

**Member Governments**

Town of Carrboro  
Town of Chapel Hill  
County of Chatham  
City of Durham  
County of Durham  
County of Orange  
NC Department of  
Transportation  
Town of Hillsborough

**DURHAM – CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC)**

**AGENDA**

**December 20, 2006  
9:00 a.m.**

**City Council Committee Room  
2nd floor Durham City Hall**

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- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

**ACTION ITEMS**

**4. Approval of November 22, 2006 TCC Meeting Minutes  
(Attachment 4)**

A copy of the November 22, 2006 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the November 22, 2006 TCC meeting.

**5. Southwest Durham Southeast Chapel Hill Collector Street Plan  
(Attachment 5, 5A, 5B)  
Andy Henry, LPA staff**

The TAC reviewed the Revised Collector Street Plan at their meeting on December 13, 2006. The TAC accepted the three minor adjustments to the Collector Street Plan, directed the TCC to review the Resolution from the Town of Chapel Hill, make appropriate changes to the Revised Plan if needed, and present a Final Plan to the TAC.

Attachment 5 is a copy of a memorandum to the TAC that summarizes the workshop comments and the proposed adjustments. The memorandum refers to two attachments that have not been included in this TCC packet – the comments from the final workshop and the proposed changes to the Revised Plan that the TAC accepted on December 13, 2006. Attachment 5A is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan map that includes the proposed changes. Attachment 5B is a copy of the Chapel Hill Resolution. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available on the MPO website – [www.dchcmpo.org](http://www.dchcmpo.org).

**TCC Action:** Make a recommendation to the TAC for the Final Southwest Durham/Southeast Chapel Hill Collector Street Plan.

**6. 2035 Long Range Transportation Plan****(Attachment 6)****Andy Henry, LPA staff**

The TAC received the preliminary Base Year socio-economic data (SE Data) at their meeting on November 8, 2006 and provided some comments. The 2035 LRTP schedule designates that the TAC will receive the preliminary SE Data at their January 2007 meeting and release the SE Data for a 42-day public comment period. Attachment 6 is the Summarized 2035 LRTP Development Schedule. The SE Data is among the principal data inputs for the Triangle Regional Model (TRM), which is an important evaluation tool in the 2035 LRTP development process.

At the TCC meeting, the LPA will present the Base Year (2005) and Forecast (2015, 2025 and 2035) SE Data.

**TCC Action:** Review Base Year and forecasted socio-economic data and recommend that the TAC release the data for a 42-day public comment period.

**7. 2030 Long Range Transportation Plan Amendment****(Attachment 7, 7A)****John Hodges-Copple, TJCOG****Andy Henry, LPA Staff**

Air quality regulations require that the 2030 Long Range Transportation Plan (2030 LRTP) be amended because the completion schedule for several regionally-significant projects has crossed an air quality threshold. The completion date for these projects has been delayed, and the air quality impacts of these delays must be analyzed. Funding constraints of the FY 2007-2013 Transportation Improvement Program (TIP) and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, have caused the completion delays. Interagency Consultation meetings have designated the projects in the DCHC MPO's 2030 LRTP that need to be amended and have proposed a schedule for making these amendments. Attachment 7 is an overview of the amendment. Attachment 7A is a list of the projects that are to be amended.

**TCC Action:** Discuss the projects, process and schedule for amending the 2030 LRTP.

**REPORTS FROM STAFF:****8. Reports from Staff****(Attachment 8, 8A)****Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**9. Report from the Chair****Mark Ahrendsen, TCC Chair**

**TCC Action:** Receive Report from TCC Chair

- 10. NCDOT Report**  
**(Attachment 10)**  
**Wally Bowman, Division 5 – NCDOT**  
**Mike Mills, Division 7 – NCDOT**

**TCC Action:** Receive report of Division Engineers

**INFORMATIONAL ITEMS**

- 11. Recent Newspaper Articles/Legislative Update**  
**(Attachment 11)**
- 12. 2007 TAC/TCC Meeting Schedule**  
**(Attachment 12)**

**PENDING ITEMS**

**MPO Functional Classification of Streets and Roadways**  
**Regional Priority List Ranking Methodology**

**Adjourn**

**Next meeting: January 24, 2007**

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**TECHNICAL COORDINATING COMMITTEE**

**November 22, 2006**

**MINUTES OF MEETING**

- \*Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- \*David Bonk Town of Chapel Hill (TCC Vice Chair)
- \*Wally Bowman NCDOT – Division 5 Engineer
- \*Mike Cowan NCDOT – Division 7 Engineer
- \*Andy Henry City of Durham/Transportation
- \*Ray Magyar UNC
- \*Denese Lavender NCDOT – PTD
- \*Karen Lincoln Orange County Planning
- \*Dale McKeel Town of Carrboro
- \*Felix Nwoko City of Durham/Transportation
- \*Liz Rooks Research Triangle Foundation
- \*Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Anna Biton Town of Chapel Hill
- Jeff Dayton HNTB Corporation
- Claire Kane UNC
- Tamra Shaw NCDOT – PTD
- Chao Wang City of Durham/Transportation
- \*Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:09 a.m.

**Preliminaries:**

Tamra Shaw introduced Denese Lavender who will be the NCDOT-PTD representative on the DCHC. An email was sent out yesterday informing everyone.

**Adjustments to the Agenda**

Ellen Beckmann stated that there iss an amendment to the 2006-2012 MTIP – Amendment 5.

David Bonk stated that it would be beneficial to discuss the agenda for the Joint TAC meeting.

34 Felix Nwoko stated that there is a Statewide GIS resolution by Andy Henry that  
35 will be discussed after the LRTP update.

36 Ellen Beckmann stated that there needs to be discussion on the Greenhouse Gas  
37 plans.

38 **Public Comments**

39 There were no public comments.

40 **Action Items:**

41 **Approval of October 25, 2006 TCC Meeting Minutes (Attachment 4)**

42 A motion was made by Liz Rooks and seconded by Wally Bowman to approve  
43 the October 25, 2006 TCC Meeting Minutes. The motion carried unanimously.

44 **Southwest Durham Southeast Chapel Hill Collector Street Plan (Attachments 5, 5A,**  
45 **5B)**

46  
47 Andy Henry provided an update on the Southwest Durham Southeast Chapel Hill  
48 Collector Street Plan, along with the attachments.

49 On Monday night the Town of Chapel Hill Council responded to public  
50 comments on the Collector Street Plan with a recommendation that the TAC approve the  
51 plan with several changes. One recommendation was to support the realignment of  
52 Southwest Durham Drive as proposed by Durham. The other recommendations had to do  
53 with the need to coordinate the timing of the connections to Chapel Hill to allow for  
54 multiple access points. There was discussion regarding a local street connection to  
55 Kinsale Drive. The public stated that there is a need to remediate some of the potential  
56 negative effects of connecting some of the streets with traffic calming and improved  
57 pedestrian/bike facilities. The Town of Chapel Hill is going to recommend that the MPO  
58 agree to provide funding from the STP-DA program to provide retrofitting of the streets

59 with appropriate pedestrian facilities to accommodate all modes. The Town of Chapel  
60 Hill attorney is looking at the MPO MOU that establishes the organization; updates need  
61 to be made to incorporate recent state legislation. The Town of Chapel Hill received  
62 more public comment during their council meeting. They referred it back to staff to bring  
63 a revised resolution back to the council on December 4, 2006 which will include stronger  
64 language to complete the proposed arterial Southwest Durham Drive along George King  
65 Road from Ephesus Church Road all the way to NC 54. There was a consensus that  
66 completing that road would probably mitigate much of the potential for unnecessary  
67 through traffic that might come from Durham into Chapel Hill once Lancaster Drive and  
68 Kilkenny were connected to George King Road. There was a request for greater  
69 coordination between the Town of Chapel Hill and Durham.

70 This item will be added to the TAC agenda on December 13, 2006.

71 David Bonk stated that the Town of Chapel will also recommend to the TAC that  
72 the collector street south of US 15-501 crossing I-40 should be realigned to be consistent  
73 with the fixed guideway crossing.

74 Mark Ahrendsen stated that the TCC will share comments from the Town of  
75 Chapel Hill with the TAC. Mark stated that there seems to be some serious development  
76 interest and how it will affect Southwest Durham Drive. David Bonk asked if the  
77 anticipated development includes Lancaster Drive and Andy Henry stated no. David  
78 stated that there was discussion about the possibility of "T"-ing Meadowmont Lane into  
79 Southwest Durham Drive so the through movement would be a north south movement  
80 along George King Road from Ephesus Road to NC 54. Mark stated that it depends on  
81 the alignment that is ultimately chosen for Southwest Durham Drive.

82 **2035 Long Range Transportation Plan (Attachment 6, additional handouts to be**  
83 **provided at the meeting)**

84  
85           Andy Henry provided an update on the 2035 Long Range Transportation Plan,  
86 along with the attachments. The SE data can't be adopted until the LRTP amendments  
87 have been made. The SE data may be adopted sometime in May or June of 2007 instead  
88 of March. One question is how early do we want to go out with our data, release it, and  
89 have a public hearing for the SE data. Andy stated that we have to use the most recently  
90 adopted SE data in all the modeling. Felix Nwoko stated that we should be cautious;  
91 however, we shouldn't slow down. Felix suggested that we move forward with the  
92 unapproved data and not change the LRTP schedule. David Bonk stated that we are  
93 using the 2005 base data to calibrate the new model. The data should be to Andy by the  
94 end of December for the TAC January meeting.

95           David Bonk stated that the Town of Chapel Hill council held a public forum on  
96 Monday night concerning the 2035 projections. There were no public comments and the  
97 Council did not have a reaction. The Planning Board's reaction was the same.

98           Andy stated that the Town of Carrboro and Chatham County has not submitted  
99 their data as of yet.

100           Barbara Weigel asked for clarification of what the TCC will be asking the TAC to  
101 do in January versus what will be adopted in May or June. Andy stated that in January  
102 the TCC will ask the TAC to release the data for public comment.

103           Mark Ahrendsen asked about the status of the 2005 data and Andy stated it was  
104 sent to ITRE. It will be adopted with the forecast.

105           Karen Lincoln stated that their submitted projections were based on the current  
106 plan. Orange County is looking at a growth plan which sets limits on households because

107 of the water/sewer constraints. There may be adjustments for Orange County after the  
108 public comment period.

109 Felix Nwoko stated that there should not be a big difference between what was  
110 released for public comment and what will be adopted. Staff will look at the distributions  
111 and tie up loose ends before going to the public.

112 Barbara Weigel stated that the blueprint process will be looking at the travel  
113 demand in the preliminary phase.

114 Mark Ahrendsen stated that we will use the most current data where there is a  
115 level of comfort with the data.

116 David Bonk asked if the modeling bureau or MPO staff are going to be doing the  
117 deficiency analysis. Felix stated that it is our responsibility.

118 Andy Henry stated that adjustments to the land use scenarios will be made after  
119 we get the deficiency analysis back.

120 Mark Ahrendsen stated that staff will this bring back at the December meeting on  
121 December 20, 2006 for submission to the TAC.

122 **Resolution to Amend the 2006-2012 TIP; Amendment 5**

123 David Bonk stated that this is a technical issue related to funding a project that is  
124 already in the TIP.

125 Tamra Shaw stated that this is an amendment to provide the last part of the  
126 funding for the Chapel Hill transit facility. Funds have already been appropriated but it is  
127 currently in the TIP as unfunded. In order for Chapel Hill to submit their grant to FTA it  
128 has to be amended to show as funded in the TIP rather than unfunded. This has to be  
129 done on an annual basis. It is only a technical measure.

130 A motion was made by Liz Rooks and seconded by Dale McKeel to approve the  
131 Resolution to Amend the 2006-2012 Transportation Improvement Program. The motion  
132 carried unanimously.

133 Tamra Shaw stated that it is unclear when the STIP will be approved. The Town  
134 of Chapel Hill needs to get this grant going. The Town of Chapel Hill will have to work  
135 with NCDOT-PTD to get these funds transferred from STP-DA to FTA which is a  
136 process that could take a couple of months.

