

ATTACHMENT A

**A RESOLUTION ACCEPTING THE REPORT FROM THE NCDOT ON SMITH LEVEL
ROAD PROJECT (U-2803)
Draft Resolution No. 85/2011-12**

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; and

WHEREAS, the Board of Aldermen requested an update from NCDOT on the Smith Level Road Project (U-2803).


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

1. Accepts the report and provides the following comments:
- 2.
- 3.
- 4.

Town Manager's Office

Memo

To: Mayor & Board of Aldermen

From: Matt Efird, Interim Town Manager 

CC: George Seiz, Trish McGuire, Jeff Brubaker

Date: 1/5/2012

Re: Update Meeting with NCDOT Staff re: SLR Issues

This memo serves as an update regarding the December 19th meeting between Town of Carrboro staff and NCDOT staff regarding the Smith Level Road improvement project.

The purpose of the meeting was to discuss the most recent revisions to the Smith Level Road improvement plans in comparison to the public hearing map that was approved by the Board of Aldermen in September 2010, discuss a public meeting to review plans with concerned residents and to discuss the status of ROW/easement acquisition for the project. NCDOT staff presented updated plans that included numerous changes to the easements needed. NCDOT staff also agreed to provide the Town documentation explaining the purposes of the various utility easements, which will be passed on to the affected residents. The updated plans and a written document explaining the changes will be available on the Town's website once they are received from NCDOT staff in late January. Changes include:

- Relocated permanent utility easement (PUE) on southeast corner of Culbreth and SLR (Teal Place) to north side of road to address resident concerns. Minor disruption of screening required but can be replaced. Permanent utility easement still needed on driveway for water meter(s).
- Narrowed aerial utility easement and permanent utility easement at northeast corner of Culbreth and SLR (Covenant Place).

- Eliminated North BPW utility easement except for corner
- Reduce Willow Oak easements, including impact to neighborhood entrance sign in median; improvements are still expected to impact corners and rock walls there.
- Reduced easements on SLR by Berryhill, relocated aerial utility easement to east side of SLR.
- Three Berryhill parcels will require 14 feet drainage utility easement beyond ROW. (Addresses not known at this time, will be shown on plans).

The preferred practice for obtaining easements, as expressed by NCDOT staff, is to meet with individual property owners singly or in groups where the properties are similarly situated. Where there are multiple properties affected and an existing HOA, the HOA is approached for assistance in setting up group meetings. NCDOT staff expressed willingness to speak with individual property owners, and hold group meetings through the homeowner's associations to discuss the plans and easements that are now needed where appropriate. Town staff asked to be kept informed of these meetings, and offered to assist in securing locations for the meetings, if needed.

NCDOT ROW staff will be contacting homeowners in early January with the updated and reduced easement requests. Their construction plan preparation and construction schedule necessitate ROW acquisition proceeding concurrent with working out final details of the easements.

Town staff has worked consistently to forward resident concerns to appropriate NCDOT staff, and in turn communicate with the Board and affected residents the answers received from NCDOT, and will continue to do so.

Catherine Wilson

From: Mark Chilton <mark_chilton@hotmail.com>
Sent: Friday, January 20, 2012 12:14 PM
To: anil.peres-da-silva@borland.com; alderdan@gmail.com; Jacquelyn Gist; havenod@gmail.com; michelleforcarrboro@gmail.com; Lydia Lavelle; mikefox@ncdot.gov; Verla Insko; Ellie Kinnaird; joe.hackney@ncleg.net
Cc: jason.linda.henning@gmail.com; Sammy Slade; Matt Efird; rmetheridge@nc.rr.com; Catherine Wilson; George E. Seiz; Patricia J. McGuire; naturegal64@gmail.com; bkochuk@jenningsco.com; silversfamily@nc.rr.com; chuckrobin@bellsouth.net; ehsmith@gmail.com; fawsmith@gmail.com; hayden.bosworth@duke.edu; jeff.phillips@fleetfeet.com; jenweinberg@bankatharrington.com; kim@kimdawsonrealtor.com; patkins@fgiresearch.com; stephen.c.friedman@gmail.com; walt0315@bellsouth.net; william_goodnight@med.unc.edu; gerard.blobe@duke.edu; parr@cs.duke.edu; jody@luidia.com; junker4nc@yahoo.com
Subject: Smith Level Road
Importance: High

January 20, 2012

Dear Sen. Kinnaird, Rep.s Hackney & Insko, and Mr. Fox;

The Carrboro Board of Aldermen had an abortive meeting with utility engineers from NCDOT toward the end of 2011. We had been prepared to hear a presentation on NCDOT's latest changes to the Smith level Road plan, but the engineers had expected to come answer questions, not make a presentation. After a short discussion with the engineers, all involved had concluded that the most effective thing to do would be to have NCDOT make a public presentation to all interested parties regarding the nature and scope of the revised plan (particularly regarding taking private property).

However we now hear from NCDOT staff that they have no intention of making such a presentation to the public. I strongly believe that this would be a serious mistake on DOT's part. The neighbors are unclear about what the entire plan is and wish to hear it explained to the entire community and the Carrboro Board feels the same way.

I implore you to help us by advocating with DOT staff to make a public presentation of their revised plan so that our whole community can understand what NCDOT intends to do. Without such a presentation, the situation will continue to deteriorate as all parties question the actions and motives of others. Please help us.

