



Southwest Durham Drive – Workshop (Creekside Elementary School; February 15, 2007) **Feedback Form**

Member Governments
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Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of
Transportation
County of Orange

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment

Alternative 1

Alternative 2 *This alignment best for all.*

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

(Additional comments can be written on the back of this form)

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment

Alternative 1

no

Alternative 2

this alignment is better for all concerned.

Public Process

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Alternatives

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2035 Functional Alignment

Alternative 1

Use of Geo King Rd.

Alternative 2

Public Process

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Alternatives

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2035 Functional Alignment

Alternative 1

It makes sense to use George King Rd & to use the existing bridge at Farrington / I-40.

Alternative 2

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2035 Functional Alignment

Alternative 1

Less expense to keep Farrington as is

Alternative 2

Public Process

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Alternatives

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2035 Functional Alignment

terrible

Alternative 1

This one makes the most sense. I would just stub
 Lancaster into the connector in a traffic circle or similar
 and connect Lancaster to SR, leave Mecklenburg stub over westward
 out.

Alternative 2

this is fine too — same comment (pp)

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

- WORST #3** 2035 Functional Alignment This is THE WORST! Proposed drive is much too close to Helmsdale Drive making the space between Helmsdale + the proposed drive useless, Also too much noise for Helmsdale. And a safety hazard to children playing behind houses on Helmsdale.
- #2** Alternative 1 This is second best. Lots of space between the proposed drive and Helmsdale. Lancaster is more a straight shoot. ^{not good!} Finally, George King crosses interstate at an angle – not good!
- BEST #1** Alternative 2 This is the best. Lots of space between the proposed drive and Helmsdale. Also, Lancaster is more circuitous. Finally, George King crosses the interstate at a right angle – much better

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

Andy Henry has done a good job keeping the residents informed. Thank you.

Bruce L. Cunningham
 Bruce L. Cunningham

(Additional comments can be written on the back of this form)

205 Helmsdale Dr
 bruce.u@hotmail.com

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2035 Functional Alignment

Alternative 1

Alternative 2

I'm indifferent concerning these routes, but this should never, never be connected to Meadowmont Lane.

Public Process

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Alternatives

Please tell us what you like and dislike about each of the three alternatives for the alignment of Southwest Durham Drive. Indicate which alternative you prefer and tell us why.

2035 Functional Alignment

NO

Alternative 1

NO

Alternative 2

yes - but please converge
 Lancaster / SW Durham Pk / George King Road
 into one intersection or rotary.

Public Process

How has this workshop, the Web site and any notices that you received been helpful? What recommendations would you make for improvements?

yes, inform all of Meadowmont
 community

See attachment
 "OPTION 2"

1 of 2

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Meadowmont Community Position for 2/15/07 SW Durham Dr. Alignment Meeting

1. We support realignment at both the North and the South ends of SW Durham Drive. The alignment should track George King Road all the way to 54 with an intersection at the new light on 54 at the entrance to Falconbridge (Huntington?). This is the preferred primary route between 15-501 and 54n because:
 - it minimizes traffic next to Creekside and Rashkis schools (another is planned at Creekside)
 - it is cheaper and less disruptive to already established neighborhoods.
2. Meadowmont residents do not oppose a connection to Meadowmont Lane, but we think it should be **indirect and circuitous** with extensive traffic calming for all of the reasons we have cited in the past – pedestrian and bike friendly neighborhood, school and retirement areas, etc.
3. Any connection to Meadowmont Lane should be constructed after the SW Durham Dr. alignment and connection to George King Road and 54 because –
 - the George King alignment will not require an expensive bridge installation to span the wetland and creek systems
 - Traffic in the newly developed areas of southwest Durham will need an outlet to 54 sooner, rather than later.
 - Construction of a Meadowmont Lane bridge will probably need to await specific commitments to fund the fixed route transit service that is presently shown on the map for Meadowmont. Since the bridge will need to serve both regular car traffic and transit (fixed guideway) traffic, as well as pedestrian and bicycle traffic, the present uncertainty about the transit service and its route argues that initial connectivity should be aligned along George King Road to address short term connectivity requirements.

Thank you,
Eric Teagarden

* Option 2 – preferable, but please converge the projected intersection of Lancaster / SW Durham Dr. and George King Rd

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Alternatives

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2035 Functional Alignment

- wonder ab

Alternative 1

- Wonder about getting buses in/out of school.
- ~~Can~~ What is intersection of Ephe sus & SW - roundabout/traffic circle, light, ~~stop~~ stop sign?
- Creekside traffic now ~~stop~~ shuts down road - and it keeps getting more trailers. *could get second school.*

Alternative 2

- Note: I like idea of paired roundabout with one at Pope.*
- If thinking about replacing bridge, think about making on/off ramps.
 - left turn in Daniels - property collector (and out of it) will be unsafe - need to make right in/out only.

- are you short of flow for turn lanes?

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2035 Functional Alignment

WE PREFER THIS ALIGNMENT

Alternative 1

2ND CHOICE

Alternative 2

SEEMS RELATIVELY SIMILAR TO ALTERNATIVE #1 EXCEPT IT
HAS THE ADDITIONAL COST OF A NEW INTERSTATE BRIDGE
- SEEMS UNNECESSARILY EXPENSIVE

Public Process

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