



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

August 21, 2008

Dan Clever  
Durham Bicycle & Pedestrian Advisory Commission  
Durham Transportation Division  
101 City Hall Plaza  
Durham, NC 27701

Subject: Triangle Parkway, from NC 540 to I-40, Durham and Wake Counties,  
STIP No. U-4763B; WBS No. 39942.1.TA1

Dear Mr. Clever:

The North Carolina Turnpike Authority (NCTA) appreciates the Durham Bicycle & Pedestrian Advisory Commission's (BPAC) continued involvement with the Triangle Parkway project. The NCTA offers the following information in response to your July 21, 2008 letter regarding pedestrian and bicycle facilities crossing the Triangle Parkway.

1. a. Five-Foot Wide Sidewalks along Hopson Road and Davis Drive

The NCTA is adhering to the North Carolina Department of Transportation's (NCDOT) Pedestrian Policy Guidelines (effective October 1, 2000, attached). In accordance with this policy, the NCTA commits to paying 100% of the cost to replace existing sidewalks that are removed to facilitate construction of the project. The municipality and/or county is required to notify the NCTA in writing of its desire for incorporation of pedestrian facilities into project planning and design. This notification should state the party's commitment to participate in the cost of the facility as well as to be responsible for all maintenance and liability.

To date, we have not received a request from Durham for specific pedestrian facilities on the Triangle Parkway, notification of a commitment for participation in the cost of any new pedestrian, or a commitment of maintenance and liability responsibility. The policy further states that if the facility is not contained within the project berm width, the municipality is responsible for providing the right-of-way and/or construction easements as well as utility relocation. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.

The project has incorporated sidewalks in accordance with the above stated policy along Hopson Road and Davis Drive as follows:

### **Davis Drive**

The widening of Davis Drive at the Triangle Parkway bridges will be constructed with a five-foot sidewalk on the north side of Davis Drive to connect to the existing jogging path on the west side of the proposed bridge and the sidewalk on the east side of the proposed bridge.

The widening along the south side of Davis Drive at the Triangle Parkway bridges will accommodate but not construct a future five-foot sidewalk.

### **Hopson Road**

Hopson Road will be constructed with a five-foot sidewalk on the north side that will connect with the sidewalk at the intersection of Davis Drive and Hopson Road. In addition, there will be portions of Hopson Road, mainly at the Davis Drive intersection, that will have sidewalk on both sides.

Hopson Road and Triangle Parkway will be grade separated. Sidewalk will be constructed on both sides of Hopson Road at this grade separation.

#### **1. b. Four-Foot Wide Bicycle Lanes along Hopson Road, Davis Drive and NC 54**

The sections of Davis Drive and Hopson Road proposed to be widened as part of the project will be constructed with 14-foot outside lanes to accommodate bicycles, and the section of NC 54 to be reconstructed as part of the project will have 14-foot outside lanes to accommodate bicycles. The proposed widening is consistent with NCDOT policy.

#### **1. c. RTP Jogging Path**

All reconnections to existing jogging paths will be coordinated with the Research Triangle Foundation (RTF) and constructed to their specifications. Regarding the use of the term multi-use trail, the RTF has stated in previous conversations that bicycles are allowed on their trails and their trails are described in the design plans for the current widening of Davis Drive as “multi-use trails.” Based on this information, we referred to them as multi-use trails in previous correspondence. The NC 54 bridge over Triangle Parkway will include five-foot sidewalks on both sides of the bridge and the reconnection of the existing jogging trail.

1. d. ADA-Compliant Crosswalks and Pedestrian Activated Signals

The sidewalks will be compliant with the Americans with Disabilities Act. No new pedestrian activated signal locations are proposed as part of this project. The existing signals will be modified to accommodate the new travel lane configuration. The NCDOT maintains jurisdiction over the roads that Triangle Parkway crosses. They have advised us on the scope of work for the Triangle Parkway project and have not recommended additional pedestrian activated signal locations.

2. Pedestrian and Bicycle Connectivity at NC 54 during Construction

Pedestrian and bicycle connectivity will be maintained along NC 54 during the construction of the project.