Sincerely;

Mark Chilton

Catherine Wilson

From: Dean Karrigan <dean@cmawood.com>
Sent: Friday, January 27, 2012 3:44 PM
To: Matt Efird; mark_chilton@hotmail.com; Jacquelyn Gist; michelleforcarrboro@gmail.com; lydia@lydialavelle.com; sammy_slade@hotmail.com; havenod@gmail.com; alderdan@gmail.com
Cc: 'Anil Peres-Da-Silva'; 'Rose M. Etheridge'; Jason and Linda
Subject: FW: Smith Level Road expansion plan - meeting input
Importance: High

Dear Matt, Mayor Chilton, and Board of Aldermen,

We are the second family of three families in the Berryhill subdivision that will be strongly impacted by the Smith Level Road (SLR) expansion plan. We are the next door neighbors to Rose Etheridge and John Poe, which they wrote the email below.

My wife, Pat, and I are both pleased to see that the NCDOT modified their plans for the power lines to remain on the east side of SLR. We also agree that the drainage easement should be located with the power lines. Having the drainage easement on the east side of SLR will not impact any families within this section of the SLR project. If the drainage easement is located on our properties it will lessen our home values as well as others. Berryhill homes will be more visible from SLR as the tallest, widest, and largest diameter trees will be "clear cut" to make room for the drainage easement. Besides a lack of residential privacy and a sense of security from SLR traffic, our lack of a natural wooded buffer along SLR will further impact the value of our properties.

Thank you for your time and consideration.

Sincerely,
Dean and Pat Karrigan

From: Rose M. Etheridge [<mailto:rmetheridge@nc.rr.com>]
Sent: Friday, January 27, 2012 1:07 PM
To: Matt Efird; Mayor Chilton; Dan Coleman
Cc: Dan Coleman; Jacquie Gist; Lydia Lavelle; Michelle Johnson; Randee Haven-O'Donnell; Sammy Slade; Catherine Wilson; Anil Peres-da-Silva; Dean Karrigan; Jason Henning; Francis Smith
Subject: Smith Level Road expansion plan - meeting input
Importance: High

Dear Matt, Mayor Chilton and Board of Aldermen:

As one of the three parcels strongly impacted by the Smith Level Road expansion plan, we are pleased to learn that, according to the latest DOT plan, the Smith Level Road power lines are to be retained on the east side of the road. We also strongly propose that the drainage easements affecting our property be located along with the power lines on the east side.

We are being asked to give up approximately 12 feet of our property for an easement that can be placed in conjunction with the aerial easement for the power lines. In addition to losing this twelve feet of property, losing this many trees not only affects us aesthetically, but as important, lessens the value of our home and lessens the protective barrier against traffic we've benefitted from for the 16 years we've lived here.

We appreciate you considering our request.

Sincerely,

Rose Etheridge and John Poe

606 Manor Ridge Drive

Carrboro, NC 27510

Mayor Mark Chilton
Board of Aldermen
301 W. Main St.
Carrboro, NC 27510

January 30, 2012

Dear Mayor Chilton, Board of Aldermen and Matt:

As you have been made aware, the residents of the Berryhill neighborhood are deeply disappointed regarding the proposed changes to be made to Smith Level Road. As you requested, in preparation for the February 7, 2012 public Town meeting with the North Carolina Department of Transportation (NCDOT), we have detailed below the specific concerns we continue to have about this project and propose these changes:

- **Relocate Easements to East Side of Smith Level Road.** The amount of real property condemned for all homeowners adjoining Smith Level Road exceeds what was originally presented. No real and personal property of any homeowner would need to be condemned if the drainage easements affecting these properties were located along with the power lines on the east side of Smith Level Road (see Figure 1, a-c).
- **Eliminate Line of Sight Condemnation.** According to the NCDOT line of sight specifications, 3 stone walls marking the Berryhill neighborhood entrance along with several magnolia and holly trees will be torn down. In addition, considerable portions of at least two corner neighbors' back yards will be lost (See Figure 2, a-c). This is unacceptable. First and foremost, vision is not obstructed along the existing Smith Level Road sight line by the Berryhill neighborhood. As shown in Figure 3, a driver stopped on BPW Club Road looking north along Smith Level Road has an unobstructed view all the way to the bridge. The same is true looking from Willow Oak Drive to the bridge. (Please see Appendix A for further discussion and illustration of these line of sight issues.)
- **Install Traffic Light at Willow Oak Lane and Smith Level Road Intersection.** We object to the decision to eliminate left turns from Willow Oak Lane onto Smith Level Road. This will require traffic needing to turn left off of Willow Oak Lane to instead drive through the neighborhood to BPW Club Road or to make a U-turn at BPW Road, causing additional time, gas use and safety concerns. Our objection is further based on the fact that Manor Ridge Drive and Orchard Lane are narrow, low visibility residential streets with a high density of children, pets, pedestrians, cyclists and parked cars. The Berryhill neighborhood

consists of 104 homes with only two entrances, both onto Smith Level Road. By eliminating a left turn into and out of Willow Oak, the neighborhood is effectively reduced to one functional entrance. The lack of a traffic light and pedestrian cross walk at Willow Oak encourages downhill speeding to the next light at the entrance to Frank Porter Graham Elementary School, which is an accident waiting to happen. In addition, installing a traffic light at Willow Oak Lane would eliminate any remaining line of sight concerns and eliminate the need for line of sight property condemnation.