137 **GIS Resolution**

138 Felix Nwoko provided an introduction for the GIS Resolution. Felix  
139 recommended that the TCC adopt the GIS resolution. This is a step in the right direction  
140 and will link traffic count with traffic data. This will dovetail with our own GIS project.

141 A motion was made by Felix Nwoko and seconded by Liz Rooks to recommend  
142 approval of the resolution as part of a development maintenance comprehensive GIS for  
143 North Carolina. The motion carried unanimously.

144 **Greenhouse Gas Plan**

145 Ellen Beckmann provided an update for the Greenhouse Gas plan. Durham  
146 County has completed their emission inventory and Orange County is almost complete.  
147 A 2005 base year and 2030 forecast year was agreed upon about six months ago. The  
148 MPO provided VMT data for those years to ICLEI using the current model, but now that  
149 we have new socio-economic information there is some question as to if we should  
150 update the VMT data. The greenhouse gas plans are scheduled to be complete by March.

151 David Bonk stated that we now have actual 2005 data and it seems we should use  
152 the newest data possible. The Town of Chapel Hill has had significant changes in

153 employment from 2000 to 2005 data. The new 2005 data should be used to provide more  
154 accurate data. The future year must remain 2030 because we don't have a 2035 network.  
155 Felix Nwoko stated that it can be done but the model will be calibrated based on the old  
156 data. Mark Ahrendsen stated that the new 2005 data will not be approved yet. It will be  
157 unofficial data, but more realistic.

158 Felix Nwoko stated that we could take the new 2005 SE data and put it in the new  
159 Transcad model to estimate VMT. David Bonk wants to achieve consistency. Ellen  
160 Beckmann stated that we could just put the new numbers into the existing emission  
161 inventories and that it should not delay the plans.

162 Felix stated that a Modeling subcommittee meeting has been scheduled on  
163 December 5, 2006 regarding the calibration of the model in the Transportation  
164 Conference Room from 10:00 – 11:30 a.m.

165 Mark Ahrendsen asked if there is a consensus to use the most recent 2005 data  
166 with the Transcad model to establish VMT 2005 for the Greenhouse Gas plans.

167 Ellen Beckmann asked if the TCC and TAC will be able to adopt the Greenhouse  
168 Gas Plans in March 2007. David Bonk stated it should be irrelevant to the TAC. Felix  
169 Nwoko stated that we should hold off on TAC approval until the SE data is approved.  
170 Mark Ahrendsen will check on this because of the concerns.

171 **Joint TAC Meeting**

172 There will be a joint TAC meeting on November 29, 2006. The agenda has been  
173 sent out and is posted on the website.

174 The primary focus of the joint meeting is to look at the Fresh Look at Transit  
175 issue in the Triangle. John Hodges-Copple is going to review the Transit Infrastructure

176 Blueprint. The next three items are where guidance is needed; (1) a robust public  
177 outreach effort; (2) the technical analysis on the transit infrastructure blueprint; and (3)  
178 the possible development of a Blue Ribbon TAC Advisory Committee. There will be  
179 brief updates on the Triangle Seamless Service public transportation project and  
180 transportation funding. There will be a resolution on the I-40 repairs requesting that the  
181 repairs not be subject to the equity formula.

182 The meeting will be held at 9:00 a.m. on November 29, 2006 at the NC  
183 Biotechnology Center on T.W. Alexander Drive.

184 **Reports from Staff:**

185 **Reports from Staff (Attachment 7 and 7A)**

186 The report from staff is attached.

187 **Report from the Chair**

188 The NCDOT Division 5 meeting has been set for December 11, 2006 in the  
189 Transportation Conference Room. A meeting has not yet been set for NCDOT Division  
190 7.

191 David Bonk stated that the Town of Chapel Hill had a last minute request from  
192 the Town of Carrboro to consider proposing the reallocation of the \$650,000 that is  
193 currently programmed in the draft TIP for the Sewell School Road improvements to  
194 provide bike lanes on the portion of Estes Drive which was not covered by the moving  
195 ahead project. The Town of Chapel Hill will be approving a request to the TAC to make  
196 the amendment. Part of the justification is that the Sewell School project was scoped as  
197 \$650,000 but based on conversation between Dale McKeel and Tom Norman they  
198 believe the project is now up to \$2 million. David Bonk stated that their only cautionary

199 note is that preliminary estimates indicate that they can do the Estes Drive project for  
200 \$650,000 but, given the history, who knows.

201 **NCDOT Report (Attachment 9)**

202 Wally Bowman, NCDOT Division 5 Engineer provided an update. They should  
203 finish the I-40 work this weekend. The repairs the contractor is responsible for have been  
204 completed. They will be accepting bids in December for the NC 54 and Davis Drive  
205 project.

206 Mike Cowan, NCDOT Division 7 Engineer, had no update to provide.

207 Barbara Weigel asked David Bonk how the long range transit plan for Carolina  
208 North was coming. The committee interviewed three consultants last week, evaluated the  
209 proposals, and directed staff to check references and request a price proposal from one of  
210 the three which has been received.

211 **Adjournment**

212 There being no further business before the Technical Coordinating Committee,  
213 the meeting adjourned at 10:33 a.m.

**MEMORANDUM**

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency (LPA)

**DATE:** December 13, 2006

**RE:** Final Southwest Durham/Southeast Chapel Hill Collector Street Plan  
(CSP)

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**Background**

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Southwest Durham/Southeast Chapel Hill Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. In addition, the Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducted a public hearing on the plan.

Changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan were made and a Revised Plan was presented to the TAC on September 13, 2006. The TAC requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood that the neighborhood has not had adequate notice to participate in the collector street process. The public workshop was conducted on October 10, 2006 at the Creekside Elementary School.

The Town of Chapel Hill conducted a public hearing for the Collector Street Plan on October 18, 2006, and addressed the Plan at meetings on November 20, 2006 and December 4, 2006.

**Results of Public Workshop**

Approximately seventy citizens participated in the October 10<sup>th</sup> workshop. The comments are similar to those collected at the third public workshop and TAC public hearing. Attachment 7A is a compilation of the workshop and other comments (e.g., e-mails sent to Lead Planning Agency) that have been collected as a response to the Revised Collector Street Plan. The following points provide a summary of these comments:

Improved Plan – The Revised Plan is an improvement because it is simpler than previous versions and brings needed infrastructure to the area.

Eastwood Park – The Plan is an improvement in that it provides more protection for Eastwood Park (also known as Celeste Circle). However, Crossland Drive should not be a collector street; the current George King Road alignment should be used all the way to NC 54 instead of using Crossland Drive.

Falconbridge Neighborhood – The Plan will increase traffic in the Falconbridge neighborhood.

The Oaks Neighborhoods – The Plan will encourage cut-through traffic from Farrington Road into the Oaks neighborhoods via Kilkenny Drive and Lancaster Drive. The proposed collector streets that connect with these two streets are too straight, thus encouraging cut-through traffic and excessive vehicle speeds.

Southwest Durham Drive – On the section of Southwest Durham Drive that is north of Ephesus Church Road, the Plan should shift the corridor to follow the creek. Southwest Durham Drive should not connect with Meadowmont Lane especially if it is designated as an arterial road (a designation that excludes the use of traffic calming). Connectivity is inevitable, thus if Southwest Durham Drive is connected to Meadowmont Lane, it should not be designated an arterial road and it should have lower speed limits and traffic calming.

The section of Southwest Durham Drive that coincides with Meadowmont Lane should be included in the upcoming process to adjust the Southwest Durham Drive corridor.

Workshop – Comments on the workshop were mostly positive in that people were glad to have an opportunity to comment on the Revised Plan, although a few did not believe the workshop comments would impact the final Plan. Several people were annoyed with the poor acoustics of the meeting room, which made it difficult to hear comments during the presentation.

### **Additional Changes**

The Steering Committee has identified the following minor adjustments to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan. Attachment 7B is a close-up map of the collector street network that indicates the location of these adjustments – the number on the map corresponds with the narrative below:

1. Crescent Drive – There is a section of the Crescent Drive collector street that is south of Cleora Drive. This dead-end section should be eliminated.
2. Rutgers Place – In the Revised Plan, there is a new east/west collector street alignment that parallels Rutgers Place to the south and connects with Farrington Road. This alignment runs through an existing house, and there appears to be adequate right-of-way on existing roads in the area to connect the proposed collector street with Farrington Road. The proposed east/west collector street could use the northern section of Crescent Drive and Rutgers Place to connect with Farrington Road.

3. Crossland Drive – In the Revised Plan, the north/south collector street connection that uses the Crossland Drive alignment does not connect directly with NC 54 – it uses the NC 54 service road to connect with NC 54 across from Huntingridge Road. This collector street could directly connect with NC 54 not using the service road.

Attachment 7C is a map of the Revised Collector Street Network that includes these three proposed changes.

In order to distribute the traffic generated by existing and future development in the study area, the street connectivity of the collector street network has been maintained. An even distribution of traffic will help slow the growth of traffic congestion, especially at the arterial intersections, and reduce the likelihood that these intersections will require costly capacity improvements and experience unusually high accident rates. In addition, the shorter trip lengths and reduced traffic delays associated with effective collector street networks have positive effects on air quality.

### **Town of Chapel Hill Actions**

The Town of Chapel Hill conducted a public hearing for the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan on Wednesday, October 18, 2006, and addressed the Plan at meetings on November 20, 2006 and December 4, 2006. Attachment 7D is a resolution from the Chapel Hill Town Council.

### **TCC Action**

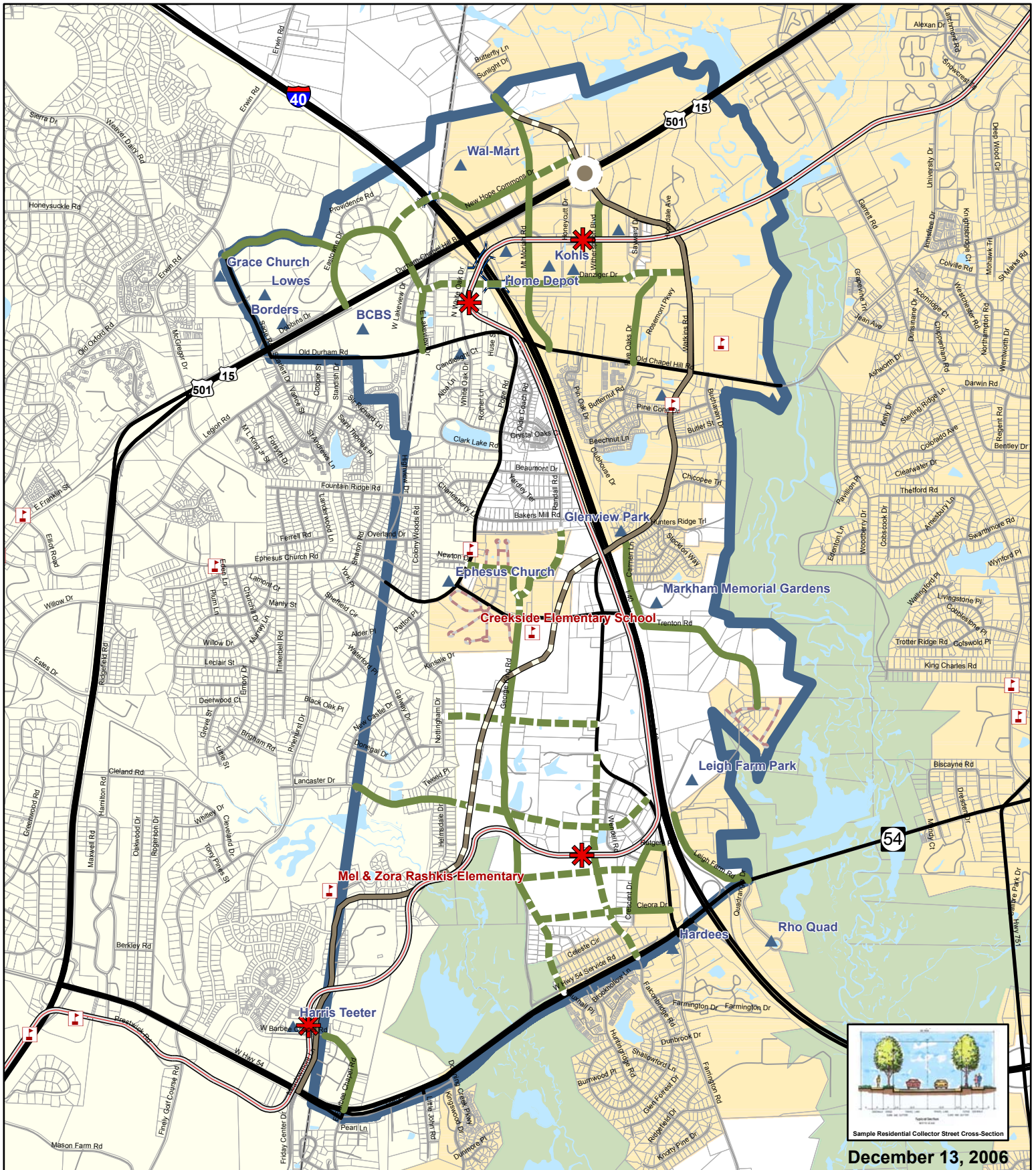
Forward the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed adjustments, along with any resolution(s) from the Chapel Hill Town Council, and recommend that the TAC consider adoption of the Plan.

### **TAC Action**

Receive update on Chapel Hill's consideration of the plan, consider adoption of the Southwest Durham/Southeast Chapel Hill Collector Street Plan with the three proposed changes.

### **Attachments**

Attachment 7A is a compilation of comments on the Collector Street Plan that were received as a result of the final public workshop. Attachment 7B is a map indicating proposed changes to the Revised Plan. Attachment 7C is a copy of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan map that includes the proposed changes. Attachment 7D is a copy of a resolution from the Chapel Hill Town Council. The full report for the Revised Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at [www.dchcmo.org](http://www.dchcmo.org).



December 13, 2006

## Southwest Durham - Southeast Chapel Hill Collector Street Plan Revised Draft Recommended CSP Network

					<b>Recommended Collector Street**</b>



\* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).  
 \*\* The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

**A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT SOUTHWEST DURHAM-SOUTHEAST CHAPEL HILL COLLECTOR STREETS PLAN (2006-12-04/R-13)**

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has prepared a draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has referred the draft Plan to Chapel Hill for comments; and

WHEREAS, the Council has received comments and recommendations from Town Advisory Boards and the public on the draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council refers the following recommendations to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- The Durham-Chapel Hill-Carrboro Transportation Advisory Committee should direct Metropolitan Planning Organization staff to initiate a process to secure a combination of public and private funds to upgrade George King Road as a collector road, which connects Ephesus Church Road to NC 54 east of the Chapel Hill limits.
- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and KilKenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street (see attachment).
- Allocation of these funds should be initiated as soon as possible.
- Designate Meadowmont Lane as a collector road in the next update of the Regional Long Range Transportation Plan.
- Staff from Chapel Hill, the City of Durham and Durham County should coordinate the implementation of the collector streets network, through the existing courtesy review agreement, to ensure that the design of the network provides multiple connections, discourages through traffic and includes adequate traffic calming features.
- The Metropolitan Planning Organization should provide funding from the Surface Transportation Program Direct Allocation program to implement traffic calming, including bicycle and pedestrian improvements along existing streets that are part of the proposed collector street network.
- The Metropolitan Planning Organization should revise the Memorandum of Understanding to correct any inconsistencies between State statutes and the provisions of the Memorandum.
- The draft Collector Streets Plan should be revised to realign the proposed collector street crossing of I-40, south of US 15-501, to conform to the proposed fixed guideway crossing.

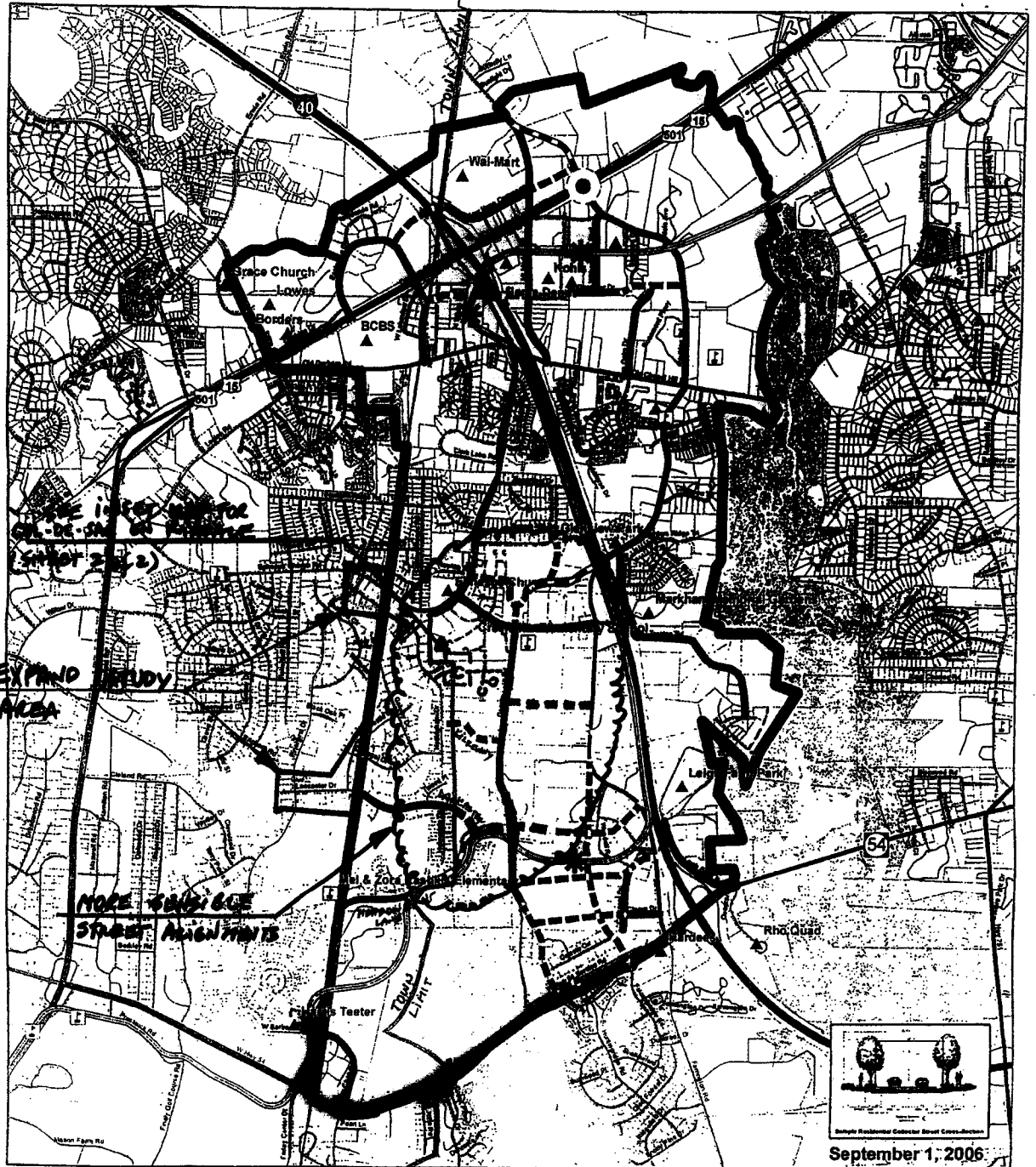
This the 4<sup>th</sup> day of December, 2006.

**Addition to Council Resolution 2006-12-04/12-13**

- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and Kilkenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street.

# "CHAPEL HILL" PLAN

TCC 12/20/06 Attachment 5B



September 1, 2006

## Southwest Durham - Southeast Chapel Hill Collector Street Plan

### Revised Draft Recommended CSP Network

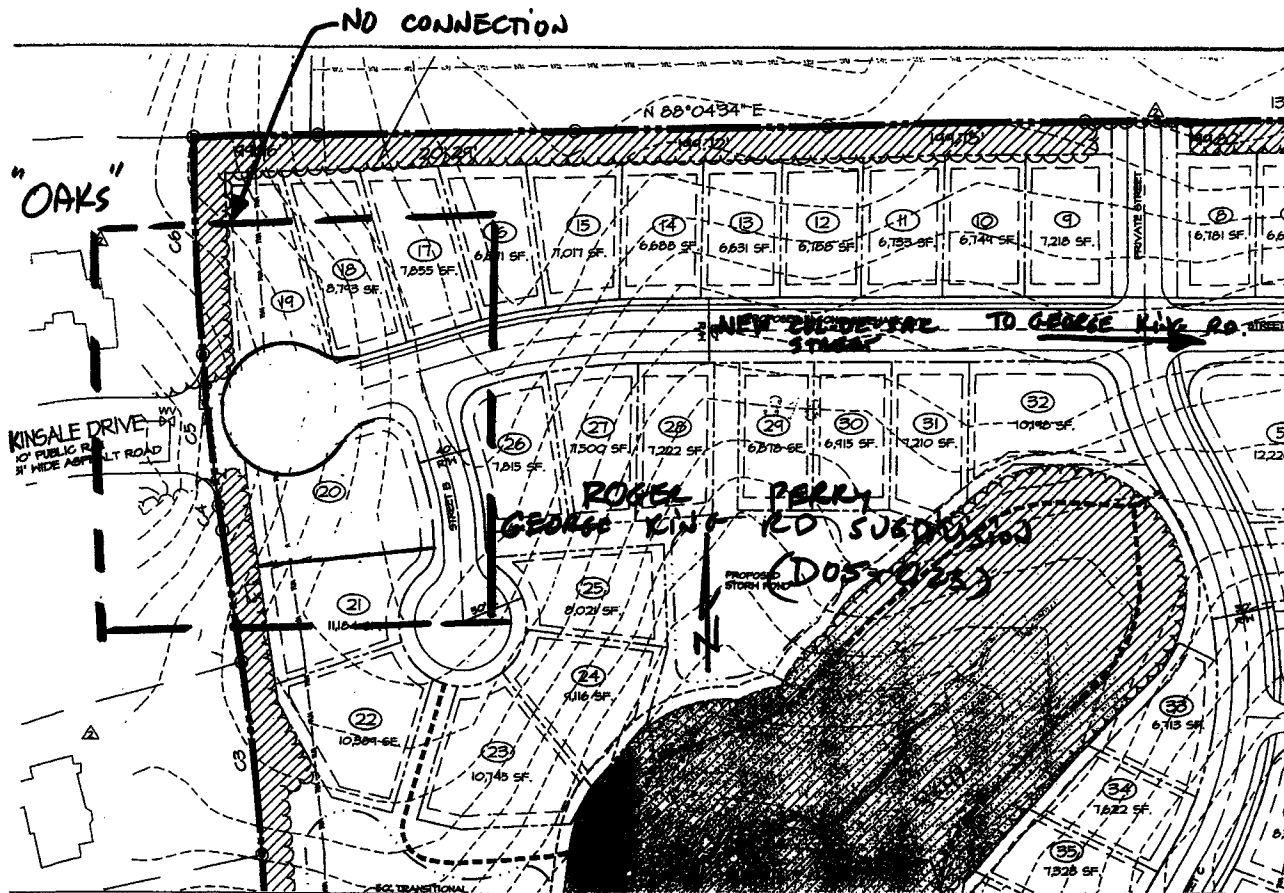
Es&I Engineering and Associates, Inc.	Study Area	Corps of Engineers Land	Proposed Interchange	Existing Higher Classification Facility	<b>Recommended Collector Street**</b>
County Boundary	Destination Point	Approved SW Durham Drive Alignment	Approved Internal Neighbourhood Street	Emerging Road to be Classified as Collector	Proposed New Collector Street
Durham City Limit	Schools	Southwest Durham Drive	Proposed Transit Alignment	Proposed Transit Station	
Chapel Hill Town Limit	Overpass				

\* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).  
 \*\* The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

OCTOBER 3, 2006  
 REVISED NOV 24, 2006  
 Page 3 of 4  
 SHEET 1 of 2

# "CHAPEL HILL" PLAN

TO C-2 Attachment 5B



NOTE: THIS IS THE PLAN THAT  
ROGER PERRY PRESENTED TO THE  
CHAPEL HILL OAKS NEIGHBORHOOD  
SHOWING THAT KINGSALE DRIVE  
WILL NOT BE CONNECTED BY  
ROADWAY TO GEORGE KING ROAD.

NOVEMBER 24, 2006

SHEET 2 of 2



Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments	<h1>2030 Long Range Transportation Plan Amendment</h1>	Summary  October 9, 2006 <i>draft</i>
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The Durham-Chapel Hill-Carrboro MPO and Capital Area MPO propose to *amend* their 2030 Long Range Transportation Plans (LRTPs) to account for:

1. updated information about when certain projects in the plan will be completed,
2. the effects of tolling on the Western Wake Expressway and Triangle Parkway, and
3. changed alignments for facilities in the plans.

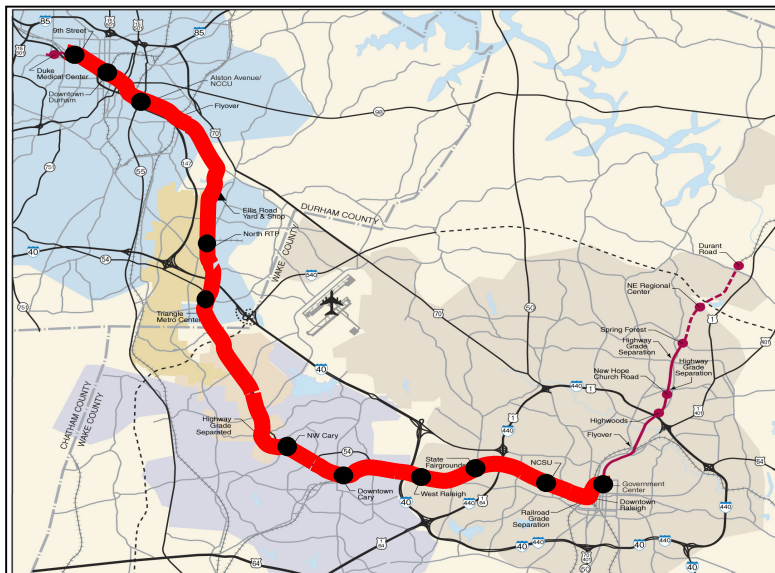
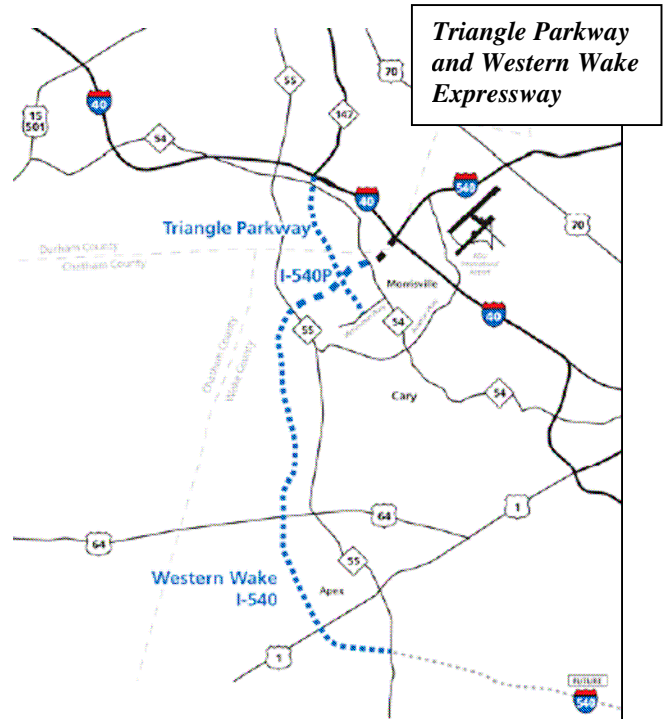
The projects affected are:

- ❑ Triangle Parkway (NC147 extension)
- ❑ Western Wake Expressway (I-540)
- ❑ TTA Phase I Regional Rail
- ❑ Wendell Falls Parkway
- ❑ Potential other projects from the 2007-13 TIP

This is an LRTP *amendment* (changes to the Plan) rather than an LRTP *update* (a wholesale re-examination of the Plan). As the amendment process proceeds, the MPOs are also beginning work on the 2035 LRTP update, which will be completed in 2009.

The characteristics of this LRTP *amendment* that distinguishes it from an LRTP *update* are:

1. The goals and objectives of the Plan do not change.
2. The base year (2002), interim years (2010 and 2020) and horizon year (2030) do not change.
3. The socioeconomic data (forecasts of households and jobs) in the Traffic Analysis Zones (TAZs) within the MPO boundaries do not change.
4. Changes are made only to the characteristics and timing of facilities already in the Plan; no new facilities are being added, nor are any alternatives being evaluated.
5. No change is made to overall fiscal constraint calculations, only to costs and revenues for the amended facilities.



The table below lists the project segments that will be amended and their status in the current 2030 LRTPs; all projects except the Wendell Falls Parkway are regionally significant; none are exempt from conformity:

Project Segment	From	To	MPO LRTP Project #	LRTP Facility Type	Length (mi.)	# of lanes prior-now	2030 LRTP Time Frame (AQ network)	TIP#	LRTP cost (\$ million)	LRTP funding source
Triangle Parkway	I-40	Wake/Durham Line	DCHC 66	Freeway	2.4	6-6	2011-2020		\$ 70.0	Tolls
Triangle Parkway	Wake/Durham Line	I-540	CAMPO F12	Freeway	1.1 <sup>1</sup>	6-6	2011-2020		\$ 97.7	Federal/state
Triangle Parkway	I-540	McCrimmon	CAMPO F13	Freeway	1.2 <sup>2</sup>	4-4	2021-2030		\$ 13.8	Federal/state
Western Wake Expressway <sup>3</sup>	NC 54	NC 55 (Cary)	CAMPO F4a	Freeway	2.7	6-6	2005-2010 (2008)	R-2000	4	Federal/state
Western Wake Expressway	NC 55 (Cary)	US 1 (Apex)	CAMPO F4b	Freeway	10.1	6-6	2011-2020	R-2635	\$221.7	Federal/state
Western Wake Expressway	US 1 (Apex)	NC 55 (Apex)	CAMPO F4c	Freeway	2.3	6-6	2011-2020	R-2635	\$ 40.5	Federal/state
<i>Total all toll road segments (prior)</i>					19.8		<i>2011-2020 except I-540P &amp; 1.2 mile segment</i>		<i>\$443.7 \$ 70.0 \$373.7</i>	<i>Total Tolls federal/state</i>
<i>Total all toll road segments (now)</i>					20.0 <sup>5</sup>		<i>2010 Triangle Pky 2011 West. Wake (except I-540P)</i>		<i>\$810.0 \$595.0 \$215.0</i>	<i>Total Tolls other state funds</i>
TTA Regional Rail	9 <sup>th</sup> Street – Durham	Government Center – Raleigh	DCHC CAMPO	Rail fixed guideway	28.1	N/A	2009	TE-4705B	\$692.0 (2006-12 TIP cost)	60% federal 20% state 20% local
Southern Wendell Bypass (Wendell Falls Parkway) <sup>6</sup>	US64 Bypass	NC 231	CAMPO A169 (part)	2-lane arterial	7.1	2-4 (part)	2030		\$ 52.7	Federal/state

Note: Other projects may be added based on review of the draft 2007-13 Transportation Improvement Program (TIP); examples include the Alston Avenue project in Durham County.

<sup>1</sup> CAMPO LRTP lists the project as 3.5 miles in length, but that length includes the segment in Durham County; only the portion in Wake County is included here.

<sup>2</sup> The CAMPO LRTP lists this project as 1.6 miles long; the NCTA length is used since it is a more detailed study.

<sup>3</sup> CAMPO LRTP labels this segment “Northern Wake Expressway” and includes from I-40 to NC 55; only the portion proposed for tolling is included in this table.

<sup>4</sup> This segment does not include a cost in the LRTP since it was funded by 2005. For the same reason, the NCTA does not include this segment’s capital cost in its calculations, so the totals for both the LRTP and NCTA costs exclude the ROW and construction costs of this segment.

<sup>5</sup> The NCTA calculates the length of I-540 from NC 55 in Cary to NC 55 in Apex as 12.6 miles; CAMPO LRTP lists it as 12.4 miles.

<sup>6</sup> The amended segment is about 2.5 miles of this 7.1 mile project (5.6 miles listed in LRTP); the “Phase I” portion from US 64 bypass to 1000 feet east of Martin Pond Road along Richardson Road would be 4 lanes with a median; developer funded.

## **Summary and Discussion of Toll Road Segments**

- ❑ The *facility descriptions* are consistent between the LRTPs and NCTA projects (with corrected Triangle Parkway segment lengths).
- ❑ The *timing* of the NCTA projects is consistent with the 10-year time periods in the LRTPs, with the exception of the 1.2-mile segment of the Triangle Parkway between I-540 and McCrimmon (LRTP has in the 2021-2030 period rather than now-planned 2011-2020 period).
- ❑ The transportation and air quality *modeling* did not account for the traffic impacts of tolls, and the modeled networks for some of the air quality budget years (2012, 2015) did not include toll road segments that are now expected to be open.
- ❑ The LRTPs assumed a mix of toll and federal/state funding; the total costs and funding mix have changed, but the non-toll funds now required (\$215 million) do not exceed the non-toll funds assumed in the LRTPs (\$373.7 million total; \$359.9 million in 2011-2020 period)

Both the DCHC MPO and CAMPO 2030 fiscally-constrained LRTPs show the Triangle Parkway and Western Wake Expressway projects as 6-lane freeways open to traffic after the 2010 analysis year but before the 2020 analysis year contained in the plans. This facility type/cross-section and time period would not change. The Turnpike Authority project would also include the 1.2 mile section of 4-lane freeway linking the Triangle Parkway at I-540 to Town Hall Drive at McCrimmon Parkway; the CAMPO LRTP includes this project, but indicates a completion date after 2020 and before 2030.

Although the projects are being planned as reflected in the LRTPs in terms of location, type and analysis year (with the exception of the acceleration of the 1.2 mile connecting section), the modeling done for the LRTPs did not accommodate the impacts of tolling versus un-tolled travel. Turnpike Authority estimates indicate significant diversion from the toll facilities to other roads. Revised transportation/air quality modeling would seem necessary both to reflect tolling impacts and to include these project segments in the networks for the 2012 and 2015 emission budget years.

The current cost estimates and funding sources do not require diversions from other LRTP projects, at least within the fiscal constraint framework of the LRTPs, since the fiscally-constrained LRTPs indicate the availability of \$359.9 million in non-toll revenue for these projects between 2010 and 2020, while the NCTA estimates a need for \$215 million in non-toll revenue for the project. (The total LRTP non-toll funding estimate is \$373.7 million, but \$13.8 million was assumed available in the 2020-2030 period for the Triangle Parkway segment south of I-540).

The MPOs have begun their next round of LRTP updates, which is anticipated to match the deadline for conformity associated with forthcoming new Motor Vehicle Emission Budgets in the Triangle Ozone State Implementation Plan (SIP), with an anticipated conformity due date around May or June 2009, depending on the date the new SIP budgets are established (the next LRTP conformity deadline is June 15, 2009). A new Triangle Regional travel demand Model is anticipated to be adopted in 2007 (along with new socioeconomic forecasts) which will be used for travel demand modeling and motor vehicle emission estimates for the next LRTP update.