3. Pedestrian and Bicycle Access within Construction Zone

The project will provide safe pedestrian and bicycle access within construction zones in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and Federal Highway Administration (FHWA) requirements relative to pedestrian and bicycle safety.

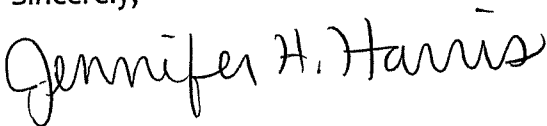
4. Maintenance of Bicycle and Pedestrian Facilities during Construction

The contractor will be required to maintain all existing and temporary bicycle and pedestrian facilities in safe and useful condition for the duration of the project.

In conclusion, all toll project decisions are made in the context of four basic overriding considerations - safety, environmental impact, project cost, and project revenue. These issues are fundamentally important to toll financing and are key factors when considering reasonable accommodations requested by other organizations.

Again, thank you for your continued support of this important project. Please feel free to contact me at (919) 571-3000 or at [jennifer.harris@ncturnpike.org](mailto:jennifer.harris@ncturnpike.org).

Sincerely,



Jennifer H. Harris, P.E.

Attachment: NCDOT's Pedestrian Policy Guidelines

cc: Bill Bell, Mayor, City of Durham

Ellen Reckhow, Chair, Durham Board of County Commissioners  
Kenneth Spaulding, NC Board of Transportation  
Wally Bowman, NCDOT Division 5 Engineer  
Tom Norman, NCDOT Division of Bicycle and Pedestrian Transportation  
Mark Ahrendsen, Transportation Manager, City of Durham  
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Jason Peterson, P.E., NCTA Triangle Parkway Construction Project Manager  
Rodger Rochelle, P.E., NCDOT  
Jonathan Bivens, S.T. Wooten Corporation  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Tracy Roberts, AICP, NCTA

**DEPARTMENT OF TRANSPORTATION  
PEDESTRIAN POLICY GUIDELINES  
EFFECTIVE OCTOBER 1, 2000**

These guidelines provide an updated procedure for implementing the Pedestrian Policy adopted by the Board of Transportation August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department's commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

**REQUIREMENTS FOR DOT FUNDING:**

**REPLACEMENT OF EXISTING SIDEWALKS:**

The Department will pay 100% of the cost to replace an existing sidewalk that is removed to facilitate the widening of a road.

**TIP INCIDENTAL PROJECTS:**

**DEFINED:** Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

**REQUIREMENTS:**

1. The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (ie: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

2. Written notification must be received by the **Project Final Field Inspection (FFI) date**. Notification should be sent to the Deputy Highway Administrator - Preconstruction with a copy to the Project Engineer and the Agreements Section of the Program Development Branch. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.
3. The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft berm (3.0-meter) that accommodates a 5-ft sidewalk. In accordance with

AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (ie: decorative pavers) will be a Municipal responsibility.

4. If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.
5. A cost sharing approach is used to demonstrate the Department's and the municipality's/county's commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

MUNICIPAL POPULATION	DOT PARTICIPATION	LOCAL PARTICIPATION
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 - pedestrian facilities on bridges.

6. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department sidewalks are justified, funding will be provided for installation. The above provision is also applicable to dual bridge structures. For dual bridges greater than 200 ft in length, a sidewalk will be constructed on the outside of one bridge structure. The bridges will also be studied to determine if sidewalks on the outside of both structures are justified.
7. FUNDING CAPS are no longer applicable.
8. This policy does not commit the Department to the installation of facilities in the Department's TIP projects where the pedestrian facility causes an unpractical design modification, is not in accordance with AASHTO standards, creates an unsafe situation, or in the judgement of the Department is not practical to program.