- **Install Pedestrian Crosswalk at the Intersection of Willow Oak Lane and Smith Level Road.** Bus stops exist on each side of Smith Level Road where it intersects Willow Oak Lane. To promote pedestrian safety, install a painted pedestrian crosswalk along with the proposed traffic light across Smith Level Road at this intersection.

The NCDOT has misrepresented and misled the Town of Carrboro and the residents of Berryhill on this project. In addition, we believe it is highly inappropriate for the NCDOT to be making property acquisition offers to the neighbors directly impacted by the expansion before the final expansion plans have been revealed, discussed and approved by the residents of Berryhill and the Board of Aldermen.

We call on the Town of Carrboro to ensure that the NCDOT be held accountable to the original plan that was agreed upon, along with the addition of a stoplight and pedestrian crosswalk at Willow Oak Lane.

Thank you for considering our concerns.

We look forward to working with you to find an amenable solution that won't severely impact the lives and real property of the residents of Berryhill.

Yours Sincerely,

Anil Peres-Da-Silva
President
Berryhill Homeowners Association
803 Manor Ridge Dr.
Carrboro, NC 27510

Cc: Berryhill homeowners and residents on Smith Level Road, Carrboro,
Senator Kinnaird, Representatives Hackney & Insko,
House & Senate Standing Committees on Transportation

Summary of Berryhill HOA issues with the current DOT proposal:

1. Avoidable taking of Berryhill residential property due to the DOT proposed relocation of utilities from the East side to the West side of Smith Level Rd between Morgan Creek and BPW Rd. The existing utility location already allows eastward expansion without the disruptive taking of residential land;
2. The unsafe funneling of increased traffic flows onto narrow Berryhill residential streets due to the DOT proposed dividing of Smith Level at Willow Oak with a hard median.

The latter DOT proposal would prevent left turns out of, and into, Berryhill at Willow Oak, unnecessarily funneling these traffic flows through Orchard Lane. Our objection is that these are narrow, poorly lit, low visibility residential streets with a high density of parked cars, pedestrians, cyclists and children.

Berryhill HOA proposed resolution for the DOT proposal:

1. While DOT installs sidewalks & bike-lanes, retain the utility easement on the **East** side of Smith Level Rd between Morgan Creek and BPW Rd, to minimize Eminent Domain taking of residential property;
2. Retain the current Smith Level Rd soft median turn lane configuration at Willow Oak – OR –
Install a Two-Way Turn Lane (TWTL) at Willow Oak (similar to Hwy 86/MLK Jr. Blvd) – OR –
Install a traffic light for traffic exiting or entering Berryhill at Willow Oak.

Secretary Conti, NC Department of Transportation,
Office of the Governor, State of North Carolina,
Editors, The News & Observer, The Herald Sun.

Enclosures: photographs

Figure 1 a-c. Current photograph of Smith Level Road, facing Northbound, November 2011 (1a). Note the unused land on the east side of the road versus the residential property fence on the west side (1b-c).





Figure 2 a-c. Current photographs of markings denoting extent of proposed expansion in relation to existing Berryhill entrance, November 2011

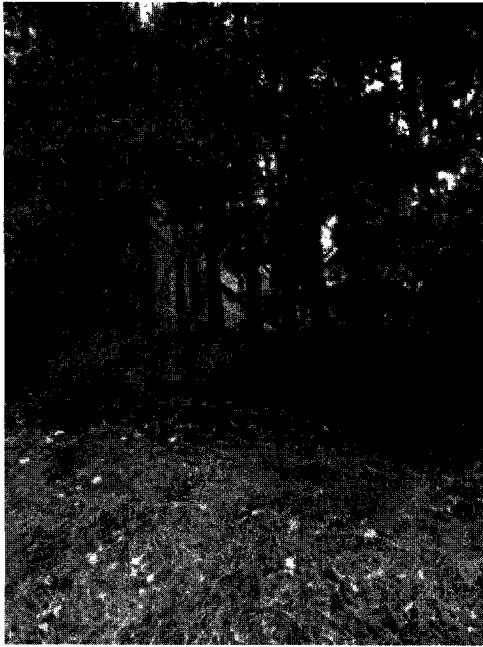




Figure 3. View from Intersection of BPW Club Road Looking North Down Smith Level Road, January 2012



Appendix A: Sight Distance Concerns

The NCDOT defines Sight Distance as:

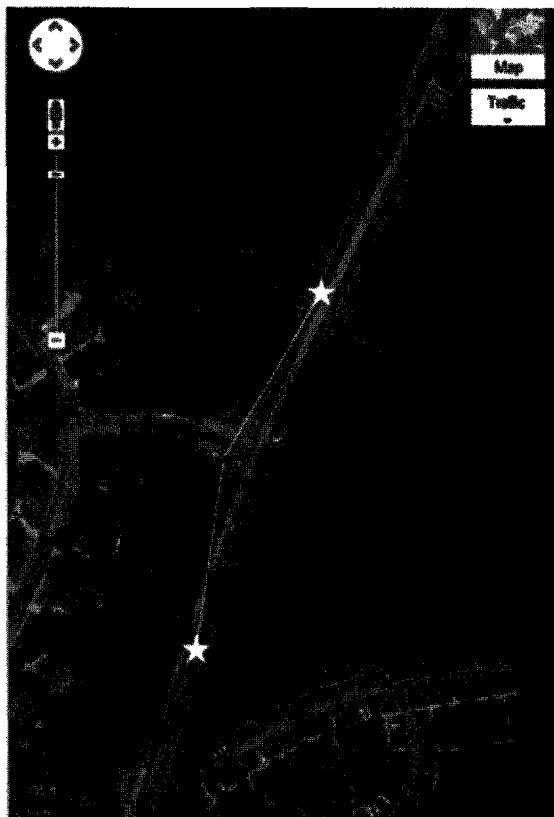
“The area that establishes a clear line of sight for a waiting vehicle to see oncoming traffic and make turning movements into or out of a street or driveway connection safely or for traffic to see entering or waiting vehicles.”

With that definition, and following the guidelines laid out in the NCDOT manual to review the existing and proposed sight distance at a few intersections, the NCDOT took the following steps. Ground images were taken from the position of a parked car, behind and designated stop or crossing. Aerial images were overlaid with the drawings on the Town of Carrboro web sight to best estimate the impact of the proposed changes.

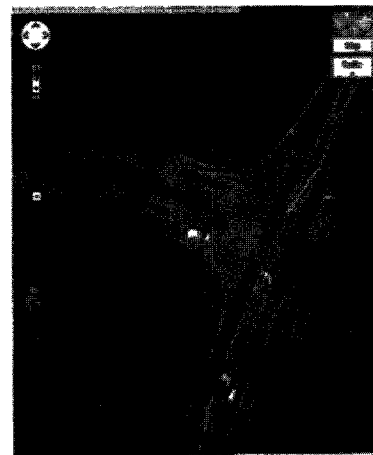
Outlined in the images below are sight distances to 350 feet that meets the NCDOT Policy on Streets and Driveway Access, and exceeds the NCDOT Traditional Streets and Neighborhood Development Guidelines, along with the Carrboro guidelines. The white stars indicate approximately 350 feet following the 100 feet per 10 mph on the Policy on Streets and Driveway Access.

It is apparent from the illustrations below that the NCDOT proposed Berryhill property condemnation to allow construction to accommodate line of sight guidelines is unnecessary.

Sight Distance at Willow Oak and Smith Level Road



Aerial view showing existing sight distance and proposed change to "improve" sight distance

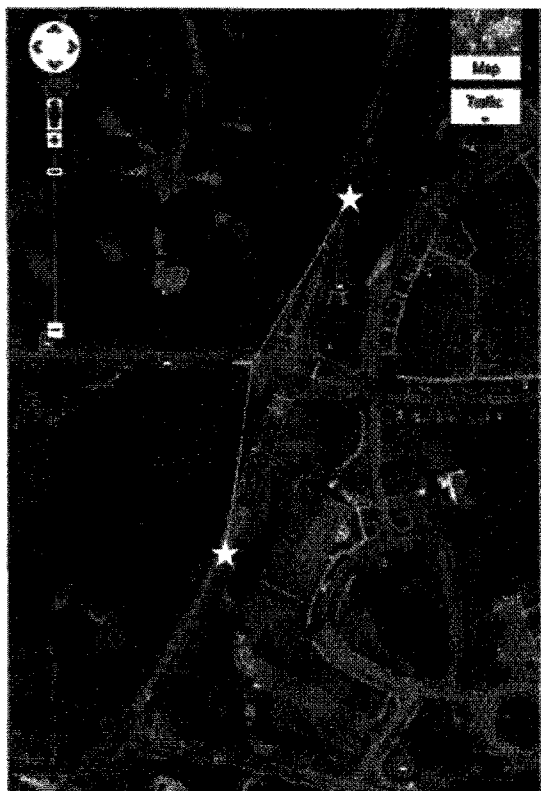


Closer aerial view outlining proposed changes for sight distance

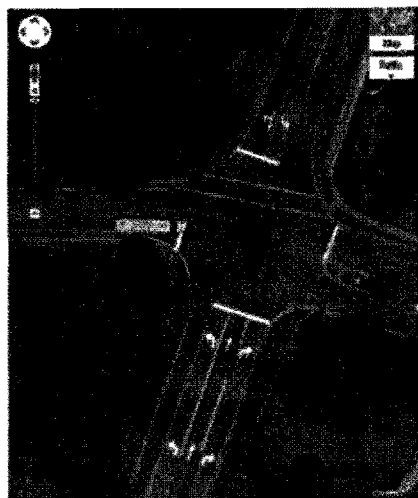


Photo showing existing line of sight looking north from Willow Oak. Hwy 54 bridge is visible in the distance

Sight Distance at BPW and Smith Level Road



Aerial view showing existing sight distance and proposed change to "improve" sight distance



Closer aerial view outlining proposed changes for sight distance

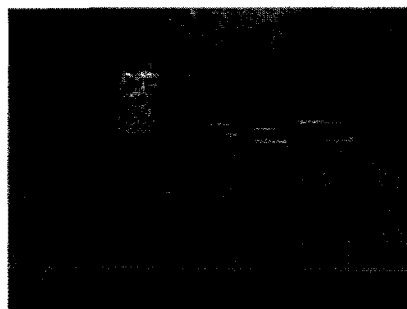


Photo showing existing line of sight looking north from BPW. Hwy 54 bridge is visible in the distance

Smith Level Road Expansion Project (U-2803)

Current Understanding and Outstanding Questions -- Berryhill Neighborhood January 29, 2012

Property Acquisition and Easements – based on the map located on the on Town of Carrboro website (http://www.townofcarrboro.org/SmithLevel/PDFs/U2803_Title%20and%20PlanSheets.pdf) and the January 3, 2012 memo provided by the Town of Carrboro, the Berryhill residents understand the following to be accurate and have the following related and outstanding questions.