## **Additional Information**

For information and reports on the North Carolina Turnpike Authority projects: [www.ncturnpike.org/project/](http://www.ncturnpike.org/project/)

CAMPO 2030 Long Range Transportation Plan: [www.campo-nc.us/LRTP/2030/LRTP\\_Table\\_of\\_Contents.htm](http://www.campo-nc.us/LRTP/2030/LRTP_Table_of_Contents.htm)

DCHC MPO 2030 Long Range Transportation Plan:

[http://www.dchcmpo.org/index.php?option=com\\_content&task=view&id=37&Itemid=2](http://www.dchcmpo.org/index.php?option=com_content&task=view&id=37&Itemid=2)

Triangle 2030 Long Range Transportation Plans Conformity Report: <ftp://ftp.tjog.org/pub/triangleair/2005confrept.pdf>

**2030 LRTP Highway Projects and Draft FY07-13 STIP**

**Amend = Project is in Pre Analysis Consensus Plan**

L RTP No.	Project	Project Limits	TIP No.	County	Regional Significant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
1	Alexander Dr	Cornwallis Rd to NC 147	U-3309	Durham	No	2010	Complete in FFY10.	Contract let in 2009 based on draft STIP. <b>Amend: 2020 AQ; 2017 network.</b>
2	Alexander Dr	NC 147 to Miami Blvd	U-3309	Durham	No	2009	Complete.	Complete.
6	Berryhill/Old Fayetteville Conn.	Old Fayetteville Rd to NC 54 Bypass	Private	Orange	No	2009	Not in FY07-13 STIP	No amendment required. No federal action required; local road.
7	BPW Club/Rock Haven Conn.	Loop at Smith Level Road	Private	Orange	No	2009	Not in FY07-13 STIP	No amendment required. No federal action required; local road.
9	Carver Street Ext	Armfield St to Old Oxford Rd		Durham	No	2010	CIP funded. Complete in fall 2007.	Will be complete No federal action required; local road.
11	Churton Connector	Old NC 86 to NC 86 (Between I-85 & I-40)		Orange	No	2010	Not in FY07-13 STIP.	No amendment required. No federal action required; local road.
14	Davis Dr	NC 54 to County Line	U-4026	Durham	No	2009	Complete in FFY08.	Will be complete.
22	Fayetteville Rd	Woodcroft Pkwy to South Point	CIP/ Bond	Durham	No	2009	Complete.	Complete.
23	Fayetteville Rd	Woodcroft Pkwy to Cornwallis Rd		Durham	No	2010	CIP funded. Complete in 2010. Extends to Riddle Road.	Will be complete. No federal action required.
25	Garrett Rd/Chapel Hill Rd	Intersection Improvements	U-3105	Durham	No	2009	Complete.	Complete.
29	Guess Rd	Carver St to Umstead Rd	U-2102	Durham	No	2009	Complete	Complete.
30	Hilldale Rd	I-85 to Carver St.	U-3804	Durham	No	2009	STIP: Complete in FFY10. MTIP: Complete in FFY08	Contract let in 2009 based on draft STIP. <b>Amend: 2020 AQ; 2017 network. Reconcile description.</b>
34	Holloway Street	US 70 to east of Junction Rd	U-4010	Durham	Yes	2009	Complete FFY07.	Will be complete.
37	Hopson Rd. realignment (RTP)	Louis Stephens Dr to NC 55	U-4410	Durham	No	2010	Not in FY07-13 STIP.	Will be complete.
38	Hopson-Page Rd Ext	NC 54 to Page Rd	U-3853	Durham	No	2009	Not in FY07-13 STIP.	Will be complete.

L RTP No.	Project	Project Limits	TIP No.	County	Regional Significant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
41	I-40	NC 147 to Wake Co line	I-2204	Durham	Yes	2009	Complete.	Complete.
42	I-40	US 15-501 to NC 147	I-3306	Durham	Yes	2009	Complete.	Complete.
46	I-540 (Durham portion)	Durham Co. Portion (I-40/I540)	R-2000	Durham	Yes	2009	Complete.	Complete.
47	I-85	US 15-501 Bypass N to US 70	I-306	Durham	Yes	2009	Complete in 2006.	Complete.
51	Lake Hogan Farms Rd	Eubanks Road to Tramore Drive	Private	Orange	No	2009	Not in FY07-13 STIP.	No amendment required. No federal action required; local road.
55	Louis Stephens Drive (RTP)	Hopson Rd to County Line		Durham	No	2010	Not in FY07-13 STIP.	Will be complete.
59	Miami Blvd.	Methodist Dr to Angier Ave	U-4011	Durham	No	2009	STIP: Complete in FFY09. MTIP: Complete in FFY08	Will be complete.
62	MLK Parkway	Old Chapel Hill Rd to NC 55	CIP/ Bond	Durham	No	2009	CIP funded. Complete in 2006.	Complete.
66	NC 147 (Triangle Parkway)	I-40 to County Line	U-4763	Durham	Yes	2020	Not funded.	<b>Amend: 2010 AQ; 2010 network.</b>
67	NC 54	Burning Tree to Barbee Chapel	Private	Durham	Yes	2009	Complete.	Complete.
72	NC 54/Page Rd	Davis Dr to Miami Blvd	R-2904	Durham	Yes	2009	Complete in FFY08.	Will be complete.
74	NC 55	Cornwallis Rd to Wake Co.	R-2906	Durham	Yes	2009	Complete in FFY07.	Will be complete.
75	NC 55 (Alston Ave.)	NC 147 to NC 98	U-3308	Durham	No	2010	Complete in FFY09.	Contract let in 2009 based on draft STIP. <b>Amend: 2020 AQ; 2017 network.</b>
79	NC 86	Homestead Rd to Whitfield Rd	U-2302	Orange	No	2009	Complete.	Complete.
82	Northeast Creek Pkwy	Cornwallis Rd to Ellis Rd	U-2831	Durham	No	2009	Complete.	Complete.
93	Roxboro St	Hope Valley Farms to MLK Pkwy	Private	Durham	No	2009	Complete.	Complete.

L RTP No.	Project	Project Limits	TIP No.	County	Regional Significant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	U-2803	Orange	No	2010	STIP: Complete in FFY12. MTIP: Complete in FFY2010	Amend: 2020 AQ; 2017 network. Reconcile description.
98	South Columbia St	NC 54 to Manning Dr.	U-624	Orange	Yes	2010	Complete in FFY09.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network; change to not Regionally Significant
99	South Point Pkwy (Renaissance)	NC 751 to Fayetteville Rd	Private	Durham	No	2009	Complete.	Complete.
100	Stadium Drive Ext	Shaftsby Dr to Kirkwood Dr	CIP/ Bond	Durham	No	2009	Complete.	Complete.
104	SW Durham Pkwy	Watkins Rd (Old Chapel Hill Rd to US 15-501	Private /Public	Durham	No	2009	Part complete (i.e., four-lane). Remainder completed as development occurs.	No amendment required. No federal action required; local road. Change in model network to 2017. Not in PCAP
105	SW Durham Pkwy	NC 54 to Rizzo Conf. Driveway	Private	Durham	No	2009	Complete.	Complete.
109	US 15-501	Pittsboro Bypass (MAB) to Orange Co. line	R-942	Chatham	Yes	2009	Complete.	Complete.
110	US 15-501	Mt Moriah Rd to Garrett Rd	U-4012	Durham	Yes	2009	Complete in FFY08.	Will be complete.
112	US 15-501	Orange Co line to Chapel Hill Bypass	R-942	Orange	Yes	2009	Complete.	Complete.
115	US 15-501 Service Rd (SR 1126)	Relocation of existing service road.	U-4009	Durham	No	2009	Complete in FFY08.	Will be complete.
118	US 70/Miami Blvd/Mineral	Intersection Upgrade	U-2808	Durham	Yes	2009	Complete.	Complete.
119	Weaver Dairy Rd	NC 86 to Erwin Rd	U-3306	Orange	No	2010	Complete in FFY10.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network.
122	Woodcroft Pkwy	Barbee Rd to Carpenter-Fletcher Rd.	Private	Durham	No	2009	Complete.	Complete.
124	US 15-501/Erwin Rd.	Intersection Upgrade	U-4008	Orange	No	2009	Complete in 2007.	Will be complete.
FG	TTA Phase I Rail	Raleigh/RTP/Durham		Durham	Yes	2010	Unfunded Project.	Amend: 2020 AQ; 2017 network.

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** December 13, 2006

**Subject:** **Lead Planning Agency (LPA) Staff Report**

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This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

### **2006-07 Unified Planning Work Program (UPWP) Emphasis Projects**

#### **Transit On-Board Survey**

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- ✓ Survey - in progress.

#### **Travel Time Survey/Speed Study**

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey to be completed in spring of 2006.

#### **GIS/Data Integration and Automation**

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Council approves contract – January 16, 2007
- City issues contract – January 25, 2007
- Notice to proceed – January 29, 2007

**Land-use Model development**

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – December 2, 2007
- Consultant submits phase 2 of model including files, model products, and documentation and final deliverables – December 15, 2008

**Non-Motorized Model development**

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007

**ITS Deployment Plan**

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006

**Farrington Road/Stagecoach Road Corridor Study**

- This study would involve the following tasks:
  1. Data collection and analysis
  2. Traffic circulation plan (including a collector street system plan)
  3. Sub-area modeling analysis and forecast of future demand
  4. Alternative evaluation
  5. Recommendation

**MPO Collector Street Plan****Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update**

- ✓ Draft schedule – August 2006

**7-Year Transportation Demand Management Program**

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- Market Analysis – January 3, 2007
- TDM Investment Scenario Development and Analysis – February 2, 2007
- Draft Recommendations – February 28, 2007
- Final Report – April 30, 2007

**Regional Transit Infrastructure Blueprint**

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

**Chapel Hill/Carrboro/UNC Long Range Transit Plan**

**Coordinated Human Services Transportation Plan (JARC/New Freedom)**

- ✓ Convene Project Planning Team – Completed by September 15
- ✓ Inventory of available human services transportation and public transportation - Completed by October 15
- ✓ Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters.” Identify what the current systems do well and what we need to do better. – First stakeholder meeting to be held November 1, Draft assessment to be completed by December 1
- Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held December 14
- Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- Final document. - Final plan to be presented at February TAC meeting

**2005-06 Unified Planning Work Program (UPWP) Emphasis Projects – In Progress**

**Greenhouse Gas (GHG) Emission Inventory and Action Plan**

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- ✓ Base Year data Collection and Information Gathering to be completed in March-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in December 2006.
- Formulate Action Plan anticipated to be completed in January 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by January 2007.
- Draft Report likely to be done in January 2007.
- Final Plan anticipated to be finalized in February 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of February 2006 and March 2007.

#### **Congestion Management System (CMS)/Mobility Report Card**

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study about 60% complete.
- Data Collection and field inventory to be completed by spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 2007.
- Public Comment and local review in summer 2007.
- Adoption anticipated in summer/fall 2007.

#### **Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement**

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.

- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase I (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in December 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

### **Unified Planning Work Program (UPWP) – Routine and Other Special Projects**

#### **MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration**

- Mandated by federal regulations
- Draft plan to be prepared in 2007.

#### **Update of the MPO Public Involvement Policy**

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Presented at October 2006 TAC meeting for adoption.