### INDEPENDENT PROJECTS

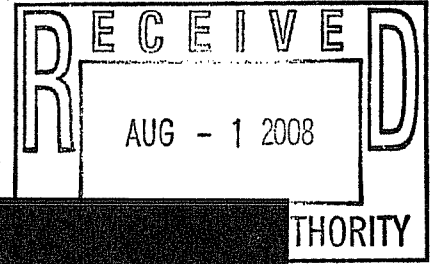
DEFINED: The DOT has a separate category of funds for all independent pedestrian facility projects in North Carolina where installation is unrelated to a TIP roadway project. An independent pedestrian facility project will be administered in accordance with Enhancement Program Guidelines.



D U R H A M

**Bicycle & Pedestrian Advisory Commission**

Durham Transportation Division ▪ 101 City Hall Plaza ▪ Durham, NC 27701



July 21, 2008

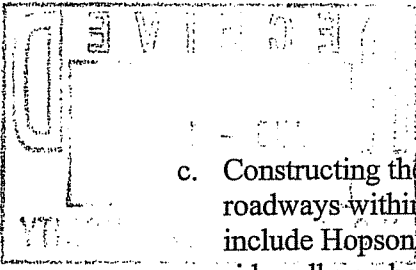
Subject: Comments on Triangle Parkway from NC 540 to I-40, STIP Project No. U-4763B, Wake and Durham Counties, WBS No. 39942.1.TA1

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Dear Ms. Harris,

In response to your letter dated April 16, 2008, the Durham Bicycle and Pedestrian Advisory Commission (BPAC) submits these follow-up comments for your consideration. BPAC comments referenced below refer to the BPAC letter of April 7, 2008.

1. BPAC comment 1 requested that the NCTA construct incidental bicycle and pedestrian facilities along all local roadways and signalized intersections within the project scope, as required by the Durham Uniform Development Ordinance, the adopted Durham-Chapel Hill-Carrboro MPO 2030 Long Range Transportation Plan, and NCDOT Policies. This includes:
  - a. Constructing five-foot wide concrete sidewalks along both sides of Hopson Road and Davis Drive for the full limits of roadway improvements within Durham City limits. Your response which indicates that the NCTA will only replace existing facilities that are disturbed from road improvements with new facilities is inadequate, as it does not fulfill the Durham UDO and DCHC MPO requirements noted above. The scope of the proposed Triangle Parkway is functionally incomplete unless these sidewalks are constructed as an incidental part of this project.
  - b. Constructing four-foot wide bicycle lanes along both sides of Hopson Road, Davis Drive, and NC54 for the full limits of all roadway improvements. Your response which indicates that the NCTA will only replace existing facilities that are disturbed from road improvements with new facilities is inadequate, as it does not fulfill the Durham UDO and DCHC MPO requirements noted above. The scope of the proposed Triangle Parkway is functionally incomplete unless minimum 4-foot bicycle lanes along both sides of Hopson Road, Davis Drive, and NC54 are constructed as incidental improvements for the full limits of all roadway improvements.