- **Line of Sight Easements** – the current NCDOT plans request property acquisition on the following properties for line of sight concerns.
 - Property 28 (Jason Henning)
 - Property 32 (Robert Vaccarelli)
 - Property 36 (Binh Tuyet Tien)
 - Property 37 & 37A (neighborhood entrance at Willow Oak Lane)
 - Property 38 (Lawrence Kobesky)

Question: Is this understanding accurate? If not, what details should be corrected? Are there additional properties that NCDOT will request acquisition of for line of sight easements? If yes, please specify which properties.

Question: Please provide details on what NCDOT will do within the property it wants to acquire. For example, within the residential properties will trees be removed? What other changes does NCDOT have planned or expect for the residential properties? Please describe in detail.

Question: We understand that several magnolia and holly trees, as well as the stone landscape walls will be permanently removed at the neighborhood entrance on Willow Oak Lane. Besides these changes, how will this acquisition materially change the existing neighborhood entrance on properties 37 and 37A? Please describe in detail.

- **Permanent Drainage Easements**– the current NCDOT plans request property acquisition on the following properties for permanent drainage easements.
 - Property 33 (John Poe Jr.)
 - Property 34 (Dean Karrigan)
 - Property 35 (Robin Churchill)
 - Property 36 (Binh Tuyet Tien)
 - Property 37 & 37A (neighborhood entrance at Willow Oak Lane)

Question: Is this understanding accurate? If not, what details should be corrected? Are there additional properties that NCDOT will request acquisition of for permanent drainage easements? If yes, please specify which properties.

Question: Is there a technical reason why the permanent drainage easements need to be located on the west side of Smith Level Road adjacent to the Berryhill neighborhood? If so, please describe in detail. If not, can the drainage easements be co-located with the existing power lines on the east side of Smith Level Road?

Question: Please provide details on what NCDOT will do within the property it wants to acquire. For example, within the residential properties will trees be removed? What other changes does NCDOT have planned or expect for the residential properties? Please describe in detail.

Question: We understand that several magnolia and holly trees, as well as the stone landscape walls will be permanently removed at the neighborhood entrance on Willow Oak Lane. Besides these changes, how will this acquisition materially change the existing neighborhood entrance on properties 37 and 37A? Please describe in detail.

- **Aerial Utility Easements** – NCDOT will keep the power lines on the east side of Smith Level Road between Frank Porter Graham Elementary School and BPW Club Boulevard.

Question: If this is correct, the current plans do not require property acquisition for any aerial utility easements on the west side of Smith Level Road between Frank Porter Graham Elementary School and BPW Club Boulevard. Is this understanding accurate?

Traffic Pattern Changes

- **Eliminate left turn from Willow Oak Lane onto Smith Level Road**--NCDOT's current plans include a median on Smith Level Road between Frank Porter Graham Elementary School and BPW Club Boulevard. This median will prevent Berryhill residents from turning left off of Willow Oak Lane onto Smith Level Road. NCDOT is proposing a U-turn at BPW Club Boulevard to address this change. This change may require Berryhill residents to turn right onto Smith Level Road and make a U-turn at BPW Club Boulevard to head North on Smith Level Road.

Question: Is this understanding accurate? Do the plans include a protected left turn arrow for the U-turn at BPW Club Boulevard? If not, can one be included?

Question: What is the technical basis for excluding a left turn off of Willow Oak Lane onto Smith Level Road?

- **Add sidewalks into Berryhill neighborhood**— NCDOT's current plans include adding sidewalks on the west side of Smith Level Road between Frank Porter Graham Elementary School and BPW Club Boulevard. This includes adding sidewalks at the neighborhood entrance at Willow Oak Lane.

Question: Will the new sidewalks connect to existing sidewalks and enter the neighborhood on Willow Oak Lane, essentially providing continuous sidewalks from Willow Oak Lane to the intersection at Frank Porter Graham Elementary School?

Mayor Mark Chilton
Carrboro Board of Aldermen
301 W. Main St.
Carrboro, NC 27510

January 26, 2012

Dear Mayor Chilton and Board of Aldermen:

The residents of the Enclave neighborhood are deeply disappointed about the proposed changes to be made to Smith Level Road as described by representatives of the North Carolina Department of Transportation (NCDOT) at the Carrboro Board of Aldermen (BOA) meeting on Tuesday, November 22, 2011. Fundamentally, the NCDOT has unilaterally changed the original agreement between the BOA and the NCDOT. These proposed changes contradict the spirit of compromise and cooperation that was arrived at through many years of discussions between the Town of Carrboro and the NCDOT regarding the expansion of Smith Level Road. Consequently, the residents of the Enclave neighborhood are asking the BOA to refuse right of way to the NCDOT until the following issues and concerns are adequately addressed to residents' satisfaction.

- **Real Property Condemned.** The amount of real property condemned for all homeowners adjoining Smith Level Road exceeds what was originally presented. Based on all indications from NCDOT, the expansion will come into our properties at least an additional 10-15 feet. This directly impacts the real property of all homeowners in the Enclave.
- **Bury Utilities (Figure 1).** As currently planned, the Aerial Easements proposed on our property would take away our current viewshed. We feel that burying any and all utilities would help protect our viewshed (we could replant any vegetation that would be removed due to construction). Caramore Incorporated, as well as many other residences along Smith Level Rd, agree that burying the utilities would be the best option to protect our homes from unnecessary power lines.
- **Move DOT Easement by Unit 533 (Figure 2).** NCDOT proposes a Guy Easement directly adjacent to a residence. We ask NCDOT to move that easement to an unused well location 30 feet away that is still located on Enclave property but is less detrimental to our homeowners.
- **Move easement lines further away from homes (Figure 3).** The current utility easement lines come too close to private residences which effectively takes away the ability to maintain a garden, grow bushes/trees for privacy, or create a green barrier for themselves.

- **Leave Magnolia Tree on edge of proposed easement line (Figure 4).** This tree is priceless and should not be destroyed.
- **Move DOT Utility Easement & Right of Way to the other side of the road where power lines & sidewalks already exist.** The powerlines that are currently in place along Smith Level Rd. zigzag all along the road. We ask that DOT and the Utility Companies bury these utility to prevent the current viewshed from being completely destroyed. Currently, on the west side of the road, there is a sidewalk. What is the purpose of destroying the existing sidewalk to create another sidewalk?

Our neighborhood appreciates your attention to our concerns. We are asking that the Town of Carrboro (Board of Aldermen & Staff) to please arrange and facilitate the meeting between the residents of the Enclave and the NCDOT. We believe it is essential that our town representatives hear the same information that the NCDOT presents to the residents of our neighborhood.

We look forward to working with you to find an amenable solution that won't severely impact the lives and real property of the residents of the Enclave.

Yours Sincerely,

Jacqueline Muehlbauer
The Enclave Homeowners Association
511 Smith Level Rd
Chapel Hill, NC 27516

Cc: Enclave homeowners

Enclosures: photographs

Figure 1. Current photographs of Enclave at Smith Level Road facing south, September 2011. Note the tree-covered berm protecting our property (left) from the road (right). This viewshed and berm barrier would be removed under current NCDOT plans.

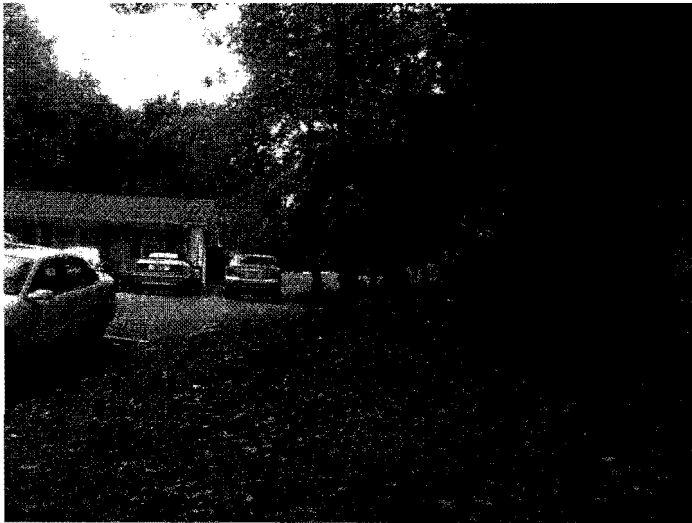


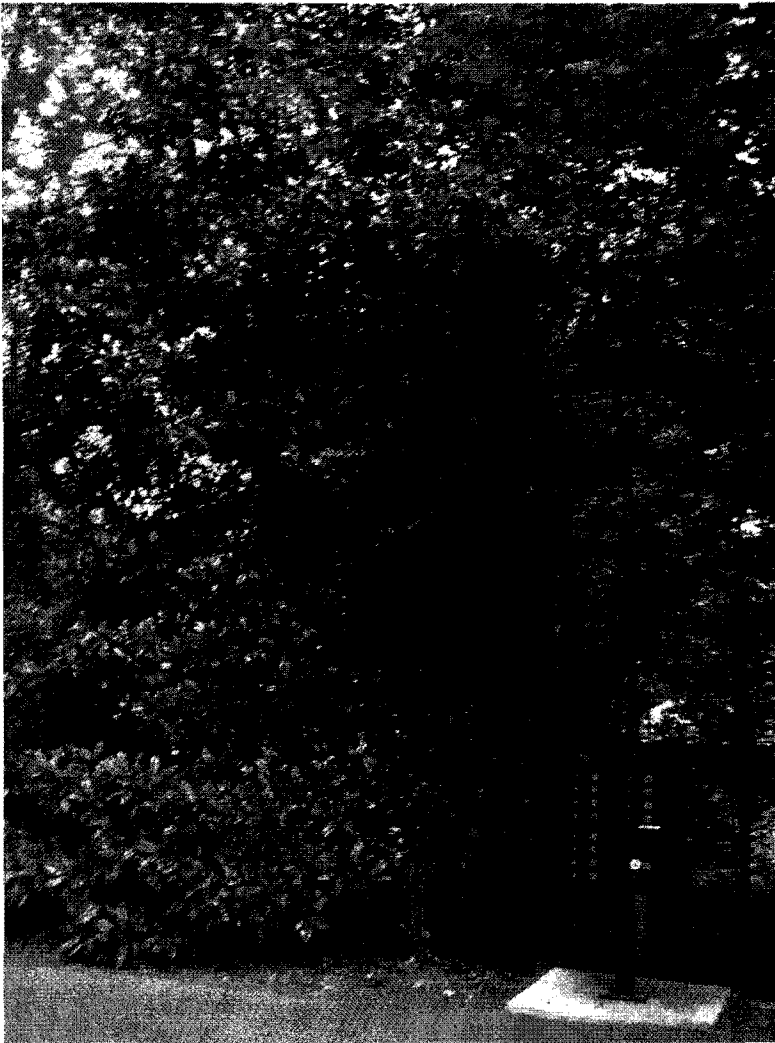
Figure 2. Guy Easement location currently proposed by NCDOT (easement would abut Unit 533, pictured). The Enclave would prefer this easement be moved ~30 feet south on our property, at well located in the background (note flat white well cover).



