



TOWN OF CHAPEL HILL
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OFFICE OF THE MAYOR

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August 2, 2002

Mr. J. Douglas Galyon, Member
State Board of Transportation
1610 Alderman Lane
Greensboro, NC 27408

REF: WEAVER DAIRY ROAD IMPROVEMENT PROJECT (TIP #U-3306)

Dear Mr. Galyon:

Thank you for agreeing to meet with Town representatives on August 19 to discuss our current thinking regarding the Weaver Dairy Road Improvement Project referenced above.

As you know, the Town and the State have had some difficulty agreeing on a project design that would be acceptable to both agencies. In the latest iteration, the Town has requested that the improvements consist of a continuous three lane cross-section while the State believes that a four-lane median divided cross-section is needed.

I appointed a committee to further study improvement opportunities for Weaver Dairy Road and, if possible, to find common ground in terms of the roadway design. The Mayor's Committee, has developed a modified three lane design proposal that we think would meet the objectives and desires of the State, the Town, and local residents. I have included schematic drawings of our proposal with this letter for your review and consideration prior to our meeting on the 19th.

A few items that I would call to your attention regarding the Mayor's Committee proposal are:

1. To maximize the efficiency of the proposed single travel lane in each direction, a continuous center turn lane would accommodate left turn movements and the Town is willing to include right turn lanes wherever necessary to maintain travel lane efficiency on the proposed three lane cross-section.
2. The existing five lane segment of Sage Road (southeast of Erwin Road) would not be included in the proposed Weaver Dairy Road Improvement Project and would remain unchanged with the exception of necessary re-striping at the Erwin Road intersection.

Mr. J. Douglas Galyon

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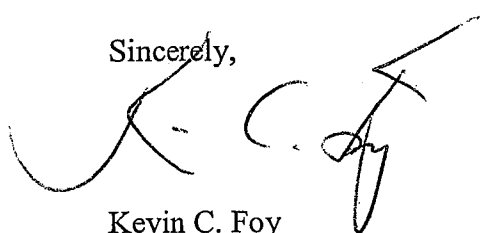
3. The existing five lane segments of Weaver Dairy Road would be narrowed to three lanes only to the extent necessary to create a uniform and efficient cross-section through the length of the project. At many locations, the existing outer travel lanes on the five lane cross-sections could remain in place as converted right turn lanes on the proposed three lane cross-section.
4. The project cost could be reduced by the elimination of the raised center median and extra paving width called for in the four lane median divided cross-section design.
5. Because there is only one intersection proposed along the new section of the project, we believe that the cross-section for this segment of Weaver Dairy Road could be reduced to two travel lanes and thereby minimize costs and disruption of adjacent properties.
6. With a two or three lane cross-section, the intersection between the new alignment segment and the existing Weaver Dairy Road could utilize a roundabout for traffic control. We think that the proposed reduction in cross-section width and the potential inclusion of a roundabout would make the Weaver Dairy Road project better exhibit Context Sensitive Design concepts that we understand are important to the State.

Doug, please take some time in advance of our meeting on the 19th to consider our proposed three lane design for Weaver Dairy Road. I think this is a reasonable alternative that could provide acceptable levels of service to drivers, bicyclists, and pedestrians. I understand that, if the State accepts our proposal and agrees to construct a three lane facility now, it would be unlikely that additional State funding would be made available if additional improvements were desired by the Town in the future.

The Committee believes that the highly efficient three lane cross-section design as proposed will adequately meet the local and state transportation objectives for Weaver Dairy Road now and in the future. I would appreciate receiving your feedback in time for a report to the Town Council which will meet on August 26, 2002.

Thank you for your continuing interest and assistance in improving all modes of transportation serving the Town of Chapel Hill and surrounding areas.

Sincerely,



Kevin C. Foy
Mayor

Cc: W. Calvin Horton, Town Manager
George N. Small, PE, Town Engineering Director

Attachment: Schematic drawings of proposed three lane cross-section.