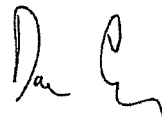


- c. Constructing the RTP Jogging Path in accordance with the RTP Master Plan along roadways within the RTP Service District for the full limits of roadway improvements, to include Hopson Road, Davis Drive, and NC54. The proposal to replace the existing sidewalks on both sides of NC54 (see page 3-12) is not necessary as sidewalks do not exist in this section of NC54. However, the RTP Jogging Trail, a pedestrian-only facility (not a multi-use path as noted on page 3-12), does exist along the south side of NC54 and must be included in the design of the new bridge and approaches. Your response indicates that the existing RTP multi-use path will be replaced where disturbed, impacted or relocated, both along roadways and under new structures. However, your response does not recognize that the existing RTP Jogging Path is not considered a multi-use path or greenway, a flaw in your Scope of Work which remains unaddressed and uncorrected. If it is the intent of NCTA to replace existing RTP Jogging Paths with standard multi-use facilities, this must be clarified, and the exact extent and limits of the existing Jogging Trails be clearly identified, including transitions from on-road bicycle facilities to off-road (i.e., multi-use side paths if proposed). Your response which relates to greenways (synonymous with multi-use paths) also confuses the distinct needs for bicycle facilities and pedestrian facilities, and may represent an inconsistent approach to addressing the needs of bicyclists and pedestrians throughout the scope of the project. In summary, your response to this item only partially addresses this issue and raises more questions than it answers.
  - d. Providing ADA-compliant crosswalks and pedestrian activated crossing signals at all intersections, to include Davis Drive and Hopson Road, Triangle Parkway interchange ramps at Hopson Road and Triangle Parkway interchange ramps at Davis Drive. This is especially important given the number of motor vehicle travel lanes proposed at these intersections. Crossing signals shall be timed to allow safe crossing, and shall include median islands/refuges and other elements as necessary. Your response does not address this issue.
2. BPAC comment 2 requested that the NCTA maintain full pedestrian and bicycle connectivity along the temporary NC54 bridge, to include full accommodation of pedestrians and bicycles along this major bicycle and pedestrian corridor within RTP. Your response does not address this issue.
  3. BPAC comment 3 requested that NCTA commit to provide safe pedestrian and bicycle access within all construction zones as required by the MUTCD and FHWA. Pedestrian zones within the right-of-way shall be physically separated from vehicular traffic to maximize pedestrian safety. Share The Road and other appropriate signs shall be posted to alert motor vehicle operators to the presence of bicycles. Speed limits within construction zones along local roadways shall not exceed 45 mph. Your response does not address this issue.
  4. BPAC comment 4 requested that all existing and temporary bicycle and pedestrian facilities are continuously maintained in safe and useful condition for the duration of the project. This may include routine sweeping of gravel and debris from travel lanes, bike lanes and pedestrian zones, repair of potholes and other road hazards, and to provide all other necessary

routine maintenance for the safe passage of pedestrians and cyclists as may be required. Your response does not address this issue.

Please do not hesitate to contact me at 919-286-3827 (or [daclever@gmail.com](mailto:daclever@gmail.com)) if you have any questions or require any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Clever". The signature is fluid and cursive, with the first name "Dan" being more prominent than the last name "Clever".

Dan Clever

cc: Bill Bell, Mayor, City of Durham  
Ellen Reckhow, Chair, Durham Board of County Commissioners  
Kenneth Spaulding, NC Board of Transportation  
Wally Bowman, NCDOT Division 5 Engineer  
Tom Norman, NCDOT Division of Bicycle and Pedestrian Transportation  
Mark Ahrendsen, Transportation Manager, City of Durham  
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO



STATE OF NORTH CAROLINA  
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MICHAEL F. EASLEY  
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DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 16, 2008

Dan Clever  
Durham Bicycle & Pedestrian Advisory Commission  
Durham Transportation Division  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Mr. Clever:

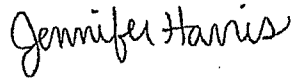
Thank you for sharing your comments regarding bicycle and pedestrian facilities in relation to the proposed Triangle Parkway project. Your comments are a part of the project record. We are currently reviewing all the comments we received on the Environmental Assessment (EA) and at the Public Hearing. Responses to comments we received will be included in the final NEPA document.

Bicycle and pedestrian accommodations were considered for the connecting roadways in accordance with standard NCDOT Bicycle and Pedestrian Policy Guidelines. These guidelines state that existing facilities disturbed from road improvements will be replaced and new facilities will be constructed at the request of a municipality offering reimbursement. As indicated in the EA, the project designs will accommodate future sidewalks along Hopson Road and the existing sidewalks and multiuse paths impacted will be replaced. For additional information, the Request for Proposals for the Design Build contract is available on the NCTA's website at <http://www.ncturnpike.org/design-build/u4763b/FinalRFPCombined.pdf>. Please see pages 81 and 191-192 for information related to the bicycle and pedestrian facilities.

Thank you again for sharing your comments. NCTA remains committed to continuing coordination with the public regarding this very important project.

If you have further questions or concerns or would like additional information please contact Jennifer Harris, P.E., (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

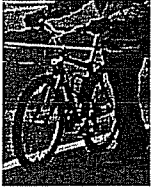
Sincerely,

A handwritten signature in cursive script that reads "Jennifer Harris".

Jennifer Harris, P.E.