Figure 3. Current photograph of Enclave at Smith Level Road facing north, September 2011. Note the viewshed currently protecting our property from the road. This viewshed would be removed under current NCDOT plans.



Figure 4. Magnolia tree on Enclave property, slated for removal as part of proposed NCDOT easements. Only a portion of the tree's branches are actually within the proposed easement, which runs ~2 feet from the left of the photo.



2 February 2012

Mayor Mark Chilton
Carrboro Board of Aldermen
301 W. Main St.
Carrboro, NC 27510

Dear Mayor Chilton and Board of Aldermen:

Those of us that live in Teal Place are disappointed about the proposed changes to be made to Smith Level Road as described by representatives of the North Carolina Department of Transportation (NCDOT) at the Carrboro Board of Aldermen (BOA) meeting on Tuesday, November 22, 2011. Although the NCDOT has updated the size of the easement along Culbreth Road, the large chunk of property on the Smith Level Road side of our development has been left unaltered.

Below are some of the concerns we still have regarding the proposed changes to the project, and we ask the Carrboro Board of Aldermen to refuse right of way to NCDOT until our issues are adequately addressed to the satisfaction of the Teal Place property owners' satisfaction.

Property Value Deflation. The amount of real property condemned for the homeowner of Unit E adjoining Smith Level Road devalues the property value of all the units in Teal Place.

Move easement lines further away from homes (Figure 1). The current utility easement lines come too close to private residences which effectively takes away the ability to maintain a garden, grow bushes/trees for privacy, or create a green barrier for themselves. Specifically, the stake closest to Unit E measures 16' from the homeowner's building.

Reduce the Line of Sight requirements for the Southeast corner of SLR at Culbreth Road (Figure 2). As it currently stands, the amount of trees, shrubs and other green barrier items will be completely raped from the area, providing no protection from traffic, noise and pedestrians. If the line of sight requirements were removed, we would not have to lose our privacy.

Our neighborhood appreciates your attention to our concerns. We are asking that the Town of Carrboro (Board of Aldermen & Staff) to please arrange and facilitate the meeting between the residents of Teal Place and the NCDOT. We believe it is essential that our town representatives hear the same information that the NCDOT presents to the residents of our neighborhood.

We look forward to working with you to find an amenable solution that won't severely impact the lives and real property of the residents of Teal Place.

