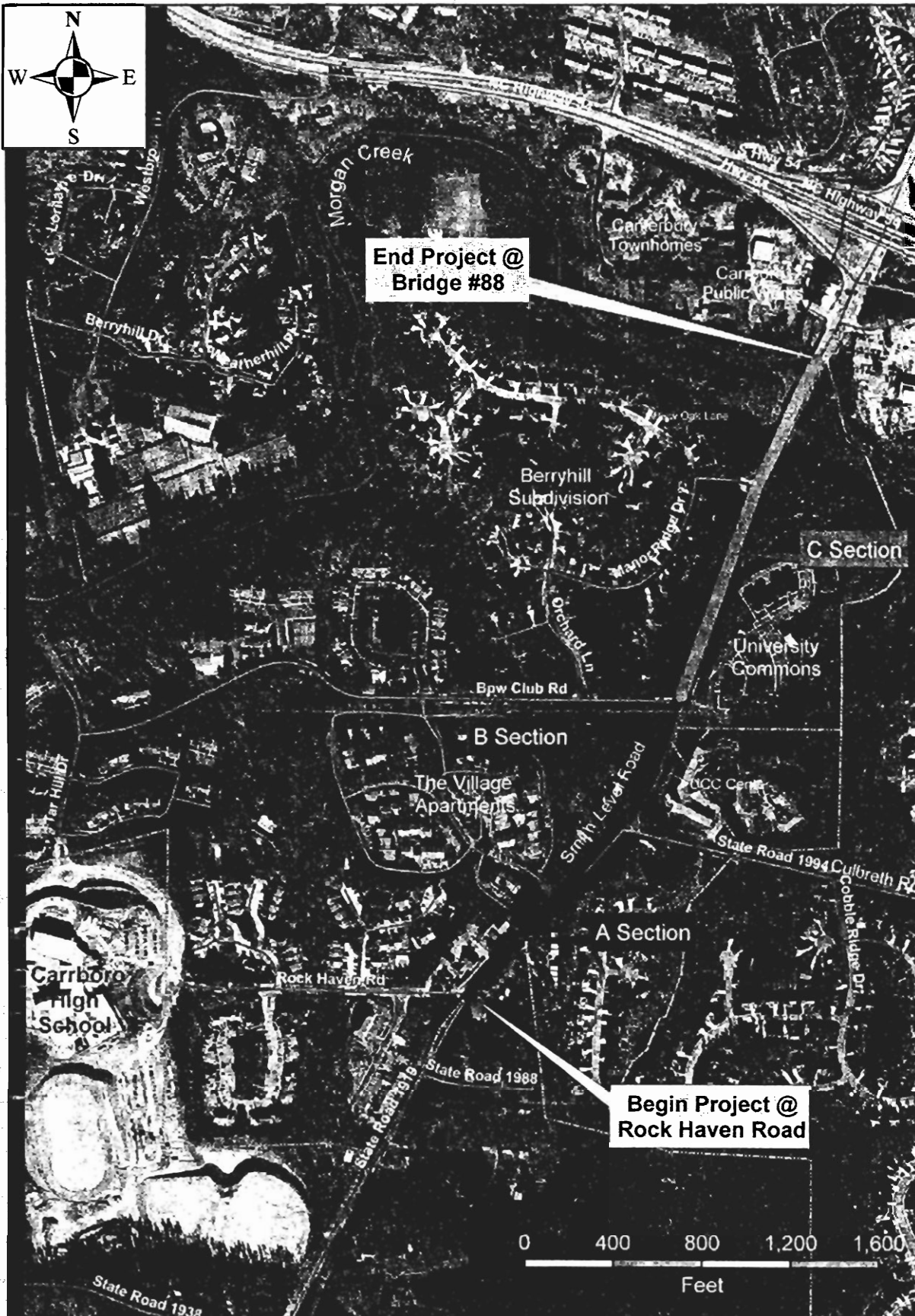
end at bridge over Morgan Creek. The requested roundabout at Rock Haven and Smith Level was also included in the preliminary design.

April 20, 2007

Town Staff responded to Mr. Thorpe's letter from March 20, 2007.

May 9, 2007

The project scoping meeting was held at NCDOT, with attendance from Town Staff and NCDOT staff. Staff was informed that the project has been placed on an accelerated schedule that, if all deadlines are met, will allow construction to begin in FY 2011, rather than 2012.



NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH

Compromise Design Areas
SR 1919 (Smith Level Road) from
Rock Haven Road to Bridge 88
over Morgan Creek

ORANGE COUNTY
TIP PROJECT U-2803



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 4, 2007

Ms. Patricia J. McGuire, AICP
Planning Administrator
Town of Carrboro
301 West Main Street
Carrboro, North Carolina 27510

Dear Ms. McGuire:

A meeting was held on February 27, 2007 with NCDOT and Town of Carrboro officials to discuss improvements to Smith Level Road. At this meeting, NCDOT staff presented revised lane configurations for the project. A three-lane curb and gutter facility with four foot bike lanes is currently being proposed from Rock Haven Road to SR 1994 (Culbreth Road). A four-lane curb and gutter facility (one southbound lane, two northbound lanes, and a center turn lane) with four foot bike lanes is being proposed from SR 1994 (Culbreth Road) to BPW Club Road. A four-lane divided facility with a 17.5 foot raised median and four foot bike lanes is being proposed from BPW Club Road to the existing five-lane curb and gutter section at the bridge over Morgan Creek.

At the meeting, Mayor Chilton asked that NCDOT investigate a roundabout at the intersection of SR 1919 (Smith Level Road) and Rock Haven Road. At the Mayor's request, we have incorporated a single-lane roundabout into our preliminary design. Also, NCDOT's Congestion Management Section is preparing a supplemental traffic analysis of the proposed roundabout at Smith Level Road and Rock Haven Road, using the most recent Traffic Forecast from the Transportation Planning Branch. This Traffic Forecast was prepared based on updated land use projections provided by Mr. Dale McKeel, the former Transportation Planner for the Town of Carrboro.

We have attached a copy of the updated preliminary design. If you have any questions, please contact me or Roger Kluckman, PE at (919) 250-4016.

Sincerely,

Brenda L. Moore
Brenda L. Moore, PE
Roadway Design Project Engineer

BLM/rck

Attachment

cc: Mike Mills, PE, Division Engineer
Art McMillan, PE, State Highway Design Engineer
Jay A. Bennett, PE, State Roadway Design Engineer
Laura Cove, PE, Congestion Management
Greg Thorpe, Ph.D., Director, Project Development and Environmental Analysis
Steve Brown, PE, Project Planning Engineer

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LOCATION:
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BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC

