

Lynn Richardson

From: Keith Megginson [keith.megginson@ncmail.net]
Sent: Friday, October 13, 2006 11:09 AM
To: 'Lynn Richardson'; 'Jason Sullivan'
Subject: FW: Criteria for Local Residential of Residential Collector

From: Mark Ashness [mailto:mark@cegrouppinc.com]
Sent: Friday, October 13, 2006 10:10 AM
To: keith.megginson@ncmail.net
Cc: 'Nick Robinson'; 'Mike Zaccardo'
Subject: Criteria for Local Residential of Residential Collector

Keith: The roads proposed on the southern side of Booth Mountain meet the current criteria listed under "a" thru "d". NCDOT has recently changed their policy for "e" such that at the intersection of any (2) cul-de-dacs (no matter how small the cul-de-sacs are) the feeder road is now viewed as a collector. This policy change occurred in the last few months. I understand that NCDOT gets some Federal Funds for maintenance of collector roads whereas they do not for local residential roads. Until recently, the type of roads we proposed would have always been viewed as "local residential". I still believe we meet the definition "e" because we are not connecting or serving any major traffic generators given that Herndon Creek will not be crossed by a roadway for environmental reasons.

You can see that the pavement widths increase from 23 and 27' back to back to 35' back of curb to back of curb. In addition to the 8-10' pavement width increase, the road grades are flatter, requiring further clearing and grading.

Let me know if you have any questions.

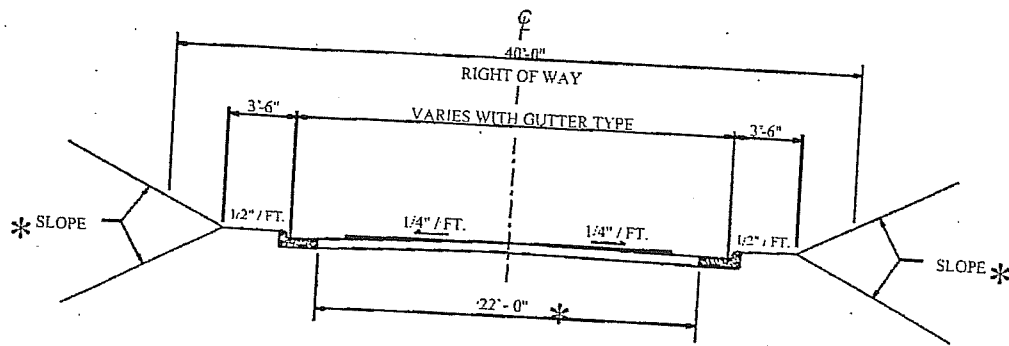
Thanks

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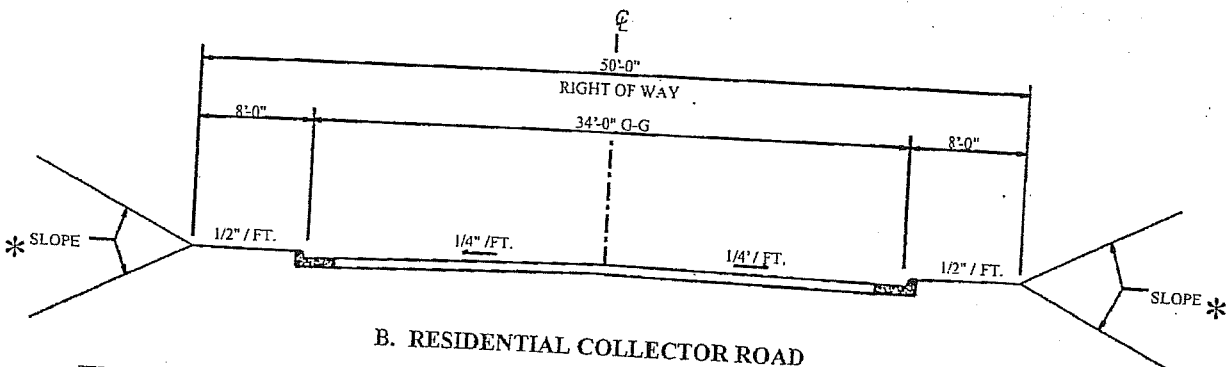
Local Residential Subdivision Roads include:

- a. Cul-De-Sacs
- b. Dead End Roads - Less than 2500 feet in length
- c. Short connecting Roads - One block long or that extend on a block by block basis
- d. Loop Roads - Less than 1 mile in length
- e. Other roads that do not connect thoroughfares or serve major traffic generators. These roads do not have "collector" characteristics.



A. LOCAL RESIDENTIAL ROAD

* NOTE:
ON A MAXIMUM OF TWO-TENTHS
OF A MILE IN LENGTH, 18' OF
PAVEMENT MAY BE USED



B. RESIDENTIAL COLLECTOR ROAD

* TERRAIN	MAX SLOPE
LEVEL	2:1
ROLLING	2:1
HILLY	1-1/2:1

NOTE:
FOR BOTH 'A' & 'B', REQUEST FOR TYPICAL SECTIONS
APPROVALS BY THE DEPARTMENT OF TRANSPORTATION
THAT INCLUDES SIDEWALKS OR FUTURE SIDEWALKS
WILL BE REVIEWED INDIVIDUALLY BY THE DISTRICT
ENGINEER