

**ATTACHMENT A**

**A RESOLUTION RECEIVING THE 8/13/2008 NCDOT LETTER ON THE  
U-2803 DESIGN AND PROVIDING ADDITIONAL COMMENTS TO NCDOT  
Resolution No. 06/2008-09**

WHEREAS project U-2803: Smith Level Road has been in the local TIP priority list since 1990,  
and

WHEREAS NC DOT shared a revised design of project U-2803: Smith Level Road; and

WHEREAS the Carrboro Board of Aldermen submitted comment to NC DOT on the revised  
design;

NOW THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that:

1. The Board of Aldermen has received the North Carolina Department of Transportation's reply to their comments.
2. The Board of Aldermen has the following additional comments for NC DOT:
  - a.
  - b.
  - c.
3. This resolution shall become effective upon adoption.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

August 13, 2008

Ms. Adena Messinger  
Transportation Planner  
Town of Carrboro  
301 West Main Street  
Carrboro, North Carolina 27510

RE: Smith Level Road Improvement Project  
TIP Project No. U-2803

Dear Ms. Messinger:

Thank you for your continued participation in the planning process for this project. Please find below the North Carolina Department of Transportation's (NCDOT) response to comments offered by the Town of Carrboro's Board of Aldermen in Resolution No. 214/2006-2007, adopted by the Board on June 19, 2007 and transmitted to NCDOT in July 2007. The project is proceeding through the planning and preliminary design process and NCDOT offers the following responses to the numbered comments presented in the resolution:

1. **Comment:** Include signal and crosswalk markings at the roundabout.

**Response:** Pedestrian accommodations will be included in the design of the roundabout. Crosswalk markings will be installed where appropriate pedestrian facilities are present or constructed as part of the project at this intersection. A crosswalk will not be installed if pedestrian facilities (sidewalk or pedestrian trail) do not exist or are not constructed during this project on both ends of the crosswalk. If a pedestrian facility is constructed at a later date, the roundabout will be designed to easily incorporate a marked crossing at that time.

Pedestrian signals are not warranted and have not been shown to improve pedestrian safety at a single-lane roundabout nor are they necessary to comply with the Americans with Disabilities Act at a single-lane roundabout. Therefore, pedestrian signals will not be included in the design of this intersection.

2. **Comment:** Extend bike lanes and sidewalks to Frank Porter Graham Elementary School.

**Response:** TIP project U-2803 is currently programmed and scoped to end at Bridge Number 88 over Morgan Creek, to the south of Frank Porter Graham School. Extending the project limits to the north across Morgan Creek would require substantial reprogramming of the project, including a change in the environmental permitting currently required for the

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS  
1548 MAIL SERVICE CENTER  
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141  
FAX: 919-733-9794

WEBSITE: [WWW.NCdot.ORG](http://WWW.NCdot.ORG)

**LOCATION:**  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

Ms. Adena Messinger

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project. Currently, in response to discussions between the Town and NCDOT, the project schedule is being expedited to complete the planning and design phases of the project as quickly as possible. To avoid substantial project delays, NCDOT recommends maintaining the current project limits.

3. **Comment:** Traffic light sensors on the project should be sensitive to bicycles.

**Response:** Bicycle detection loops will be installed in the same manner as is being done for the Chapel Hill-Carrboro signal system upgrade project (U-4704). As with the signal system project, the municipality will request the installation, and will be expected to pay the difference in cost between the standard loop detection layout and the one including bicycle detection loops.

4. **Comment:** Provide pedestrian crosswalk buttons.

**Response:** Pedestrian crosswalk buttons will be provided at all signalized intersections on the project.

5. **Comment:** Provide a safe pedestrian crossing at Frank Porter Graham Elementary School to include an island.

**Response:** Please see Response # 2. Frank Porter Graham Elementary is outside the current project limits.

6. **Comment:** The roundabout should be designed to accommodate new State school bus length requirements.

**Response:** The roundabout will be designed with the most current information on vehicle lengths that is available.

7. **Comment:** Use a road design that reflects a 35 m.p.h. speed limit with a maximum of 11-foot travel lanes.

**Response:** Smith Level Road may be posted/signed to reflect a 35 mph speed limit along the project. Currently, inside travel lanes and turn lanes are designed with an 11-foot width. However, for safety reasons, a 12-foot lane width is recommended for outside lanes adjacent to dedicated bicycle lanes.

8. **Comment:** Prohibit through truck traffic on Smith Level Road.

**Response:** Requests from both the Town of Carrboro and the Town of Chapel Hill to prohibit thru trucks on the Smith Level Road corridor have also been received by NCDOT Highway Division 7. This request is currently under review by NCDOT District 1 and Division 7 Staff.

**Ms. Adena Messinger**  
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Thank you again for your interest in the Smith Level Road Improvement Project. If you have any questions, please contact me at 919-733-7844, ext. 235, or by e-mail at [slbrown@dot.state.nc.us](mailto:slbrown@dot.state.nc.us).

Sincerely,

**Steven L.  
Brown**

Digitally signed by Steven L. Brown  
DN: cn=Steven L. Brown, o=NCDOT,  
ou=PDEA, email=slbrown@ncdot.gov,  
c=US  
Date: 2008.08.13 18:40:30 -04'00'

Steve L. Brown, P.E.  
Project Planning Engineer

cc: Mike Mills, PE, NCDOT Division Engineer  
Brenda Moore, NCDOT Roadway Design

**Staff comments on August 2008 NC DOT response to Town Resolution: U-2803**

**1. Comment:** Include signal and crosswalk markings at the roundabout.

**Response:** Pedestrian accommodations will be included in the design of the roundabout. Crosswalk markings will be installed where appropriate pedestrian facilities are present or constructed as part of the project at this intersection. A crosswalk will not be installed if pedestrian facilities (sidewalk or pedestrian trail) do not exist or are not constructed during this project on both ends of the crosswalk. If a pedestrian facility is constructed at a later date, the roundabout will be designed to easily incorporate a marked crossing at that time. Pedestrian signals are not warranted and have not been shown to improve pedestrian safety at a single-lane roundabout nor are they necessary to comply with the Americans with Disabilities Act at a single-lane roundabout. Therefore, pedestrian signals will not be included in the design of this intersection.

*Staff requested clarification about what pedestrian facilities were included in the design and received the following response: Sidewalks and bike lanes are still included on both sides of the entire project - I believe our working sidewalk width is usually 5 feet...There was no intent to imply that sidewalks are not still in our plan, they are, just that pedestrian connectivity to points outside the project need to be considered and we need to make sure that we don't create "crosswalks to nowhere" that route pedestrians off the facility with nowhere to go/escape.*

**2. Comment:** Extend bike lanes and sidewalks to Frank Porter Graham Elementary School.

**Response:** TIP project U-2803 is currently programmed and scoped to end at Bridge Number 88 over Morgan Creek, to the south of Frank Porter Graham School. Extending the project limits to the north across Morgan Creek would require substantial reprogramming of the project, including a change in the environmental permitting currently required for the project. Currently, in response to discussions between the Town and NCDOT, the project schedule is being expedited to complete the planning and design phases of the project as quickly as possible. To avoid substantial project delays, NCDOT recommends maintaining the current project limits.

**4. Comment:** Provide pedestrian crosswalk buttons.

**Response:** Pedestrian crosswalk buttons will be provided at all signalized intersections on the project.

*(staff comment) As we move forward with the design, we may determine that the automatic pedestrian signals are more appropriate at certain locations.*