



May 6, 1997.

Mr. Roger Waldron, Planning Director Town of Chapel Hill 306 N. Columbia Street Chapel Hill, NC 27516

Re: Meadowmont Development; Transit Corridor

Dear Roger:

In response to your memorandum of April 1, 1997, we have reviewed the referenced plans relative to the proposed transit corridor. Our review applied similar design standards to those used during the development of the preliminary engineering study for Phase I of the Regional Rail Project (Durham to North Raleigh). This review basically determined that the originally proposed alignment would be not be feasible for future use due to both horizontal and vertical curvature issues as well as substantial cuts and fills.

In an effort to be cooperative we contacted the developer of this project and meet on several occasions to see if there were any relatively simple solutions that would provide us with a usable corridor and not significantly change the proposed development. After much discussion, we have been able to agree to such an alignment.

The revised alignment requires that the alignment of Meadowmont Lane be shifted slightly to the east and the transit corridor be shifted to the south between Parcel 3 (Commercial Use) and the single family area to the north. These slight revisions all occur on Parcel 2 (Congregate Care Use). The revised alignment will allow the construction of a railway station just north of the Meadowmont Lane and Barbee Chapel Road intersection. This will be a completely atgrade railway with signalization and gates to be installed at time of track installation. The corridor allows for the potential of a grade separation at NC 54, if determined to be needed, subject to the closure of the driveway nearest NC 54. Further, in order to meet design criteria for a rail station in the proposed location, it will be necessary for the pedestrian tunnel to be removed or relocated. We support the need for a pedestrian actuated signal at the Meadowmont Lane and Barbee Chapel Road intersection.

Due to a previous committment 1 am unable to attend the Transportation Board meeting; however, Mr. John Roberson, a registered professional engineer now on our staff, will be present to discuss this issue in more detail if so desired.

Sincerely,

mes M. Ritchey, Jr.

James M. Ritchey, Jr. General Manager HORTON.DOC

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