#### **MPO Expansion for the next LRTP Update**

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

#### **Public Outreach for the East End Connector Planning and Environmental Study**

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- Second public meeting – January 2007

**MEMORANDUM**

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** December 13, 2006

**Subject:** **Lead Planning Agency (LPA) Staff Report – Long Range  
Transportation Plan**

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**Update on the progress of the Long Range Transportation Plan (LRTP)**

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC will receive the draft SE Data at their January 10, 2007 meeting and be asked to release that information for a 42-day public comment period. The original 2035 LRTP schedule designates the December 13, 2006 TAC meeting for release of the SE Data. This schedule change will not affect the 2035 LRTP schedule or the subsequent tasks such as the Deficiency Analysis and travel model efforts.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the Blue Ribbon commission and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

### NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 12/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.9%	-----
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	100%	88.2%	1/15/2007
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006	100.0%	77.4%	12/15/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	99.0%	93.0%	12/31/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	98.7%	98.5%	12/31/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	98.0%	90.0%	08/01/2007
Durham	I-3306BA	HWY. 54 / I-40	WIDENING OF I-40 WESTBOUND RAMP ONTO HWY. 54	\$ 729,216.38		B. D. Milling	Aaron V. Earwood, PE	(919) 560-6857		95.0%	97.0%	12/15/2006
Durham	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006	65.0%	34.3%	1/15/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE				Aaron V. Earwood, PE	(919) 560-6857	6/30/2007			

### NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 12/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 38,100,000.00	6.363 miles	D. TAYLOR	(919) 250-4016	12/19/2006
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,200,000.00	0.369 miles	J. MOORE	(919) 250-4016	4/17/2007
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles	C. HAIRE	(919) 250-4016	6/19/2007
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,400,000.00	1.708 miles	C. HOUSER	(919) 250-4016	7/17/2007

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

County	WBS #	Route	Location Description	Amount	Status
Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract advertisement TBD
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	85,000.00	Aded funding for Rev. Compl. 3/31/07
Orange	35009.3.2 U-4008	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements(Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plans revisions by TEB pending due to "Streetscape"; Compl. delayed
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgfield Dr.	Construct left turn lane	150,000.00	Town acquiring R/W and adjusting utilities
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	FA const. for turn lane w/ signal @ SR 1834= 90% compl. -waiting for power; Contract in 2007
Orange	40955	SR 1734 (Erwin Rd.) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered; Compl. by 1/31/07
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	District to design for FA construction
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill; construction underway
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	App. by BOT 10/5/06; Design for FA const. pending
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	Relocate pedestrian signals and push buttons	20,000.00	Pending BOT approval
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		Raleigh Let 12/19/06
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Final TIP
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Contract Complete; signal installation @ Dogwood Acres Dr. by DOT pending TEB design

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## **I-40 fix will tax budget, patience**

The DOT isn't saying what it will cost to replace botched concrete lanes with asphalt

### **BRUCE SICELOFF, Staff Writer**

The new concrete pavement on Interstate 40 in Durham County was supposed to be good for 30 years, but it went bad fast.

Now, after a year of patching the most dangerous cracks and potholes, the state Department of Transportation is preparing to rip out the bad concrete. All of it.

State officials wouldn't talk Thursday about the details, but it became clear this week that fixing DOT's paving mistakes on I-40 would cost more, take more time and tie up more traffic than they had hoped.

DOT invited contractors this week to bid for the unusual job of removing the top 3-inch layer from the two outer lanes of I-40, in both directions, for 10.3 miles from U.S. 15-501 in Chapel Hill to N.C. 147 in Research Triangle Park. The concrete layer is deteriorating because of mistakes in the paving process. It will be replaced with asphalt.

The new repair plans will be a dreary prospect for commuters who recall daily delays and rush-hour backups during DOT's three-year project to add lanes to I-40.

It is the Triangle's busiest freeway, carrying more than 150,000 cars and trucks every day. A round of minor pavement repairs now under way is limited to Saturday nights and Sundays, but even this weekend work has been disruptive enough to cause hour-long traffic jams.

Lyndo Tippett, the state transportation secretary, and other senior DOT officials declined to discuss or even acknowledge the I-40 repair project. DOT officials did not respond to several requests for interviews or for public records concerning the deterioration of concrete pavement that was applied in 2003 and 2004.

No details were available on how the repair work would be performed, how much it would affect traffic, how long it would take, what it would cost and who would pay for it. One DOT official, pressed in 2005 to estimate the cost of replacing all the failed concrete, suggested a range of \$10 million to \$15 million.

Kenneth B. Spaulding, a Durham lawyer who represents Durham and Wake counties on the state Board of Transportation, said DOT administrators had given him only a little information about repair plans. He said I-40 should be repaired quickly.

"My main concern is safety for the traveling public," Spaulding said Thursday. "I've traveled that road almost every day, and I have run over different crumbling parts of I-40 and run over the potholes as well. Whatever it takes needs to be done, to get that repaired as expeditiously as possible."

There was a sense of urgency in a classified advertisement published Wednesday and a handful of files posted for contractors on the DOT Web site. DOT officials hope to award the contract in March. Interested contractors are asked to respond by Nov. 16.

"Anybody who produces asphalt is going to be interested in it," said Christie B. Barbee, executive director of the Carolina Asphalt Pavement Association. "I would think there would be some very competitive bidding on it."

Motorists on I-40 reported during a hot spell in July 2005 that the pavement was beginning to buckle and break. Chunks of concrete were bouncing on the roadway. Consultants hired by DOT quickly zeroed in on mistakes in the paving job.

I-40 had been built in Durham County in the 1980s, with two lanes in each direction. DOT widened it by adding a third, inside lane in each direction. The original lanes, which became the two outer lanes, were covered with a 3-inch concrete layer called a bonded overlay.

Expansion joints were to be cut across the concrete layer every 22 feet or so, so the slab could expand and contract with changes in the weather.

But DOT failed to make sure the joints were sliced all the way down through the top layer. Instead of bonding with the concrete below, the top layer separated from the bottom layer.

Len A. Sanderson Jr., the state highway administrator, and Tippet acknowledged last year that DOT had failed to add a paragraph in construction documents for the \$45 million contract specifying that the expansion joints must be cut to the full depth of the concrete layer.

But they maintained that DOT officials had given sufficient oral instructions to the contractor, Granite Construction Co. of Watsonville, Calif. DOT and Granite blamed each other for the oversight, and each vowed that the other would pay for whatever repairs were needed.

They compromised in a five-page settlement signed Oct. 17. Granite's responsibility would end after it repaired about three lane-miles of concrete this fall.

Meanwhile, the settlement document said, DOT had determined that "all other areas of the bonded overlay will need to be repaired at a later date."

Staff writer Bruce Siceloff can be reached at 829-4527 or [bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com).

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Editorial:

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## Wreck at DOT

Leaders of the state Department of Transportation have slapped taxpayers in the face in failing to face up to an I-40 mess

Do not get your hopes up, good people of North Carolina, especially those in the Research Triangle, in expecting officials from the state Department of Transportation to fix the mess on Interstate 40 in Durham County in a timely fashion. Apparently, they're not even concerned about it. That's if you go by their reluctance to respond to requests for comment and for documents pertaining to the unholy disintegration of I-40, something that came to the fore yesterday when The News & Observer reported that bid offers were being solicited.

DOT officials declined comment, refusing to discuss the issue, or even the fact that the repair project was under consideration. It's a dangerous thing to combine arrogance and incompetence, but the DOT doesn't mind taking the risk.

Consider: the department invited contractors this week to bid for the job of removing the top 3-inch layer from two lanes of I-40, in both directions, for 10.3 miles -- from U.S. 15-501 in Chapel Hill to N.C. 147 in Research Triangle Park. There were mistakes in paving, and there are still questions about assigning percentages of the blame (the contractor's goof or a lack of instruction from DOT). But this much is for sure: travelers on the region's busiest freeway are in for goodness knows what kinds of delays and inconveniences, not to mention millions of dollars in expense. And it'll be a while.

The particulars of the dispute will likely be under debate for some time. The original contractor, Granite Construction Co. of California, and the DOT reached a deal that requires Granite to repair about three lane-miles of concrete this fall. The settlement document said DOT would have to have the rest repaired "at a later date."

But when The N&O's Bruce Siceloff sought comment from DOT, there was none to be had.

So how about this? How about Governor Easley calls DOT Secretary Lyndo Tippet and other officials to his office and explains to them that they work for the public, and thus they don't have any choice when it comes to responding to serious matters such as this one. Their arrogance is intolerable, and the governor should consider removing some of the brass if that's what it takes to bring this department under rein. Not to mention that the department appears to have made some costly mistakes here.

For example: the DOT didn't put a paragraph in the \$45 million contract with the California company that specified requirements about the work that might have prevented the fiasco now in progress. DOT officials apparently thought they'd given the company "oral instructions" that were sufficient. A kid trading a pair of roller skates knows better than that.

Tippet owes the public an apology on two counts: First, for the fact that mistakes were made on the road, and second, for the stubborn disregard of accountability to the public on his part and that of his subordinates.

It's true that DOT has long been a highly politicized agency -- Tippet is a long-time political supporter of Easley's -- but North Carolinians had hoped that the department was more efficient after the political involvement in decision-making had been curbed a little. Clearly, there's more work to be done.

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## DOT officials unsure of I-40 repairs' impact

BY RAY GRONBERG, The Herald-Sun  
November 9, 2006 12:58 am

DURHAM -- State Department of Transportation engineers had no answers Wednesday when local officials pressed them for information on the likely cost to repair a crumbling section of Interstate 40.

Members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee want the information because they're sure the repairs will force the DOT to delay other area road projects, thanks to a legislative "equity formula" that requires the agency to spread construction money around the state.

But acting Division Engineer Wally Bowman sidestepped the question.

"I don't have that," he said in response to prodding from Durham County Commissioners Chairwoman Ellen Reckhow. "I haven't been [given] that information."

The repairs target a 10.3-mile stretch of the interstate that was widened earlier this decade. Soon after the widening was completed last year, engineers noticed that part of the road's concrete overlay was falling apart. That led to the discovery that they and the widening contractor had botched the job by failing to ensure that a series of expansion joints were cut properly.

The error -- traceable to the DOT's failure to spell out the details of the joints' design in the construction concrete, and the contractor's failure to follow subsequent verbal orders -- triggered the crumbling pavement because the overlay can't expand or contract the way it should as the temperature changes.

The DOT now intends to have another contractor remove the faulty overlay and replace it with asphalt paving -- a job that officials said last year could take \$10 million to \$15 million.

But that was a guess only. And since then, the DOT hasn't shared any information with local governments about its estimate of the likely bill.

Reckhow made it clear that she's unhappy with the agency's silence, its part in the botched widening and the likelihood that other projects will be put on hold so it can make good.

"I just find the whole situation troublesome," she said.

The DOT, she added, should find a way to pay for the repairs that won't delay other projects.

"We're basically paying for the road twice, and it's not fair," Reckhow said.

Meanwhile, Bowman said weekend motorists using the eastbound stretch of I-40 in southern Durham face a weekend or two more of bumper-to-bumper delays as the original widening contractor finishes a series of stopgap repairs.

Workers have closed two of the highway's three eastbound lanes each of the past two weekends, causing gridlock that's spilled over onto N.C. 54, the main surface street that runs parallel to the interstate.

"I suspect people are taking alternate routes or changing travel times if they can do that," said Mark Ahrendsen, Durham's transportation manager. "It's amazing the amount of traffic there is [on weekends] even into the evenings, and the impact of going from three lanes to one lane."

The agency's goal is to finish the short-term patchwork by Thanksgiving, Bowman said.

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## Bad I-40 paving spurs discipline

State transportation chief says workers responsible will be fired or demoted

BRUCE SICELOFF, Staff Writer

State workers will be disciplined or fired for a bungled paving job on Interstate 40 in Durham County that requires up to \$30 million in repairs, state Transportation Secretary Lyndo Tippet said Thursday.

Much of the money will come from the Federal Highway Administration, which paid most of the original \$44.8 million construction tab to widen a 10.6-mile stretch, he said. The state also hopes to recover money from HNTB, an international engineering firm it hired to inspect the work.

Kenneth B. Spaulding of Durham, a member of the state Board of Transportation, which awarded the I-40 contract, voiced dismay about the extensive repairs needed in the next two years. He said the Triangle economy will feel the drag of construction delays on a stretch traveled by nearly 100,000 cars and trucks each day.

"It's not only going to be inconvenient and create significant congestion, but it is going to have an impact on the economies of our Triangle cities," Spaulding said. "You're going to have people ... make decisions not to go to some of our Research Triangle areas, based on the traffic situation.

"This does not help the free flow of traffic or the free flow of commerce."

The board, appointed by Gov. Mike Easley, sets priorities for the department and approves contracts.

Tippet declined to name the Department of Transportation employees he deemed at fault or say how many there are. Some have left the DOT, he said in a prepared statement, and others who remain "will be subject to suspension, demotion or firing."

He said in a telephone interview that he would probably announce early next week which employees were involved and what action would be taken. Len A. Sanderson, who reports to Tippet as the state highway administrator, did not return calls seeking comment.

