

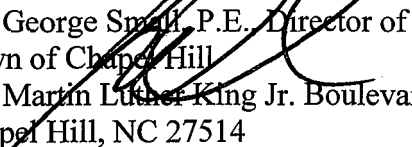


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 27, 2006


Mr. George Small, P.E., Director of Engineering
Town of Chapel Hill
405 Martin Luther King Jr. Boulevard
Chapel Hill, NC 27514

Dear Mr. Small:

Division Traffic Engineer Vance Barham has asked me to respond to your request for a signalized mid-block crosswalk on SR 1010 (West Franklin Street) in the vicinity of the University of North Carolina Computing Center between Kenan Street and Roberson Street.

Our investigation revealed SR 1010 is a four-lane, two-way facility with a posted speed limit of 20 miles per hour. The pavement and pavement markings are in good condition. Sidewalks are available for pedestrian use on both sides of the street. On-street parking is available and delineated by pavement markings on both sides of the street. Overhead lighting fixtures are installed on both sides of the street.

Current pedestrian volumes do not meet the criteria established in the *Manual on Uniform Traffic Control Devices* for pedestrian signals. However, I am pleased to inform you State Traffic Engineer Kevin Lacy has granted conditional approval of your request as a pilot program provided the Town of Chapel Hill agrees

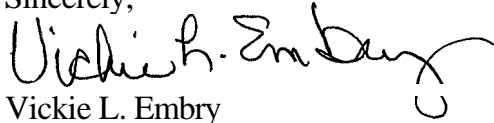
- ✓ 1. to cover 100% of the cost to design, construct, and maintain the signalized crosswalk during the pilot program.
- ✓ 2. NCDOT shall approve the design before installation.
- ✓ 3. the design should include bulb-outs to decrease the width of roadway to be crossed.
- ✓ 4. to count the number of pedestrians crossing illegally before installation. The count shall be obtained while school is in session.
- ✓ 5. to count the number of pedestrians properly using the signalized crosswalk and the number continuing to cross illegally after installation. The count shall be obtained while school is in session.
- ➔ 6. to remove the Signal at no cost to NCDOT if a statistically significant reduction in illegal pedestrian crossings is not realized.

7. NCDOT would assume maintenance of these installed devices only if a statistically significant reduction in illegal pedestrian crossings is realized or when the location meets the MUTCD warrants.
8. to enter a formal agreement of the above stated terms with NCDOT.

If the Town wishes to further pursue the pedestrian signal and crosswalk, inform us of your decision and proceed with counting the pedestrians currently crossing West Franklin Street illegally. Additionally, draft and submit an executed formal agreement to the terms and conditions of the pilot program.

We appreciate your interest in highway safety. Please let me know you have questions or need additional information.

Sincerely,



Vickie L. Embry
Regional Traffic Engineer

VLE:bct

cc: Kevin Lacy, P.E., State Traffic Engineer
Mike Mills, P.E., Division Engineer
Vance Barham, Division Traffic Engineer