Staff Engineer

cc: Steve DeWitt, P.E., NCTA Chief Engineer  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation



D U R H A M

## Bicycle & Pedestrian Advisory Commission

Durham Transportation Division ■ 101 City Hall Plaza ■ Durham, NC 27701

April 7, 2008

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Subject: Triangle Parkway from NC 540 to I-40, STIP Project No. U-4763B, Wake and Durham Counties, WBS No. 39942.1.TA1

Dear Ms. Harris,

The Durham Bicycle and Pedestrian Advisory Commission has reviewed the Draft Environmental Assessment Document and the Preferred Alternative Map for this project and is pleased to offer comments and recommendations for your consideration. We request that the following comments be entered into the public record and that these concerns be addressed in post-hearing meeting and fully incorporated into the Final Environmental Assessment and the scope of the subsequent Triangle Parkway Design-Build contract.

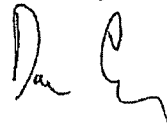
- 1) We request that the NCTA construct incidental bicycle and pedestrian facilities along all local roadways and signalized intersections within the project scope, as required by the Durham Uniform Development Ordinance, the adopted Durham-Chapel Hill-Carrboro MPO 2030 Long Range Transportation Plan, and NCDOT Policies. This includes:
  - a) Constructing five-foot wide concrete sidewalks along both sides of Hopson Road and Davis Drive for the full limits of roadway improvements within Durham City limits.
  - b) Constructing four-foot wide bicycle lanes along both sides of Hopson Road, Davis Drive, and NC54 for the full limits of all roadway improvements.
  - c) Constructing the RTP Jogging Path in accordance with the RTP Master Plan along roadways within the RTP Service District for the full limits of roadway improvements, to include Hopson Road, Davis Drive, and NC54. The proposal to replace the existing sidewalks on both sides of NC54 (see page 3-12) is not necessary as sidewalks do not exist in this section of NC4. However, the RTP Jogging Trail, a pedestrian-only facility (not a multi-use path as noted on page 3-12), does exist along the south side of NC54 and must be included in the design of the new bridge and approaches.
  - d) Providing ADA-compliant crosswalks and pedestrian activated crossing signals at all intersections, to include Davis Drive and Hopson Road, Triangle Parkway interchange ramps at Hopson Road, and Triangle Parkway interchange ramps at Davis Drive. This is

especially important given the number of motor vehicle travel lanes proposed at these intersections. Crossing signals shall be timed to allow safe crossing, and shall include median islands/refuges and other elements as necessary.

- 2) We request that the NCTA maintain full pedestrian and bicycle connectivity along the temporary NC54 bridge, to include full accommodation of pedestrians and bicycles along this major bicycle and pedestrian corridor within RTP.
- 3) We request that NCTA commit to provide safe pedestrian and bicycle access within all construction zones as required by the MUTCD and FHWA. Pedestrian zones within the right-of-way shall be physically separated from vehicular traffic to maximize pedestrian safety. Share The Road and other appropriate signs shall be posted to alert motor vehicle operators to the presence of bicycles. Speed limits within construction zones along local roadways shall not exceed 45 mph.
- 4) We request that all existing and temporary bicycle and pedestrian facilities are continuously maintained in safe and useful condition for the duration of the project. This may include routine sweeping of gravel and debris from travel lanes, bike lanes and pedestrian zones, repair of potholes and other road hazards, and to provide all other necessary routine maintenance for the safe passage of pedestrians and cyclists as may be required.

The construction of bicycle facilities on local roads is critical to enhancing non-motorized mobility options included commuters to employment centers within the RTP. We appreciate the opportunity to provide comments on this project and respectfully request a copy of the Minutes of the post-hearing meeting.

Sincerely,



Dan Clever

cc: Bill Bell, Mayor, City of Durham  
Ellen Reckhow, Chair, Durham Board of County Commissioners  
Wally Bowman, NCDOT Division 5 Engineer  
Tom Norman, NCDOT Division of Bicycle and Pedestrian Transportation  
Mark Ahrendsen, Transportation Manager, City of Durham  
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