The problems began in July 2005 when motorists started reporting cracks and potholes in fresh concrete pavement. A pavement expert concluded that DOT engineers had failed to specify the correct paving process in contract documents and in overseeing construction work. The concrete buckled and broke because it lacked adequate joints designed to allow it to expand and contract in changing weather.

Granite Construction Co. of Watsonville, Calif., the original contractor, did not accept blame but agreed to spend about \$3 million to repair the worst damage. In a settlement signed Oct. 17, Sanderson agreed that Granite's liability will end later this fall when it finishes the last round of weekend repairs.

Tippet said he would change the way the DOT plans and builds highways to prevent more such mistakes.

"One of those changes will make all top-level managers periodically go on-site and inspect these major projects," he said. "That has never been a requirement."

He said DOT engineers did not take enough precautions in 1999 when they chose a concrete paving process called bonded overlay, with which they had little experience. It involved putting a fresh 3 inches of concrete on top of the four original concrete lanes of I-40, built in the 1980s. The two layers were supposed to form a bond strong enough to handle traffic for 30 years.

The DOT had previously used bonded overlay paving only for two small projects, both of which were successful. Tippet said it was risky to use it on the bigger I-40 job.

"It was innovative," he said. "While it might be good for a one-mile project with low risk, I of course question the application in a project of this size."

Tippett issued the state's first comments on the I-40 project since the DOT indicated last week that the needed repairs would cost more, take longer and tie up more traffic than had been expected. The DOT said it was seeking a contractor to replace all the crumbling concrete with new asphalt on the two outer lanes of I-40, in both directions, from U.S. 15-501 in Chapel Hill to N.C. 147 (the Durham Freeway) in Research Triangle Park.

Tippett said he hoped this work would start next spring and be finished by the end of 2007. In 2008, contractors will add a 5/8-inch layer of asphalt to all six lanes of I-40.

He said the repairs could cost between \$18.4 million and \$30 million but said the DOT estimated the actual price at about \$18.6 million. Of that, he said, the federal government will pay about \$14.4 million.

Seth Effron, a spokesman for Easley, said Thursday night that North Carolinians count on the DOT to closely monitor highway projects and public spending.

Officials with Granite Construction, HNTB and the Federal Highway Administration could not be reached for comment Thursday evening.

The state and federal dollars will be subtracted from other highway funds distributed in DOT's seven-county Division Five, which includes Durham and Wake counties, Tippett said. Ellen Reckhow, chairman of the Durham County commissioners, said at a transportation planning meeting Wednesday that Triangle motorists should not have to pay for the DOT's mistakes. "We're basically paying for the road twice," she said, "and it's not fair."

Staff writer Bruce Siceloff can be reached at 829-4527 or [bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com).

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## Transit corridor study on tap

BY RAY GRONBERG, The Herald-Sun  
November 8, 2006 10:24 pm

DURHAM -- Area transportation planners intend to spend the next few months compiling data on potential transit corridors, to set the stage for elected officials to make decisions about how to address the failure of the Triangle Transit Authority's rail plans.

But while they will end up with an idea about what corridors are feasible, they don't know yet how officials from Durham, Orange and Wake counties should go about establishing construction priorities. One suggestion is to secure advice from a specially created blue-ribbon commission, but some officials are wary of that approach.

The technical study should "be done before we go through a political process," said Bill Strom, a Chapel Hill town council member who represents TTA on the Durham-Chapel Hill-Carrboro Transportation Advisory Committee. "We will lose our credibility as informed, cautious leaders if we start this parallel political process right now."

Strom's advice didn't stop the panel on Wednesday from backing the idea, but it did prompt local officials to say that if planners set up a special commission to gather advice on transit options, they should make sure it checks in early and often with elected officials on both sides of the Triangle.

The point is to make sure that the elected officials most deeply involved in transportation planning can keep tabs on the effort to come up with an alternative to TTA's defunct \$810 million rail link between Raleigh and Durham.

Durham Mayor Bill Bell said officials from the Durham-Chapel Hill planning group and a similar organization in Raleigh hit on the idea of setting up a blue-ribbon commission because they want to make sure that whatever recommendations emerge as officials try to regroup from TTA's decision to stop seeking federal subsidies for the rail project have public support.

Bell indicated that the special commission's membership would be drawn from a variety of groups and institutions that have a stake in seeing the area find a solution to its transportation woes. He did not say who those groups might be.

Durham Transportation Manager Mark Ahrendsen said the discussion of a special commission is still "very preliminary" and should grow clearer after a Nov. 29 meeting between transportation planners from the western and eastern sides of the Triangle.

TTA leaders conceded at the time they halted their quest for federal rail subsidies that the decision would force officials to take a fresh look at plans for regional transit links. The Raleigh-to-Durham project was supposed to be the backbone of a system that was eventually supposed to reach the UNC campus in Chapel Hill.

With that off the table, officials have a chance to look at all the different transit corridors they've identified over the years, decide whether any are worth pursuing and establish them as regional priorities, Ahrendsen said.

Durham County Commissioners Chairwoman Ellen Reckhow said officials have the opportunity to reconsider decisions like those that left Raleigh-Durham International Airport out of TTA's rail plans, and to consider any new ideas that emerge.

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## DOT lapses led to botched I-40 project

State left out crucial written directions to the contractor; paving repairs will cost \$18.6 million

**BRUCE SICELOFF, Staff Writer**

A yearlong internal review at the state Department of Transportation sheds light on far-reaching failures that came together in an \$18.6 million blunder on Interstate 40 in Durham County: Next year 10.6 miles of crumbling concrete will be ripped out and replaced with asphalt.

The paving was botched because DOT engineers gave faulty instructions to the contractor. The new DOT study, summarized in a 67-page report, tracks their costly mistake through several years and across many desks at the state's road-building agency:

\* DOT pavement experts did not know much about bonded concrete overlay, a paving process rarely used in North Carolina, when they chose it in 1999 for a major project to relieve congestion on the Triangle's busiest freeway.

\* Engineers who drafted paving instructions for the \$44.8 million contract in 2001 lifted the bonded overlay details from plans for a small Raleigh Beltline paving job. They thought -- mistakenly -- that it was similar to the big I-40 project.

\* The DOT did not give its engineers any training in the new paving method until October 2003, five months after overlay paving began on I-40. The department did not update its technical manuals to include the special requirements of overlay work.

I-40 commuters remember the chaos and congestion they endured during the three-year widening project between Chapel Hill and Research Triangle Park. They could face more of the same next spring when the DOT begins pavement repairs that will continue into 2008.

The DOT plans to remove a 3-inch layer of concrete from the two outside lanes in both directions -- about 50,000 tons of bad concrete that should have been good for 30 years.

"There's never been a project or a situation that I know of in my career with DOT as disappointing as this is," said Len A. Sanderson, the state highway administrator, in an interview Tuesday.

Sanderson's DOT career began in 1970. Transportation Secretary Lyndo Tippet signed its end Friday, announcing that Sanderson, who has supervised 11,000 DOT employees since 1998, would retire Jan. 1.

The I-40 concrete, put down in 2003 and 2004, began breaking up in the summer of 2005. Tests showed that state and federal engineers, contractors and inspectors had overlooked a crucial detail in the paving process -- the right way to cut expansion joints between slabs of concrete.

Sanderson directed the DOT's internal investigation and delivered its findings to Tippet last month. The report describes a string of blunders.

Sanderson's report also looks at frequent accidents and poor drainage on the I-40 project. Because engineers underestimated the need for drains along the median, the DOT spent an extra \$1.8 million to repair water damage and install additional drains.

### **Shallow expansion joints**

The I-40 paving failure called into question the choice of the bonded overlay method, but pavement experts elsewhere say it has succeeded on the Beltline and on bigger projects in other states.

It involved a 3-inch layer of concrete poured over the two original concrete lanes each way that had carried traffic since I-40 opened in Durham County in the 1980s. (The DOT used standard paving methods to add a third lane in each direction, in the original median.)

The concrete layers were supposed to bond as a strong, single layer. The secret lay in carefully sawing expansion joints through the full depth of the top layer, making room for the concrete to expand and contract with changes in the weather.

I-40 engineers, contractors and inspectors discussed full-depth joint cuts only once -- in April 2003, shortly before the bonded overlay work began. DOT officials say they gave clear direction that day but acknowledge that they violated their own policies by failing to put it in writing.

Normally, Sanderson said, a DOT engineer would have distributed the minutes of the meeting to help everyone keep track of each item that was discussed. That did not happen this time.

No one mentioned the depth of the joints again, according to DOT records, until August 2005 -- eight months after paving was finished and experts were trying to figure out why the concrete was cracking. They found that most expansion joints were half as deep as they should have been.

Sanderson and Tippet acknowledged that their employees were at fault, but they didn't want the DOT to carry all the blame.

An e-mail message Sept. 9, 2005, captured the frustration of DOT administrators who searched frantically -- and in vain -- for evidence that state and federal highway engineers had paid attention to the expansion joint cuts during the paving process:

"Please no one take this wrong," Steven D. DeWitt, then DOT construction director, wrote other administrators, "but ... how in the world did saw depth not get discussed, documented, looked at, poked into, measured, or *whatever?*"

### **Assigning blame**

They were relieved a few days later when they found evidence that might pin the rap -- and the repair bill -- on Granite Construction Co. of Watsonville, Calif., the I-40 project contractor. Three DOT employees produced brief notes from the discussion of joint cuts in April 2003.

"It appears to be the smoking gun that we were seeking," DeWitt, who was later named chief engineer for the state Turnpike Authority, said by e-mail Sept. 13, 2005.

Last week, Tippet told legislators that much of the blame was shared by Granite Construction, the Federal Highway Administration and HNTB, an engineering consultant that supplied construction inspectors for several Triangle projects in a five-year, \$13 million DOT contract.

The federal agency paid about 80 percent of the original project cost and has agreed to cover a similar share of the new repair bill.

That means the I-40 fix will gobble up federal and state money that could otherwise have been spent on other road improvements in a seven-county area that includes Wake and Durham counties. The estimated \$18.6 million cost could be diverted, for example, from the planned \$18 million widening of Aviation Parkway in Morrisville or a \$15 million widening of T.W. Alexander Drive in Durham.

John A. Sullivan III, who heads the Federal Highway Administration's North Carolina office, said his agency was at fault for failing to make sure the DOT handled the I-40 project properly.

"We were in position to catch the missing [expansion joint] detail, but we didn't," Sullivan said.

### **Taxpayers bear lion's share**

Granite said it did the work according to the DOT's plans and instructions. The contractor agreed to make urgently needed repairs to the worst-damaged areas -- the work is expected to end this weekend -- while lawyers for both sides worked out the finances.

A settlement agreement signed in October by the DOT and Granite killed any chance that taxpayers might avoid paying the bulk of the repair bill. Granite continued to deny responsibility for the damage but agreed to absorb the \$3 million cost of its repairs through the end of this year. The DOT agreed that Granite did not owe a nickel toward the repairs next year or in the future.

Tippet predicted that HNTB, the consultant the DOT hired to provide construction inspectors, would pay some of next year's repair costs. He also said the DOT would reduce its reliance on outside firms for inspection work.

HNTB officials denied responsibility for the concrete failure. They said their employees based their work on the project plans, which left out details about cutting the expansion joints.

"Our technicians were not in a position to second-guess or overrule the plans and specifications," said Henry V. Liles Jr., vice president of HNTB North Carolina, in an interview. " ... I told them that I did not see where we had any responsibility for the mistakes out there."

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## **Moss: Traffic's reach extensive**

BY WILLIAM F. WEST, The Herald-Sun  
November 29, 2006 11:27 pm

CREEDMOOR -- Mayor Darryl Moss told the Triangle's two key transportation development groups Wednesday that they must think beyond the cities when considering future highway and road needs.

"Traffic just doesn't stop at the county line," Moss said.

Moss is Creedmoor's representative to the Raleigh-based Capital Area Metropolitan Planning Organization (CAMPO).

On Wednesday, CAMPO met in Research Triangle Park with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO).

Moss said he decided to speak up because he believes much of the conversation has always been related to what's going on in Durham, Chapel Hill, the Research Triangle Park, Raleigh and Wake County.