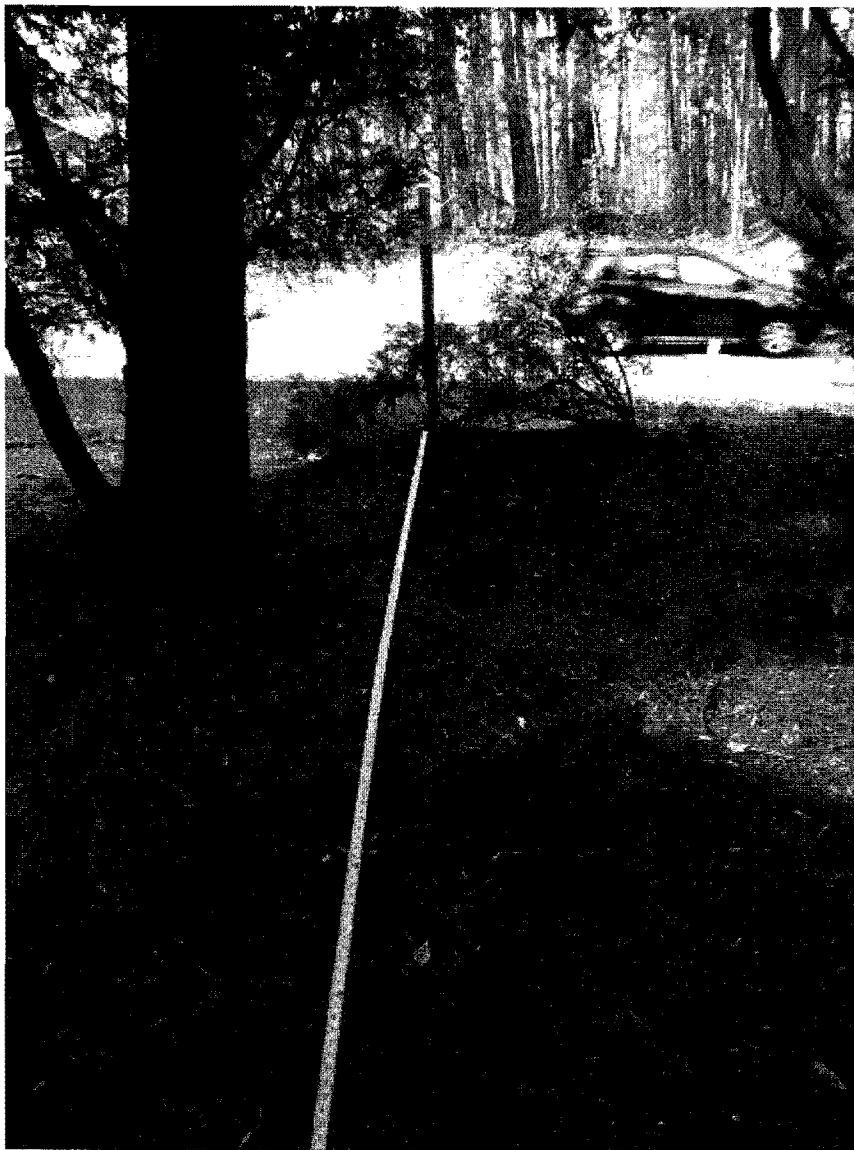
Yours Sincerely,

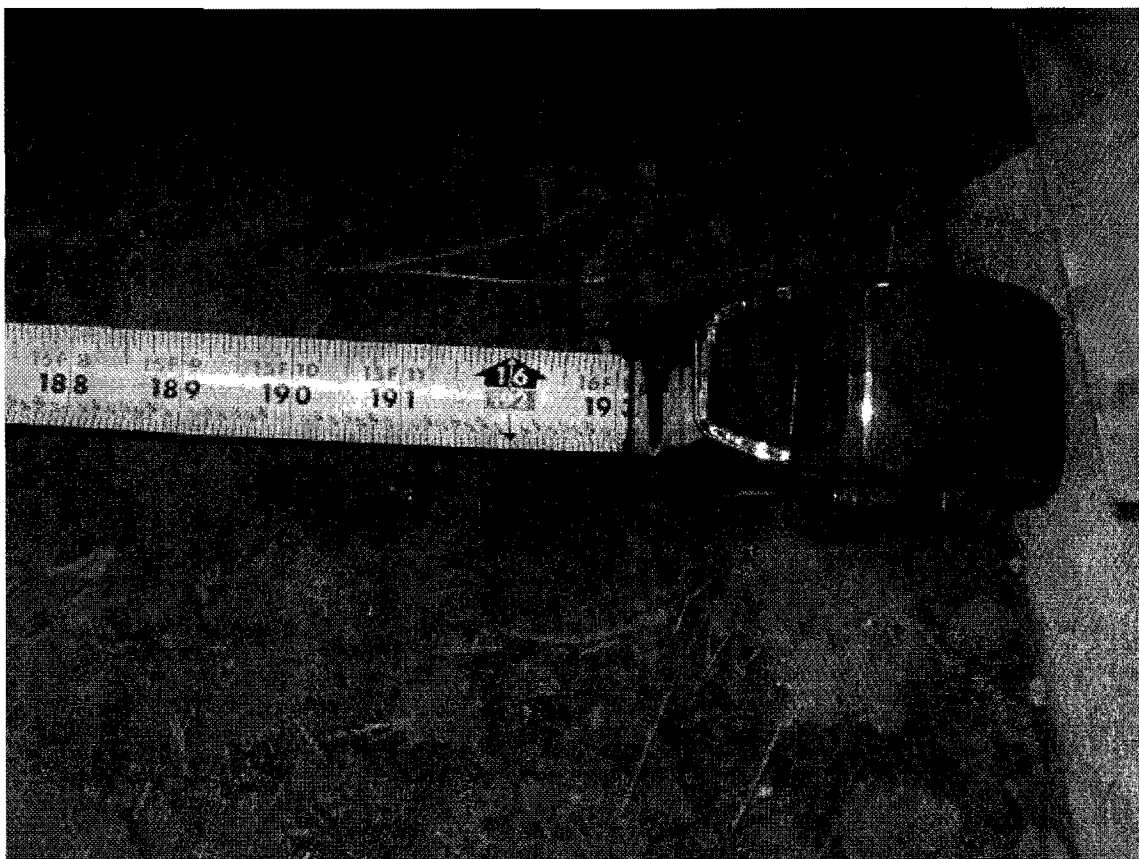
Phyllis and Kenneth Holt
on behalf of the Property Owners of Teal Place
100 Culbreth Road
Chapel Hill, NC 27516

Cc: Teal Place homeowners
Senator Ellie Kinnard,
Representative Joe Hackney
Representative Verla Insko
George Seiz
Jeff Brubaker
Patricia McGuire
Secretary Gene Conti
Mike Fox
Office of the Governor
John Drescher, News and Observer
Katelyn Ferral, News and Observer
Nancy Wykle, Herald Sun
Betsy O'Donovan
Monica LaLiberte, WRAL

Enclosures: Photographs

Figure 1. The easement line represented by this stake that currently sits along side Unit E measures 16 feet, as the ant crawls, from the outer wall of Unit E. The street is relatively close to the homeowner's property without the help of the NCDOT's easement. Photo shows, stake, tape measure, and traffic on Smith Level Road.





Tape measure is up against Unit E's foundation.



The stake is 32 feet from the road.



The perspective from the stake to the road. 32 feet is closer than it may seem.



This picture shows the amount of greenery that would be lost if the current easement was left unaltered. The pink tape was run between two of the stakes placed by NCDOT.

Figure 2. This Google Maps overhead view shows the existing situation on the southeast corner of Smith Level Road at Culbreth Road.



Here you see the proposed Line of Sight changes approximated by the red lines. You can also see the large amount of greenery that would be removed under the proposed plan.