"I impressed upon them to remember that there is a rural component that needs to be not forgotten about," he said.

"They are forming an advisory committee, with members being drawn" from CAMPO and DCHC-MPO, he added.

Moss, asked whether he believed the pair of organizations took his message to heart, replied, "I think so."

"I just didn't want us to get lost in the shuffle," he said.

Creedmoor and the rest of southern Granville County have been experiencing sprawl from Durham and Wake counties, with new subdivisions going up as fast as crews can be brought in to build them.

In addition, DCHC-MPO was shown 2000 census data indicating more than 4,600 Granville County residents worked in Durham County, while more than 3,900 Person County residents worked in Durham County.

And more updated census figures show that Granville County's population alone swelled from nearly 48,500 in 2000 to more than 53,000 last year.

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N&O- November 13, 2006

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## Keep it rolling

A poll shows interest in mass transit, but Triangle leaders are the ones who have to demonstrate real vision

Credit Mayor Bill Bell of Durham with the most statesmanlike view thus far of the future of mass transit in the Triangle. A poll (for The News & Observer and WRAL-TV) showed significant public interest in rail travel and more mass transit in general, something that's been on the Triangle Transit Authority's drawing board for years. The TTA's dreams have been bruised because federal regulators said there wasn't enough potential ridership to justify funding for a 28-mile, \$810 million commuter train.

In any case, Bell's notion about mass transit is: "We shouldn't let the financing drive the vision. The important thing is to get buy-in from the general public about what kind of system they want, and then go out and try to find the dollars." That's 100 percent right. And it's encouraging to hear veteran state transportation administrator David King, who now heads the TTA, talking in a forward-thinking way and not lingering on the past frustrations. He said, "It's our job to figure out what to do and how to pay for it. They (the public) want us to get on with it. I see a sense of urgency."

Amen to that, too. Talking about mass transit with politicians around here is like trying to get everyone to agree on what to play on the radio in the family car while on a long journey. If enough people are against ol' Willie Nelson and others don't like Chopin, then the compromise is going to be silence. And a long, boring ride.

Or in the case of mass transit, stalemate. The local pols, a good many of them, have kept only their reading glasses on when it comes to looking at this region's future traffic problems. No foresight. Too expensive, they say. Not enough people yet, they say. People like their cars and won't give them up, they say.

Well, yes, even if cost-efficiency is the measure that really matters, trains are expensive. But more and more Triangle residents are starting to spend way too much time on I-40 and other heavily traveled routes. And they can read the numbers: thousands of new residents moving to the area every year, many of them used to long commutes but hopeful of shortening their travel hereabouts. Who would disagree with the absolute certainty that a booming population is going to create worse and worse traffic on existing roads, even those that have opened recently?

The gasoline situation is iffy as well, and the combinations of wasted time and more expense might well encourage people to use trains or buses.

The point is this: the TTA, state transportation officials, local governments, interested citizens and yes, those reluctant politicians, ought to be looking at all the options for the future of transit.

The good thing, if it can be called that, about the funding setback on federal rail money is that it gives the region a chance to return to square one, study polls, talk to the people about what they want, toss all the ideas out there, and then, as Bill Bell said, focus the vision and find the money.

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## Road hearing today in Roxboro

BY WILLIAM F. WEST, The Herald-Sun  
November 30, 2006 11:27 pm

ROXBORO -- The N.C. Department of Transportation wants public feedback on the draft of the 2007-2013 Transportation Improvement Program (TIP).

A meeting is set for 2-4 p.m. today at Roxboro City Hall, 105 S. Lamar St., with registration to start one hour prior.

NCDOT is going to get input from Person County, whose officials and leaders are ever vigilant of the agency making good on closing the curvy, hilly four-lane gap of U.S. 501 between Roxboro and the Virginia border.

Leigh Woodall on Thursday said he's going to call for moving the start of roadwork from fiscal year 2012 to fiscal year 2009.

"It just stands to reason that if your right-of-way acquisition begins, well, let's say, now, and they're projecting like, two years to have all their right of way acquired, then it just stands to reason that construction should begin shortly thereafter," he said.

Woodall said he believes the current time gap between purchasing the lands and getting the construction crews in place has to do with funding and where NCDOT wants to prioritize spending.

Woodall is chairman of Roxboro's and Person County's Thoroughfare Advisory Committee, which engaged in intensive lobbying efforts to widen U.S. 501, including meeting in the summer with state Transportation Secretary Lyndo Tippet and a key adviser to Gov. Mike Easley.

The local leaders learned in September that the proposed four-laning of U.S. 501 was on the draft version of the TIP, which when finalized is going to be NCDOT's master list of highways to be built or improved.

Person County Commissioner Larry Yarborough said the fact that NCDOT is having today's meeting in Roxboro "does make us feel like they're listening to us, somewhat."

But Yarborough said, "We're still in a lot of trouble competing with Raleigh and the Cary area. Even Durham can't compete with Raleigh for roads."

In addition, Granville County Commissioner Hubert Gooch is going to be urging the four-laning of the curvy, hilly, winding, two-lane N.C. 50 from Creedmoor to Interstate 540.

More than a few motorists have complained that what irks them in peak hours is they can't pass, meaning they can only go as fast as the driver in front of them.

"That'll be part of my presentation, to point out just the geography of the road itself," along with the impact of foul weather on driving conditions, Gooch said.

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## Aldermen act on need for sidewalks

BY CARA MCDONOUGH, The Herald-Sun  
December 5, 2006 10:42 pm

CARRBORO -- The Carrboro Board of Aldermen talked about the importance of bike paths and sidewalks at their meeting Tuesday night, and the panel took some steps to move forward on designated projects in town.

The board approved a resolution to reallocate \$650,000 in state transportation funds toward a project on Estes Drive that will provide bike paths on both sides of the road.

The project, according to Carrboro's 2007-2013 Transportation Priority List (TPL), is to construct "bike lanes, sidewalks and transit accommodations" on both sides of the road from Greensboro Street to the town limits, and a multi-use path from Williams Street to Estes Drive.

Estes Drive is Carrboro's No. 1 priority on the TPL that was adopted in March 2005.

Carrboro Mayor Mark Chilton has said he receives more resident complaints about Estes Drive -- particularly regarding pedestrian and bike safety -- than he does about any other issue in town.

But money granted to the town as part of the state's Transportation Improvement Program (TIP) did not include funding for Carrboro's Estes Drive plans. Those funds did include \$650,000 to build bike paths on Seawell School Road from Estes Drive to Homestead Road, said Dale McKeel, the town's transportation planner, Tuesday night.

On further review of that project, said McKeel, the state recently determined the cost of the Seawell School project as much higher than originally thought -- close to \$2 million -- and gave Carrboro the option of reallocating those funds to the Estes Drive project.

The board quickly agreed -- without much discussion -- to vote that way.

"I think it's very exciting that we may have some real bike facilities on Estes Drive," said Chilton.

He thanked the staff, particularly McKeel, for its hard work on the project.

The board also heard an update on the sidewalk bond program Tuesday, specifically on 11 sites designated in phase B of the program. Funding needed to complete those projects is estimated at \$2.284 million.

The cost includes estimates for construction engineering costs, rights-of-way and permanent drainage easement acquisition.

In an effort to conserve funds, the staff recommended that the funds first be used for prioritized sidewalk enhancement projects on Brewer Lane, Old Fayetteville Road, Jones Ferry Road and West Main Street.

Carrboro resident Jan Simons, who lives off Culbreth Road, spoke in support of the bond project and asked the board to consider Culbreth Road a priority as well, as Chapel Hill already has.

Senior citizens like herself who live in the area need the sidewalks, she said. She urged the staff to have "compassion for us old ladies."

"Chapel Hill built these beautiful sidewalks, and they stop right where we need them," she said.

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## Advocates aren't happy with city's pace on walkway

By Ray Gronberg, The Herald-Sun  
November 2, 2006 11:01 pm

DURHAM -- Advocates for the American Tobacco Trail aren't happy with the pace the city's Public Works Department is setting when it comes to getting a key part of the walkway finished and worry that delays will drive up the cost of the project.

Leaders of the Triangle Rails-To-Trails Conservancy have collected 2,398 signatures on an online petition that urges city officials to get on with designing the segment that will go in near the Streets at Southpoint mall, including a bridge that will carry the trail over Interstate 40.

Estimates posted on the city's Web site call for work on the 4 1/2-mile segment to be complete in the spring of 2010.

Before the project can go ahead, officials need to have the required money in hand, a formal agreement with the N.C. Department of Transportation and a contract with the segment's likely designer, the Parsons Brinckerhoff engineering firm, said Lee Murphy, the Public Works Department's engineering manager.

But Murphy can't say exactly when all that will happen, which is what troubles people like Rails-To-Trails Conservancy President Bill Bussey.

Bussey said he and other trail advocates met last month with two senior administrators, Deputy City Manager Ted Voorhees and Public Works Director Katie Kalb, to try to get answers. From his account, few were given.

"Basically, they said go to the city's Web site to check," Bussey said. "I was not impressed with them. It was obvious they did not want to be there."

One thing that's clear is that the project is caught up in a bureaucratic thicket, in part because construction money from the federal government is being channeled through the DOT. Although the funding is there, the state Board of Transportation has to formally release it before much more can happen. City officials hope the board acts before year's end.

Even after the money is in hand, the use of federal funds means "there are numerous and stringent procedures to follow," Kalb and Voorhees said in an Oct. 5 e-mail to City Manager Patrick Baker. "If [they're] not followed properly, the city will not be reimbursed. Those procedures tend to control the speed of the process."

The agreement memo with DOT is another potential roadblock, as the agency's staff will write its first draft. It's an essential document because it will spell out everything Parsons Brinckerhoff will undertake during the design process, Murphy said.

Hiring the engineering firm could also be a stumbling block -- and it's one that has folks like Bussey especially worried.

Bussey said conservancy leaders aren't convinced Parsons will undertake what promises to be a complicated project for the price state regulations would dictate.

Murphy disputes that. The firm can collect no more than 15 percent of the project's cost for design work and another 15 percent for construction management, he said, adding that he doesn't see a problem getting the engineering firm on board within those caps.

Trail advocates are also bothered by the spring 2010 completion estimate, as city officials until July were saying they thought the project could be done by the summer of 2008.

But that estimate predated a move to reassign the project from the city General Services Department and give it to Public Works.

General Services Director Mark Greenspan said Public Works got the job because his department can't keep up with the entirety of the city's \$180 million construction program, and because Public Works has more experience in dealing with DOT to nail down project agreements like the one needed for the trail.

Once the trail project was moved to Public Works, Murphy revised the completion estimate. "I don't know if [2008] was realistic," he said. "The project wasn't even funded."

The one thing that's clear is that the conservancy -- a nonprofit that arranges corporate donations and volunteer labor -- doesn't feel it's getting clear answers from the city government.

Senior city administrators "have this problem about not communicating or not wanting to communicate," Bussey said. "Maybe these folks need to take a Dale Carnegie class about how to win friends and influence people, because they don't have those skills."

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**DCHC MPO TAC/TCC Meeting Dates 2007**

<b>TAC</b>	<b>TCC</b>
<i>10-Jan-07</i>	<i>24-Jan-07</i>
<i>14-Feb-07</i>	<i>28-Feb-07</i>
<i>14-Mar-07</i>	<i>28-Mar-07</i>
<i>11-Apr-07</i>	<i>25-Apr-07</i>
<i>09-May-07</i>	<i>23-May-07</i>
<i>13-June-07</i>	<i>27-June-07</i>
<i>No July Meeting</i>	<i>25-July-07</i>
<i>08-Aug-07</i>	<i>22-Aug-07</i>
<i>12-Sept-07</i>	<i>26-Sept-07</i>
<i>10-Oct-07</i>	<i>24-Oct-07</i>
<i>14-Nov-07</i>	<i>28-Nov-07</i>
<i>12-Dec-07</i>	<i>19-Dec-07*</i>

**Tentative Joint TAC Meeting Dates**

*30-May-07*  
*31-Oct-07*

**\*Rescheduled to avoid a holiday.**